

Pacific West Engineering, Inc

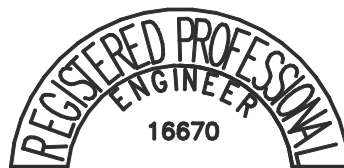
**WRITTEN STATEMENT
FOR
M-2-08, 3-LOT PARTITION**

DATE: 8-2008

Prepared By:

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EXPIRES: 12-31-2008

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Veneta Land Division Ordinance No. 462

5.01(5) Statements to Accompany Tentative Plan.

(a) Adequacy and source of water supply and compliance with the city's Water system Plan

There is an existing 8" water line, which runs along the east side of Dunham Loop adjacent to the partition. New water services will be tapped into the existing line to service Parcels 1 through 3. Parcel 3 will have an oversized tap to plan for future re-development of Parcel 3. There is an existing fire hydrant directly to the east of the lot corner for Parcel 1/parcel 2 that will provide fire protection to the site.

(b) A statement detailing the storm water runoff and drainage impact the new development will have on areas beyond the land division and compliance with the city's Drainage Master Plan. The developer, city and impacted property owners shall work closely with each other so that adverse impacts of storm water runoff (in terms of both quantity and quality) from the new development are alleviated or avoided and that all necessary storm sewer and drainage facilities will be installed prior to or concurrent with the land division.

The storm water drainage from the site will discharge into the existing drainage way that lies to the west of the site. Historically, this has been the drainage pattern of the site. The Parcels will detain their stormwater runoff as noted below resulting in no additional impact to the drainage way.

PARCEL 1:

Parcel 1 contains an existing house and garage. Storm water runoff from Parcel 1 will continue to function as it has in the past. There are not any changes proposed for Parcel 1.

PARCEL 2:

Parcel 2 is designed for a single-family house. The applicant has anticipated approximately 2,400 square feet of impervious roof area on this Parcel and a 600 square foot driveway. A detention swale has been designed to accept the runoff from Parcel 2 with the discharge from the detention swale limited to the pre-development flow based on a 10-year storm event. The detention swale location is shown on the plans including a typical detail.

PARCEL 3:

Parcel 3 has been designed based on a future land division into four Parcels. The shadow plat for Parcel 3 is shown on Sheet 1 of the plans. The private driveway that would serve the Parcel 3 re-division in the future can drain to the existing drainage ditch located along the east property line. This ditch can be enhanced in the future to detain the required volume of runoff.

The detention swales are designed to accommodate the same runoff as Parcel 2, i.e., 2,400 square feet of impervious roof area and 600 square feet of driveway.

(c) Proposed method of sanitary sewage disposal and compliance with the city's Wastewater Master Plan

The site lies below the flowline elevations of the existing sanitary sewer manholes adjacent to the site; therefore the only way to service the site is with a pump system. Sanitary sewer service for the site will be provided by constructing a new 3" Pressure Main that connects into the existing sanitary sewer manhole located at the intersection of Terra Lane and Dunham Loop. The individual pump systems will be installed at each home site and will pump into the 3' pressure main.

(d) Protective covenants and deed restrictions to be recorded, if any.

There are no CCR's proposed at this time.

(e) The time the proposed improvements are to be made or installed

The proposed improvements are to be made during the spring and summer of 2009.

5.04 Tentative Plan Review Criteria.

- (1) The transportation system supports the new development and provides vehicular, bicycle, and pedestrian access to each lot in conformance with the applicable City requirements, including Design Standards (Article 6) and Improvement Requirements (Article 7) of this Land Division Ordinance; the requirements of the zoning district (Land Development Ordinance); and the Veneta Transportation Land Division Ordinance No. 462 (02/12/2007) page 31 System Plan.*

The existing transportation system to the site and adjacent to the site is adequate. Dunham Loop is located along the east boundary of the site and provides a direct connection to 8th Street. Dunham Loop has a paved surface of adequate width to support additional traffic from this site.

There is currently 30-feet of public right-of-way from the centerline of Dunham Loop to the west margin adjoining this site. This is sufficient for any future street improvements that may be required by the City to Dunham Loop.

The City's Transportation System Plan (TSP) shows the extension of 10th Street connecting to Dunham Avenue. The past approvals of Shady Hollow and Shadow Ridge

Subdivisions looked at extending Dunham Loop south to Hunter Avenue and extending 10th Street north to meet a westerly extension of Dunham Ave. Both subdivisions were approved without these required street improvements. Generally, the street extensions would have had to cross significant wetlands especially the 10th Street/Dunham Avenue connection, which would have had a huge impact to the wetlands. Therefore the extension of Dunham Avenue to the west through this site is not required.

The future private driveway to service the re-division of Parcel 3 in the future will be designed per City of Veneta Improvement Requirements. A 40-foot wide access is provided to connect Parcel 3 to Dunham Loop.

Pedestrian access is provided to the partition by public sidewalks on each side of the public streets as shown on the plans.

Bicycle access is per paved streets.

- (2) *Each lot will be served with sanitary sewer (or septic systems), water, and other public utilities in conformance with the applicable City requirements, including Design Standards (Article 6) and Improvement Requirements (Article 7) of this Land Division Ordinance; the requirements of the zoning district (Land Development Ordinance); and City utility plans.*

All Parcels are serviced with sanitary sewer, storm sewer, water, electric, T.V., and telephone services in conformance with the above mentioned requirements.

- (3) *The surface water drainage shall be in conformance with the City's Drainage Master Plan and other applicable City requirements, including Design Standards (Article 6) and Improvement Requirements (Article 7) of this Land Division Ordinance; and the requirements of the zoning district (Land Development Ordinance).*

The site has been designed with this requirement in mind. The impervious roof and driveway areas proposed for the site will be detained in grassy swales with the discharge released into the existing wetland drainage way running along the west boundary of the site. The grassy swales have been sized based on assumed impervious areas for each Parcel and are capable of detaining the difference between the post-development and pre-development stormwater flow rate based on a 10-year storm event. See the included Storm Sewer Study for details of analysis and sizing.

There will be no adverse impact to the drainage way due to the additional stormwater runoff because the discharge from the site will be limited to the existing runoff from the site in an undeveloped condition (pre-development flows). This is based on a 10-year storm event as required by the city.

I should note that there is not any stormwater detention shown for Parcel 1 because it is an existing development. The stormwater runoff for Parcel 1 will continue to function as it currently does.

- (4) *Topography, floodplain, wetlands, and vegetation have been incorporated into the partition design in conformance with the applicable City requirements, including Design Standards (Article 6) and Improvement Requirements (Article 7) of this Land Division Ordinance; and the requirements of the zoning district (Land Development Ordinance).*

A wetland delineation for the site was completed by Coyote Creek Environmental Services Inc. The boundaries of the wetland and the required 50-setback buffer are shown on the plans. The site is designed to function without encroaching into the wetlands that exist along the westerly portion of the site. This site has been thoroughly studied with respect to its design to arrive at the most environmentally and home owner friendly design and at the same time meeting the city's Land Development and Land Division Ordinances, Transportation Plan and the Comprehensive Plan.

There is a FEMA floodplain Zone AE located along the northwest portion of the site.

A Tree Removal and Preservation Plan (T3) has been included in the application.

The city's TSP does not identify any streets to be extended through the site.

- (5) *Development of any remainder of property under the same ownership can be accomplished in accordance with city requirements.*

This partition includes all property under the same ownership, therefore this sub-section is satisfied.

- (6) *Adjoining land can be developed or is provided access that will allow its development in accordance with city requirements.*

In accordance with the city's recommendation all adjoining properties can be developed independently from this site. Therefore, no utilities or streets have been stubbed on site for future connection.

- (7) *The proposed preliminary plat complies with all of the applicable city requirements, including Design Standards (Article 6), Improvement Requirements (Article 7), and the requirements of the zoning district (Land Development Ordinance).*

This partition has been designed in conformance with the Comprehensive Plan, state and federal laws including designing around natural features as mentioned in the Comprehensive Plan. This proposal satisfies the recommended policies in the

Comprehensive Plan for development in Veneta. Many of the recommended policies have been included in the city's Land Development and Land Division Ordinances and Transportation Plan, which are all addressed throughout this written statement.

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(6.02) STREET DESIGN STANDARDS

The partition proposal complies with design standard (Article 6) as follows: The City's Transportation System Plan (TSP) shows the extension of 10th Street connecting to Dunham Avenue. The past approvals of Shady Hollow and Shadow Ridge Subdivisions looked at extending Dunham Loop south to Hunter Avenue and extending 10th Street north to meet a westerly extension of Dunham Ave. Both subdivisions were approved without these required street improvements. Generally, the street extensions would have had to cross significant wetlands especially the 10th Street/Dunham Avenue connection, which would have had a huge impact to the wetlands. Therefore the extension of Dunham Avenue to the west through this site is not required.

The future private driveway to service the re-division of Parcel 3 in the future will be designed per City of Veneta Improvement Requirements. A 40-foot wide access connects Parcel 3 to Dunham Loop, providing adequate room for a private driveway

There are not any changes proposed to the existing residence or access to the residence.

(6.03) BLOCKS

This sub-section does not apply to this site.

(6.04) BUILDING SITES

All Parcels meet the width, depth and area dimensions as required in the Land Development Ordinance. No lot exceeds 2-1/2 times its average width. Parcel 3 has a 40-foot wide panhandle access that adjoins Dunham Loop right-of-way. The main body of the Parcel does not exceed 2-1/2 times its average width.

All Parcels have an average depth between the front lot line and rear lot line of at least 80 feet.

All Parcels have a minimum of 60 feet of street frontage, except for Parcel 3 which has a 40-foot panhandle access.

All Parcels have the minimum area of 6,000 square feet as required by the Land Development Ordinance.

A Shadow Plat has been shown for Parcel 3 due to the size of the Parcel.

(6.05) GRADING OF BUILDING SITES

All cut and fill operations on the site will comply with this subsection. All cut slopes will not exceed 1.5:1 slopes. All fill slopes will not exceed 2:1 slopes.

All of the site will be graded to direct stormwater runoff to the existing drainage way.

(6.06) BUILDING LINES

A Building Line has been shown on the plans. It consists of a 50-foot setback buffer from the delineated wetland boundary conforming to Section 4.11 (Greenway – Open Space Sub-Zone) of the Land Development Ordinance.

(6.07) LARGE BUILDING SITES

A shadow plat for Parcel 3 has been shown on the plans including conceptual building envelopes.

(6.08) LAND FOR PUBLIC PURPOSES

The owner will comply with Section 5.26 of the Land Development Ordinance.

(6.09) STORMWATER FACILITIES

A stormwater study has been included with this application showing how the site will comply with this sub-section.

(7.01) IMPROVEMENT PROCEDURES

The requirements of this sub-section will be satisfied upon tentative approval of the partition.

(7.03) IMPROVEMENTS IN PARTITIONS

Dunham Loop will either be fully improved as required in this sub-section, and as directed by the city or will be deferred for future improvement as directed by the city.

Public sanitary services are provided to all the Parcels in the partition. Stormwater facilities will be private detention swales in the locations shown on the plans and sized per the included stormwater study.

Public water service is available to the partition. The existing location of the fire hydrant has been shown on the plans.

Sidewalks will be either, fully improved as required in this sub-section, and as directed by the city or will be deferred for future improvement as directed by the city.

There are not any bicycle routes indicated in the City's Transportation Plan for this site.

There are not any street name signs required for this site.

There is an existing street light on the east side of Dunham Loop in the location shown on the plans.

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4.03 General Residential Zone (6000 S.F. Min.)

This partition is primarily for single-family dwellings as allowed in this zoning.

All Parcels are a minimum 60 feet in width and have at least 6,000 square feet of area.

All Parcels will allow standard residential construction in conformance with the required yard setbacks.

No building will occupy more than 50% of the lot area.

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4.11 Greenway – Open Space Subzone

(2) Boundaries.

(a) The boundaries of the GW subzone are shown on the Veneta Zoning Map, updated July 24, 2006, and hereby adopted by reference. In instances where the Greenway boundary shown on the Veneta Zoning Map and the boundary as defined herein are different, the language of this section shall take precedence.

(b) Upon receiving a new wetland delineation and concurrence from the Division of State Lands (DSL), the GW boundary shall be located a minimum of fifty (50) linear Land Development Ordinance No. 461 page 40 feet from the edge of all significant wetlands. Wetlands whose status has not yet received concurrence from the Department of State Lands shall also have a buffer of 50 ft.

A 50-foot buffer has been shown on the plans from the delineated wetland boundary. The wetlands have not received concurrence by the Department of State Lands. There is not any disturbance proposed within the 50-foot setback except as follows:

(3) Permitted Uses. In a GW subzone, the following uses are permitted subject to compliance with all state and local requirements, including the development standards of Section 4.11(6) of this ordinance.

(b) Stormwater facilities.

1.. All stormwater facilities constructed in the Greenway must be designed according to City standards and shall be designed to enhance the water quality, habitat, and aesthetic values of the Greenway as determined by the City.

2. Stormwater detention and pre-treatment facilities excluding piping and outfall structures may be located no closer than 15 ft from any significant wetland unless the facility will enhance wetland values as defined in VMC 18.10 as determined by the City.

The stormwater detention swales have been located within the 50-foot buffer area as allowed by this sub-section. Trees will be planted in the swales and a native grass seed mixture will be planted in the swales to enhance the buffer area.

The swales and their outfalls will be a minimum of 15-feet from the wetland boundary.

The stormwater swales will be constructed and located in areas so that compliance with Section 4.11(6) of this ordinance can be accomplished.

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SECTION 4.12 FLOOD PLAIN SUBZONE (/FP)

(5) Administration

(a) Development Permit Required: A development permit shall be obtained before construction or development begins within the flood plain subzone. The permit shall be for all structures including manufactured dwellings, as set forth in the "Definitions," Section 4.12 (3), and for all development including fill and other activities, also set forth in the definition Section 4.12 (3).

(8) Encroachments.

The cumulative effect of any proposed development, where combined with all other existing and anticipated development, shall not increase the water surface elevation of the base flood more than one foot at any point.

The only development proposed within the FEMA Flood Plain Zone AE is the construction of two grassy swales for stormwater detention, which would occur during the future re-division of Parcel 3. This is an allowed use within a FEMA 100-year Flood Plain. A development permit will be submitted to the city at the time Parcel 3 is re-divided in the future and will show that the proposed grassy swales do not increase the water surface elevation of the base flood more than one foot.

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5.26 Parkland Dedication:

The owner is requesting to pay cash in lieu of dedication as outlined in sub-section 5.26(5).