PLANNING COMMISSION
VIRTUAL MEETING REVISED AGENDA
July 15, 2020

Chair:
Jeremy Salvage

Vice Chair:
Don Robertson

Commissioners:
David McClain
Todd Prenoveau
Samuel Brackeen
Joshua Galka
Josh Port

Community Development Director
Kelly Hart

Virtual Meeting:
6:00 p.m.

1. Call to Order / Flag Salute
2. Roll Call
3. Minutes: April 30, 2020 & June 17, 2020
4. Commission Review:

   a. **Planning File AR-20-05 – Continuation**
   - Administrative Review

   b. **Planning File AR-20-09**
   - Administrative Review

   c. **Mill Race Urban Renewal District**
   - Draft Plan and Report

5. Commission Business & Comments
6. Adjournment

City of Lebanon

Planning Commission

Meeting Minutes
Special Virtual Meeting
April 30, 2020 and May 7, 2020

Due to the COVID-19 Pandemic, the City of Lebanon Planning Commission conducted a virtual meeting. The public hearings were held in two phases to allow the public to provide comment in between the meetings. The minutes prepared reflect both hearing dates to provide a compiled record of the public hearing process.

Members Present (April 30, 2020): Chairman Jeremy Salvage, Vice-Chair Don Robertson and Commissioners David McClain, Todd Prenoveau, Joshua Galka, Josh Port, and alternate Commissioner Samuel Brackeen.

Members Present (May 7, 2020): Vice-Chair Don Robertson and Commissioners Todd Prenoveau, Joshua Galka, Josh Port, and alternate Commissioner Samuel Brackeen.

Staff Present (Both): Community Development Director Kelly Hart; City Engineer Ron Whitlatch and Tre' Kennedy, City Attorney.

APRIL 30, 2020

1. CALL TO ORDER

Chairman Salvage called the meeting of the Lebanon Planning Commission to order at 6:00 pm via the GoTo Meeting virtual platform. The meeting was also live streamed on YouTube for the public to view live.

2. ROLL CALL

Roll call was taken. All Planning Commission members were present.

3. APPROVAL OF MEETING MINUTES

February 18, 2020 minutes were approved as submitted.

4. CITIZEN COMMENTS - *None*

5. PUBLIC HEARINGS

Prior to the initiation of the public hearings, Chairman Salvage presented the modified hearing procedures in response to the pandemic and identified all the expanded opportunities available for the public to review the proposed applications and provide

written and verbal comment.

A. Planning File AR-20-03 and VAR-20-01 – Administrative Review and Class II Variance Request for Applegate Landing LLC

Chairman Salvage opened the hearing for Planning File No. AR-20-03 and VAR-20-01. City Attorney Kennedy asked the Commission if there was any ex-parte communication, conflict of interest or bias regarding the application. All Commissioners indicated there was no ex-parte communications, conflicts or bias.

Director Hart presented staff's report for the proposed application. The subject property is generally located on the north side of the intersection of Airport and Stoltz Hill Roads. The total site area was previously 8.19 acres with frontage on Airport Road and Strawberry Lane. Through an application for a Minor Land Partition in 2019, the property was divided into three parcels, with the subject property totaling 2.37 acres.

The new subject parcel is located approximately 600 feet north of Airport Road, and approximately 150 feet east of Strawberry Lane, which is a County road. The property is zoned Residential Mixed-Density (Z-RM). Surrounding the property to the north is a vacant parcel within the RM zone; to the south is a legal non-conforming grocery store, and a single-family residential dwelling located within the County with a comprehensive plan designation of Residential Mixed-Density (C-RM); and to the east, across Burkhart Creek, and to the west are single-family dwellings located within the County with a comprehensive plan designation of C-RM.

For the development, the Applicant is proposing to development a 48-unit affordable housing apartment complex. As indicated on the site plan, there would be a total of four 3-story apartment buildings, and a large community building proposed.

For Density, the minimum lot size for a multifamily use in the RM zone is 9,000 square feet. At 2.37 acres, the subject property exceeds this standard. For the unit size and count, the development code would require 85,050 square feet, or 1.9 acres to develop the proposed project. The subject site at 2.37 acres exceeds this minimum, therefore the project is compliant with the density standards.

For setbacks, the Lebanon Development Code requires a minimum 10-foot front setback, 5-foot side setbacks, and a 20-foot rear setback. As indicated on the site plan, the project meets or exceeds this minimum requirement. For the east side setback, the property runs along Burkhart Creek. A 5-foot setback to the proposed fence line is provided, which is approximately 5-feet from the top of bank and approximately 20-feet from the centerline of the creek. A wetland delineation has been completed, and Department of State Lands (DSL) has concurred the accuracy of the delineation to determine the basis for the building setbacks.

Open space requirements include 25% of the project development area to be designated for open space with a minimum usable open space requirement of 25% of the total open space, and a designated children's play area with playground equipment. Credits to reduce the percentage of open space required are permissible when developed recreation areas are provided such as a community room, sports court, and swimming pools. The site area is 93,364 square feet, which requires a minimum 23,341 square feet of open space to be provided, inclusive of the common open space requirements. As indicated on

the site plan, 16,689 square feet of common open space is provided in two main areas located near the front of the property and includes the large 3,000 square foot community building. 25,652 square feet of additional open space is provided throughout the development.

For Parking, if calculating the parking demand for the project with no concessions, a total of 108 spaces would be required at 2.25 spaces per unit. With the excess bicycle parking provided on-site, the parking demand is reduced to 105 spaces per the development code.

The project is identified as an affordable housing project, where all units would be designated as affordable for incomes between 30% of the Area median income to a maximum of 60% AMI. Based on the designation of the entire development as an affordable housing project, the Applicant is requesting a reduction in the standard parking requirement of 2.25 spaces per unit to 1.5 spaces per unit. This would provide a total of 74 parking spaces on-site, which would be a 30% reduction in the parking requirement.

For affordable housing projects, there is a correlation that demonstrates households with lower area median income result in fewer vehicles per household. In the Applicant's narrative, a number of studies and resources have been provided which demonstrates a lower vehicle per household standard when associated with an affordable housing development. Based on the studies provided, the applicant contends that 1.5 spaces per unit would provide sufficient parking to accommodate the residents and guests.

Under the Oregon Affordable Housing Pilot Project State program, the City of Bend adopted an affordable housing parking requirement at 1.5 spaces per unit. The Applicant's proposal is equivalent to an adopted standard from an Oregon city, which provides a consistent application of standard for an affordable project. In addition, a bus stop would be provided at the entrance of the development to provide for use of the public transit system to provide an alternative to a personal vehicle.

In terms of site access and transportation improvements, the site is located approximately 600 feet north of Airport Road. As part of the development, the Applicant would build a new public street to full City standard (including sidewalks, landscaping and curb and gutter) that would provide access to Airport Road and terminate in a cul-de-sac at the southwest corner of the subject development. At the end of the cul-de-sac, a 20-foot emergency access road to Strawberry Lane would be provided and restricted to emergency vehicle access only.

For the intersection of Airport and Stoltz Hill Roads, the Applicant has aligned the new public street segment with the existing intersection. The Engineering Department has reviewed the alignment and determined it to be appropriate for the existing configuration.

According to the City's adopted Transportation System Plan, Airport Road will need to be signalized within the vicinity of Stoltz Hill Road. As part of the project, a Traffic Impact Analysis (TIA) was completed by DKS, Inc. and concurred by the City's contract traffic analysis consultant. The TIA indicated that based on the current and projected traffic impacts of the project, a signal is not immediately warranted. However, it is anticipated that a signal would become appropriate based on traffic increases as early as 2022. Based on the adopted TSP, Engineering staff's understanding of the existing street network, and the expansion of the intersection as proposed by this development, it is anticipated that the signalization of Airport Road would likely occur at Stoltz Hill Road. As

such, the project has been designed and conditioned to contribute to the development of a signal at the Airport and Stoltz Hill intersection.

Director Hart concluded the staff report with recommended actions for the Planning Commission to consider.

Chairman Salvage opened the conversation to questions from the Planning Commission.

Chairman Salvage asked for clarification for the City of Bend parking standard, and whether the application of the standard was for a specific development, or for the City as a whole. Director Hart clarified it was a citywide code to administer the lower parking standard.

Commissioner Brackeen commented on how affordable housing projects are funded, and the studies provided to justify the parking reduction. The studies provided were over 10 years old, and it appears that the request to provide less parking is to save money. The reduction of parking should be to provide a higher amenity to the residents, but that was not seen here. It is Commissioner Brackeen's opinion that additional information should be provided to further justify the reduction in parking. Commissioner Brackeen further pointed out that the development code requires sufficient parking to be provided on-site for the development, the applicant needs to prove that the reduction in parking would accommodate the need, but the information provided as part of the agenda was not sufficient.

Director Hart identified that the age of the study does not negate the validity of the study. In the planning profession, it is understood that there is a correlation of less parking demand for managed affordable housing projects. For Bend's City parking standards for affordable housing projects, although it is part of the State pilot program, it does not diminish the fact that the parking standard has been incorporated into the City code and determined 1.5 spaces is appropriate for affordable projects. If the Commission does not feel there has been appropriate data provided by the applicant, it can be requested that the applicant provide additional information prior to making a decision. For the determination for the variance request, the justification for the reduction of the parking should be based on the reduction in demand, and not on providing other amenities.

Commissioner Brackeen provided further comments on median income in Linn County, and concluded that it appears the only purpose to request the reduction in parking is to save money on construction costs. Commissioner Brackeen concluded that there should be a correlation to providing a higher living standard in exchange for the parking area.

Chairman Salvage requested information about on-street parking. Director Hart indicated that there will be on-street parking provided on the Stoltz Hill extension, but those parking spaces may not be utilized as credit for on-site parking. Further, based on the location of the site, it is 600 feet from the intersection at Airport, and it is another block away from any other street; there is not a close opportunity for the residents to park anywhere else, so it is at the developers self-interest to provide sufficient parking.

Commissioner Galka asked about the signalization of Airport Road, and the developer's contribution. Director Hart indicated that the intersection would be signalized, and the developer would be contributing 25% of the cost of the construction.

Commissioner Brackeen commented further that the City is growing, and with that growth, we want to make sure we are looking at up to date data on parking reduction and requested to provide more information on more local areas, and Linn County specific information. Further, Commissioner Brackeen requested an understanding of what the extra space would be used for in exchange of the parking.

Director Hart indicated that the applicant can provide additional analysis for the reduction in the parking. As for what the additional space is used for, the provided site plan shows how the space is being used, the land is being used to provide a larger buffer from the neighboring areas, the large community building and open space, and the storm detention area. The site plan shows how it's being used, and if the full parking requirement were to be provided, then the project would result in a reduction of units.

Chairman Salvage asked about the mixed-use path along Burkhart Creek. Director Hart indicated that due to the location of the property, the mixed-use path would be deferred construction until the properties to the south are developed.

Commissioner McClain indicated he agreed with Commissioner Brackeen regarding the parking requirements, and the normal expectation of use of the residential units, and the number of parking spaces seems insufficient. Further information should be provided by the applicant.

Director Hart provided further clarification on the number of units, and the number of bedrooms within the development.

Commissioner Port clarified that over half the units would be one bedroom or studios. Director Hart clarified that was an accurate statement.

Seeing no further questions of staff, Chairman Salvage opened the hearing for the applicant to speak.

James Lutz, representative for Applegate Landing, LLC thanked the Commission for participating in the virtual meeting. Mr. Lutz indicated that he understood the concerns over the parking, but over half the units are studios and one-bedroom apartments, so they feel there is sufficient parking provided. In addition, there will be approximately 25-30 parking spaces provided on the street.

Mr. Lutz further expressed his excitement over the site, the location, trail access, and proximity to town.

Speaking further on parking, Mr. Lutz indicated there will be a bus stop, an emphasis on carpooling, and the use of less cars in the future. The standard parking space application for the number of smaller unit size seems excessive. The location of the project lends well to easy access to town, and there will be a focus on public transit, and bicycle use.

The first-floor units will be ADA designed, and the target demographic will be older individuals and veterans. Based on all this, they feel there is a justification for the 1.5 spaces, and it is not based on the savings associated with less parking.

Mr. Lutz believes the project as a whole will be a benefit to the community, especially with the signalization of Airport Road and Stoltz Hill.

Daniel Bullock, Casa of Oregon, a non-profit development consultant group for affordable housing spoke for the applicant team. To address the parking, the variance findings is based on need and demand, not cost savings. However, to address the cost savings, the money would be allocated to the community room, and services to be provided in the community room rather than the parking.

For the question of rents, the median income for Linn County is $49,500. Mr. Bullock further explained the funding and how the covenants for affordability are applied. The project would be designated as an affordable project for 60 years, so there is no opportunity for the project to transition to mark rate.

Commissioner Brackeen asked clarification on the tax credits, and the funding source, in addition, requested whether other multi-family projects have reduced parking because of affordability.

Mr. Bullock responded that the parking reduction has been used in other projects in other rural communities but does not know of any in Lebanon. There is a general emphasis to save money that can go to resident benefit, such as the community room, and generally, parking is not a fully utilized amenity when providing the full parking requirement.

Chairman Salvage indicated he would like to receive feedback from the City of Bend and how the application of that code has been applied.

Director Hart indicated that she would reach out to Bend and requested that the applicant also provide further analysis on the parking reduction.

Commissioner McClain indicated support for the project but requested the applicant to see if they can come up with some additional parking spaces before the next meeting.

Seeing no further comment, Chairman Salvage motioned to postpone the public hearing to a date certain of May 7, 2020, and to leave the public record open for public comment until 5:00pm on Tuesday, May 5, 2020. Vice-Chair Robertson seconded the motion.

The motion passed 7-0.

B. <u>Planning File CUP-20-01</u>– Conditional Use Permit Request for CoEnergy Propane

Chairman Salvage opened the hearing for Planning File No. CUP-20-01. City Attorney Kennedy asked the Commission if there was any ex-parte communication, conflict of interest or bias regarding the application. All Commissioners indicated there was no ex-parte communications, conflicts or bias.

Director Hart presented staff's report for the proposed application. The subject property is generally located at the east end of Industrial Way, and the north end of Williams Street. The subject site is a lease area toward the north end of the Rick Franklin Railroad Yard. The Applicant, CoEnergy Propane, is proposing to utilize the lease area for a propane fuel

storage and distribution facility.

The property is zoned Industrial (Z-IND). Surrounding the lease area to the north is a largely vacant area that is utilized for storage associated with the railyard located in the Z-IND zone; to the south is the railyard operations and offices located in the Z-IND zone; to the east is vacant property in the Z-IND zone, and to the west is a cemetery, and further west is the Samaritan Hospital campus, both uses located in the Public Use (Z-PU) zone.

The Applicant is proposing to establish a propane storage and distribution facility. The use would include a 60,000 gallon above-ground storage tank for the on-site storage of liquid propane.

The tank would generally be located in the northwest corner of the leasehold area, and adjacent to the rail line. The tank would be installed on a concrete foundation, with concrete bollards placed every four feet around the perimeter of the tank.

The tank would have a rail tower installed to allow for the propane tank to be refueled from the rail line. In addition, the site would be accessed from Williams Street for distribution trucks to be able to fill the smaller truck tanks from the on-site storage tank from a second valve source facing the interior of the property. The site is 1.69 acres and provides sufficient area for trucks to fully maneuver and turn around to allow for proper vehicle circulation on-site.

For the fueling procedure, it would be through a closed system, where a hose is connected to the storage tank and the truck or rail tank. Once connected, the valve would be opened to fill the tank. Upon completion of fueling, the valve would be closed, and the hose lines would be disconnected. As identified on the provided plans, there are safety protocols in place, including an emergency shutdown switch, fire extinguisher rated for propane fires, and crash protection bollards. In terms of staffing, the site would be considered “unmanned” as there are no staff on-site. The train operators and truck drivers that would be fueling the tank or discharging to the truck all require training and certifications prior to operating the tank.

For additional safety considerations, federal regulations indicate that the tank must be at least 75 feet away from a building that is suitable for human occupation. As proposed, the storage tank would be located approximately 842 feet from the closest building on the Samaritan Hospital Campus to the west, and 850 to the office buildings for the railyard to the south. All required State permits would be necessary to be obtained prior to issuance of a certificate of occupancy. The State Fire Marshal would be the permitting agent for the storage of hazardous materials.

Director Hart concluded the staff report with recommended actions for the Planning Commission to consider.

Chairman Salvage opened the conversation to questions from the Planning Commission.

Commissioner McClain asked about the direction of the prevailing winds.

City Engineer Whitlatch indicated the winds were from the south, south-west, away from the hospital, so the winds would blow more towards Tennessee Road.

The applicant, Bryan Adams representing CoEnergy Propane spoke on the project. Mr. Adams indicated the company has been serving the community since 2001. This facility would provide a greater service area and provide for a lower cost to the local residents with the installation of this facility.

Chairman Salvage asked storage capacity of the other facilities in the company. Mr. Adams indicated in Redmon there is 50,000-gallon storage tank, and in Corvallis there is a 30,000-gallon storage facility. The Lebanon facility would take over for the Corvallis facility, and is better situated due to the rail access.

Seeing no further comment, Chairman Salvage motioned to postpone the public hearing to a date certain of May 7, 2020, and to leave the public record open for public comment until 5:00pm on Tuesday, May 5, 2020. Commissioner Prenoveau seconded the motion.

The motion passed 7-0.

6. WORK SESSION - *None*

7. COMMISSION BUSINESS & COMMENTS

Director Hart thanked the Commissioners for participating in the virtual platform, and it is anticipated the platform will continue to be virtual for the next few meetings.

8. ADJOURNMENT:

There being no further business, the meeting was adjourned at 7:15pm.

(Minutes continued on next page)

MAY 7, 2020

1. CALL TO ORDER

Vice Chair Robertson called the meeting of the Lebanon Planning Commission to order at 6:00 pm via the GoTo Meeting virtual platform. The meeting was also live streamed on YouTube for the public to view live.

2. ROLL CALL

Roll call was taken. Chairman Salvage and Commissioner McClain were excused.

3. CITIZEN COMMENTS - *None*

4. PUBLIC HEARINGS

Prior to the initiation of the public hearings, Vice Chair Robertson presented the modified hearing procedures in response to the pandemic and identified the procedures that occurred at the April 30, 2020 Planning Commission meeting, the public comment procedures, and the hearing process for the current meeting.

A. Planning File AR-20-03 and VAR-20-01 – Administrative Review and Class II Variance Request for Applegate Landing LLC

Vice-Chair Robertson introduced the continued hearing for Planning File No. AR-20-03 and VAR-20-01 and asked if there was any ex-parte communication, conflict of interest or bias regarding the application identified since the previous meeting. All Commissioners indicated there was no ex-parte communications, conflicts or bias.

Director Hart presented a quick overview of the project, and the summaries of the public comments received. The basic project overview is the project would be accessed from the intersection of Airport and Stoltz Hill via an extension of Stoltz Hill Road. The development includes proposed construction of 4 3-story apartment buildings and a community room. And the parking ratio is 1.5 parking spaces per unit, a proposed reduction from the development code standard of 2.25 spaces per unit.

Prior to and through the Public Comment Period, the City received a number comments. These comments were provided to the Planning Commission, Applicant's, and posted to the City's website and Facebook page on the evening of May 5th.

For this project, the City received 5 letters of concern, 12 letter of support for the project, and one verbal comment during the comment period. After the close of the comment period, the City did receive one additional verbal comment on the project. Although this comment was received after the close of the comment period, it was recommended to still consider the comment.

Vice-chair Robertson authorized the second verbal comment to be included into the record.

The first verbal comment was indicating concern over drainage on Strawberry Lane, and security and privacy, and there should be a perimeter solid fence.

The second verbal comment indicated an opposition to the project as the land is currently a wildlife refuge and wetland area.

At the conclusion of the verbal comments, Director Hart summarized each of the written testimony provided.

Betty Beaver testimony: Miss Beaver lives on the property that would be directly adjacent to the new extension of Stoltz Hill Road. Her points of concern include:

1. Traffic on Airport road is currently congested, and there are concerns about an increase in the traffic volumes. In addition, with the signal at the intersection of Stoltz Hill and Airport, this would have a negative impact to her, since her driveway would be located so close to the intersection, the vehicle stacking would make it extremely difficult for her to turn left out of her driveway.
2. She then echoed the concerns noted regarding parking for the site and encourage great scrutiny to any studies that are presented to validate the reduced parking.
3. Next, as her side yard would be so close to the new street, she is concerned about people loitering on the sidewalk, and the light glare from streetlights, the noise and loss of privacy. She is requesting a fence be built along the two property lines that intersect with the project.
4. She is asking about whether there has been an analysis of crime statistics for the development.
5. And finally, would like to understand how or if the project would have any impact on the easements she holds for her septic system on the neighboring property.

Anna Klinkebiel testimony: Ms. Klinkebiel lives on Strawberry Lane. Most of her comments and questions were requesting clarification on certain aspects of the staff report and exhibits, as such, Director Hart, throughout the summary of the letter provided input on the project to provide clarification.

The first point of clarification requested was regarding the duration of access for Strawberry Lane. Strawberry Lane is a County Road, so a County right-of-way permit will be required. It is the right-of-way permit, not the Traffic Impact Analysis that will stipulate how long access will be granted on Strawberry, and from communication with the County, this permit is for a very limited interim basis until the roadway is built to the property and is not tied to the installation of the intersection signal.

The next question asked was regarding vision clearance areas and construction of a site obscuring fence. The commenter was concerned about her fence and vegetation on her property potentially being impacted. For the vision clearance areas, it is an area designated when there is an intersection of a driveway and a street. So the project driveway would have a vision clearance area, and the 20-foot emergency vehicle access would have a vision clearance area at the intersection of Strawberry Lane. However, the location of both these areas are far enough away from the individual's property that the existing fence and vegetation on her property would not be impacted. For the fencing request on the persons southern property line, I believe the applicant will respond to that.

The clarification on the lot line adjustment, in 2019, the applicant filed a minor land partition to separate the existing large single property into three properties. That minor land partition does not reflect the current property configuration as it was not inclusive of the areas for the public right-of-way. The Lot Line Adjustment will be required to adjust the property to the current configuration and account for the new street. For the layout of the street, the configuration of the cul de sac is close to the final configuration, but not exact. The Engineering department will need to review the street layout for final conformance, make sure it meets all required radii and is designed to NOT impact this persons property.

Additional comments were requesting clarification on right-of-way permits through the County. These improvements would be associated with any modifications on Strawberry Lane, and they would be stipulated through the County permitting procedures, but no improvements have been required at this time through this permit.

A second question was asked about landscaping and vision clearance areas, and removal of vegetation. Again, any fencing or landscaping on the individual's property would not be impacted as part of this application. The applicant can speak further on the vegetation that is to be removed on the development property.

Finally, the commenter requested clarification on the type of direct onsite supportive services that would be provided, and whether those services would be limited to the residents, or if it were to be bringing in an outside population for the services

Judy and Stanley Smith Testimony: Their major concerns are regarding significant traffic impacts on Airport Road. Their suggested improvements would be signalization of Airport and Stoltz Hill, as well as Airport and 12th Street. In addition, it was suggested that the development be accessed from Strawberry Lane rather than directly from Airport.

Finally, they commented on parking, and identified concerns that there would not be sufficient parking for guests, especially if the community room is to be rented out for parties or other events that would bring in a large number of guests.

Donna Beamer Testimony: The City received the letter from Donna Beamer that was signed by 30 other residents back in September of 2019 before the application was filed.

This letter identified serious concerns about increased traffic on Airport Road, and indicated that inclusion of a traffic signal would not be enough to mitigate the traffic or potential hazards. It was suggested that while the project is worthwhile, an alternative location in a different area of the City would be more appropriate.

Nancy Chlarson Testimony: This letter requested a privacy fence between the development and surrounding properties. In addition, she requested a grass area be provided for each unit to provide an area for the resident's pets to use the restroom. Lastly, she requested that the parking variance not be granted, because there is already an issue with parking on 9th Street.

Dale Jenkins Testimony: Dale Jenkins and a number of other signatories to the letter indicated support for the project because Linn County is in need of more housing. In addition, supportive affordable housing needs are significant in the County and for veterans. And the project would provide onsite supportive services and treatment programs within the resident services which will provide a benefit to the veteran's

community.

Chamber of Commerce: The Chamber of Commerce near the beginning of last year issued a letter of support for the project, echoing the previous letter and the needs for more housing and providing supportive services to the veterans.

Build Lebanon Trails: Two people, Thad Nelson and Rodney Sell wrote letters of support for the project as it would expand the Lebanon Trail system.

Veteran Community: 11 other letters from veterans, several with multiple signatures were submitted to vocalize their support for the development as it would support the local community of veterans.

At the conclusion of summarizing the public testimony, Vice-Chair Robertson recognized the Applicant to respond to the comments.

James Lutz, representative for Applegate Landing, LLC spoke. Mr. Lutz began by providing more background to the project, his history, and the purpose and intent behind the project. Mr. Lutz has been a 4th generation Oregonian, has lived in Lebanon for over 25 years, and his family continues to grow in town. Two of his sons are serving in the United States Marine Corp. His family has a long history of serving in the military and helping veterans. Edward Allworth is his great grandfather, which shows the roots in this town, and his desire to continue helping the veteran community.

Due to this, Mr. Lutz began the process of developing a veteran home, working with CASA of Oregon to apply for funding. In 2019, the developer applied for funding through Oregon Housing and Community Services and received the funding as well as other tax credits and grants. To date, there has been a large investment in the project including environmental impact studies, wetland delineation reports, archaeological studies, traffic impact analyses, drainage studies, and more.

Mr. Lutz contends that with the ongoing housing crisis in Oregon, this project will provide much needed, affordable housing, to service the large population of veterans in the City. In addition, this project would provide an extra service to the community as a whole, with providing funding for the signalization of the intersection of Airport and Stoltz Hill Road. The project will also be adding to the Lebanon trail system.

Mr. Lutz continued on to address the public comments, and indicated it was his intent to be good neighbors.

For Mr. and Mrs. Beaver, the new road will be close to their east property line for a short segment near the back side of their property. There was concern with noise privacy. As the new road is a dead-end road, there won't be any through traffic and will have far less traffic than what is on Airport Road. It seems reasonable that the project could provide additional measures to reduce the effect of having a new road near one's property. The preference would be to refurbish the exiting chain link fence and install sight obscuring slats to complement the existing shrub and trees barrier. The Veterans housing project site will be near five hundred feet north of Mr. and Mrs. Beavers house, and will not impact their septic easement.

For Anna Klinkebiel, there was concern about the emergency access. This Emergency Access road was a requirement from the Lebanon fire department for emergency access only. It will have permanent barricades used only for the Lebanon Fire department. The access will be used for temporary Construction access, only for the first portion of construction. this will be gated during construction and not open to the public at any time. Once the new road is open, the construction access will only be used for egress of delivery trucks a few times a week until construction of the facility is complete. The new emergency access road was deliberately set far enough off Anna's southern property line, as to minimize the impact to the existing tree line and landscape area. The preference is to retain all the trees, shrubs and foliage along that property line. With regard to the requested privacy barrier, it would be reasonable to extend the new sight obscuring fence on the east side of Annas property, heading west, along her south property line, up to the mature Fir trees and again, leaving the natural buffer along the property line. The question arose as to what would be involved with the single HUD 811 household. This single unit is set aside and targeted for a Veteran with a serious disabling wound, most likely a traumatic brain injury occurring during their service to our country. This Veteran will have either permanent care or daily care and supervision. As the Resident Services program will be used to coordinate some of this supervision and stationed out of the Community building, The Community Building use will be limited for the use of Applegate Tenants Only and not a "Public Facility".

For Judy and Stanley's comment at 970 Airport, there were many observations and concerns with the intersection of Stoltz Hill and Airport Road. The developer tried to get approval to use Strawberry lane for a portion of the permanent access, and there were many reasons it was not approved. Once the new intersection and signals get installed, there will be a more consistent flow of traffic onto Airport road reliving the congestion on Stoltz road. There will be no delivery trucks allowed to park on Airport road that are delivering products to the Minimart. There will be increased vison clearance on all side of the intersection. There will be signalized crosswalks at all corners of the intersection, increasing the safety of pedestrian's crossings the road, especially for the students going to and from High School or to the Mini mart.

A Traffic Study was conducted and provided to the City of Lebanon. It was reviewed and approved by the contracted City Traffic Engineer. The finding set forth in the study, concluded that the increase in traffic by the entire development, still well be within the City's traffic standards and will be until 2022 when the new signaled intersection will be built.

Mr. Lutz concluded his statements and thanked the Planning Commission for consideration.

Vice-Chair Robertson opened the discussion for Planning Commission questions.

Commissioner Prenoveau commended Mr. Lutz on the project, and the veterans service. The concern is the parking, but he would like to support the project.

Commissioner Brackeen indicated appreciation for a project for the Veterans, and wants to be in full support for the project. He appreciated the submittal of newer studies, and

additional information provided in between the two hearing dates. Commissioner Brackeen did indicate that he would like to see a per unit parking requirement for the complex to make sure each unit has sufficient parking provided.

Director Hart clarified that there is a condition of development included in the proposal that would require the development of a parking plan and the parking assignment and limitation on the number of vehicles permitted on site be included in the lease.

Commissioner Prenoveau indicated the concern that the development code requires 2.25 parking spaces per unit, so he does not think that we should waiver from the code. The variance would set a precedence and thinks if we want to provide a different standard, then the code should be changed. He further states that there is enough area on-site to provide more parking.

Vice-Chair Robertson asked the applicant to speak on what the lease agreement would look like for the parking restriction.

Mr. Lutz responded that there are quiet a few one-bedroom units and studio apartments that may not need parking, or may need only one space, so some of the units would be limited to one space, while the larger units would be assigned two spaces. He further stated that they have provided additional evidence to prove that the lesser parking requirement is warranted.

Vice-Chair Robertson referenced the additional evidence noted and indicated that all the apartment complexes provided as evidence for lower parking requirements were located close to public transit, except for one, and requested the applicant to speak to that. In addition, for those residents that have to work out of town, how would they get to and from work.

Mr. Lutz mentioned there will be multiple bus options including the Linn Benton Loop, Dial-a-Bus, the American Legion, and the Veterans home at the north end of the City to provide transportation service.

Commissioner Brackeen asked whether there were existing Memorandums of Understanding in place for these transportation services.

Mr. Daniel Bullock indicated that the resident services contracts run through a different agency that services multiple projects, and this project would be included in their portfolio.

Commissioner Brackeen asked for him to speak specifically on the transportation aspect and whether there were any established MOUs.

Mr. Bullock indicated that the MOUs exist within the operator, but not specifically for this property. There is confirmation of services, but no MOUs at this time.

Vice-Chair Robertson asked Mr. Lutz to identify that the current parking configuration is the maximum that can be put on the property in the current building and use design.

Mr. Lutz indicated that they reviewed the plan further and were able to identify options to include seven more parking spaces.

Director Hart displayed the new site plan with the inclusion of the seven parking spaces. In addition, the applicant provided a site plan that showed the design if the required 2.25 parking spaces were provided. This plan would eliminate the community room and open space area, resulting in a loss of service and non-compliance with the open space requirement. The only other alternative would be to reduce the number of units by 16.

Vice-Chair Robertson asked the Commissioners whether they had any other questions for the applicant. Seeing none, the public hearing portion was closed and all communication moving forward was limited to the Commission and staff.

Vice-Chair Robertson summarized that traffic and parking were the major concerns about the project.

Commissioner Brackeen identified that he does not want to sacrifice a community room or open space because the commission won't allow a variance. It is understood that parking was identified as a concern, but with the resident services that are being provided to help get people around, as well as the additional spaces provided, and the newer parking studies to further justify the reduction, along with the installation of the new traffic signal, the project appears to have addressed the concerns.

Commissioner Galka discussed the parking spaces per unit plan with the added spaces and verified that there is at least one parking space per bedroom provided on-site. After calculating, Director Hart verified that there is at least one parking space per unit.

Commissioner Galka indicated that would be perfectly reasonable. Vice-Chair Robertson agreed with the statement and asked whether Commissioner Prenoveau agreed. Commissioner Prenoveau indicated it was acceptable but would like to discuss parking as a whole and the use of variances as a whole at another meeting.

Commissioner Brackeen indicated his concerns over the project have been satisfied, with the additional parking.

Commissioner Port spoke the request to provide designated visitor parking.

Vice-Chair Robertson requested Engineering Director Whitlatch indicate when the traffic signal would be triggered. Engineer Director Whitlatch indicated that the City has already initiated the preliminary designs will be working with the County to move the signal forward now, even though the project itself does not trigger the installation.

Vice-Chair Robertson asked if there were any further questions. Seeing none, Vice-Chair Robertson asked if the commission agreed that the decision criteria can be met for both the development and the variance.

The commissioners all vocalized in the affirmative.

Vice-Chair Robertson asked for a motion.

Director Hart clarified that since the decision appeared to be based on the expanded parking design that the motion should be to include the modification to the conditions of development to reflect the increased parking.

Commissioner Brackeen moved to approve the applications with the modified condition to require 81 parking spaces, with some of them to include visitors.

Commissioner Port seconded the motion.

The motion passed 5-0.

B. <u>Planning File CUP-20-01</u>– Conditional Use Permit Request for CoEnergy Propane

Vice-Chair Robertson introduced the continued hearing for Planning File No. CUP-20-01 and asked if there was any ex-parte communication, conflict of interest or bias regarding the application identified since the previous meeting. All Commissioners indicated there was no ex-parte communications, conflicts or bias.

Director Hart presented a quick overview of the project, the property would be located north of Rick Franklins rail yard. The tank would be a 60,000 gallon tank situated in the northwest corner of the leasehold area with access to both the rail line, and the internal circulation for truck routes. Safety measures have been proposed including bollards, an emergency shut off, and a fire extinguisher.

Director Hart then provided a summary of the public comment. During the public comment period, the City received one letter from a neighboring resident. The letter indicated concern over the facility not having an on-site security guard. In addition, there were concerns about if the tank leaked how the propane would move through the slough. The commenter is requesting additional conditions and security measures be placed on the application including: an extra row of bollards around the tank; a leak protection system, including resident notification on the tank placement and any emergency communication if there is a leak; and more fire protection service.

At the conclusion of summarizing the public testimony, Vice-Chair Robertson recognized the Applicant to respond to the comments.

Mr. Bryan Adams, President of CoEnergy Propane, provided a written response as well, but described the response verbally. There is a detailed leak protection system in place for the system in the tank, piping, and exterior of the system. There are excess flow precautions as well, along with and emergency shut off valves. A monitoring system will also be installed on the tank to indicate whenever there is any release of gas from the tank. Regarding the request for additional bollards, but this is not recommended because it would limit air movement which is key if there are any leaks. Additionally, this is an odorized propane, so people will be able to detect if there was a leak.

Per the fire district, there has not been an identified need to provide a new fire hydrant, and there are no concerns about meeting code. This is the first step in the permitting process, a permit at the state level is also required.

Mr. Adams concluded and was available for questions.

Vice-Chair Robertson asked if there were any questions. Seeing none, Vice-Chair Robertson indicated that it appeared Mr. Adams answered all the concerns.

Seeing no further communication, the public hearing was closed.

Vice-Chair Robertson asked the commissioners whether they thought the decision criteria could be met.

Commissioner Brackeen answered in the affirmative and indicated it seemed like the system was safe, it was good to have the added notification procedures as identified in case there was a leaka and met or exceeded all relevant codes.

Vice-Chair Robertson asked for a motion.

Commissioner Galka moved to approve the conditional use permit based on the written findings and conditions.

Commissioner Prenoveau seconded.

Motion passed 5-0.

5. WORK SESSION - *None*

6. COMMISSION BUSINESS & COMMENTS

None.

7. ADJOURNMENT:

There being no further business, the meeting was adjourned at 7:15pm.

[Meeting minutes prepared by Kelly Hart, Community Development Director]

City of Lebanon

Planning Commission

Meeting Minutes
Virtual Meeting
June 17, 2020 and June 24, 2020

Due to the COVID-19 Pandemic, the City of Lebanon Planning Commission conducted a virtual meeting. The public hearings were held in two phases to allow the public to provide comment in between the meetings. The minutes prepared reflect both hearing dates to provide a compiled record of the public hearing process.

Members Present (June 17, 2020): Chairman Jeremy Salvage, Vice-Chair Don Robertson and Commissioners David McClain, Todd Prenoveau, Joshua Galka, Josh Port, and alternate Commissioner Samuel Brackeen.

Members Present (June 24, 2020): Chairman Jeremy Salvage, Vice-Chair Don Robertson and Commissioners Todd Prenoveau, Joshua Galka, Josh Port, and alternate Commissioner Samuel Brackeen.

Staff Present (Both): Community Development Director Kelly Hart; City Engineer Ron Whitlatch and Tre' Kennedy, City Attorney.

June 17, 2020

1. CALL TO ORDER

Chairman Salvage called the meeting of the Lebanon Planning Commission to order at 6:00 pm via the Zoom Meeting virtual platform. The meeting was also live streamed on YouTube for the public to view live.

2. ROLL CALL

Roll call was taken. All Planning Commission members were present.

3. APPROVAL OF MEETING MINUTES

None.

4. CITIZEN COMMENTS - *None*

5. PUBLIC HEARINGS

Prior to the initiation of the public hearings, Chairman Salvage presented the modified hearing procedures in response to the pandemic and identified all the expanded opportunities available for the public to review the proposed applications and provide

written and verbal comment.

A. <u>Planning File AR-20-05</u> – Administrative Review Request for Farmworker Housing Development Corporation

Chairman Salvage opened the hearing for Planning File No. AR-20-05 and asked the Commission if there was any ex-parte communication, conflict of interest or bias regarding the application. Vice-Chair Robertson indicated he had communication with a resident, who called to discuss concerns on the project. Vice-Chair Robertson provided information about the communication and indicated at the conclusion that he did not feel the communication created a bias for his review of the application. No other Commissioners identified ex-parte communication, bias, or conflict of interest.

Upon conclusion of discussion of ex-parte communication, Chairman Salvage requested Director Hart to present staff's report.

Director Hart presented staff's report for the proposed application. The subject parcel is 1.39 acres and located at the western end of Weldwood Drive. The property is zoned Mixed-Use (Z-MU). Surrounding the property are various types of residential uses including a mobile home park, condominium complex and single-family homes, located in the County. To the north and east of the site are commercial uses within the Walmart shopping center, as well as more residential uses.

In terms of the development proposal, the Applicant is proposing to develop a 24-unit apartment complex. As indicated on the site plan, there would be one 3-story apartment building, with a large open space area to the west of the building. The building would generally be oriented to the north of the property, approximately 220 feet to the nearest property line to the residences to the south. The open space would be located to the west of the building, and the parking lot on the southern portion of the property. On the east side of the property is the required fire turn-around area and additional open space for gardening plots.

For setbacks, per the mixed-use code, the residential mixed-density standards are utilized. Minimum setbacks include 10-foot front, 20-foot rear, and 5-foot side setbacks. The development proposal conforms with all these standards, observing an 18-foot front setback, 39-foot side setback to the eastern property line, a 78-foot rear setback to the southern property line, and a 125-foot setback to the future property line to the west.

For density, per the development code, to build the proposed 24-units, consisting of 8 one-bedroom units, and 16 two-bedroom units, a total land area of 1.02 acres is required. As the site is 1.39 acres, the project meets the density thresholds.

For open space, 25% of the project development area must be designated for open space/landscaping. Of this open space area, at least 50% shall be usable open space, and at least 25% of this usable open space shall be in one area. As proposed, the applicant is providing over 29.5% of the site as landscaping, over 58% of the landscaping would be designated for usable open space. Over 25% of the usable open space is in the western portion of the development area.

For Parking, the development code requires 2.25 vehicle parking spaces per unit, and 0.5 bicycle parking spaces per unit. In addition, the code identifies an earned parking

reduction of up to 15% when additional covered and uncovered bicycle parking is provided. With the earned reduction, the minimum required vehicle parking would be 46 spaces, and the minimum required bicycle parking would be 44 spaces, 20 covered, and 24 uncovered. The development has proposed to meet the minimum vehicle parking with 46 open parking spaces along the internal drive aisle. Bicycle racks would also be provided throughout the site the meet the 24 uncovered bicycle parking requirements, and a total of 30 covered bicycle parking spaces would be provided. For clarification purposes, the application originally included a request by the applicant for a Class II Variance for a parking reduction and was included in the public notification. After notice, staff worked with the applicant to provide sufficient parking on-site to no longer require the variance application. With the earned parking reduction, the project as presented tonight, meets the parking requirement, and is no longer subject to a variance.

For access and circulation, the site would be accessed from a single driveway on the new segment of Weldwood Drive. Currently Weldwood dead ends at the property line. The application would include an extension of Weldwood through the property. However, it is not proposed for the street to connect to the other Private Weldwood Drive to the north west of the site, which means it would not connect to Main Street or any other streets to the west of the site.

Regarding traffic considerations, the development code sets thresholds for when a development would require a traffic impact analysis as part of consideration of the planning review. These criteria include triggering over 300 average daily trips per day, if the project is located near a major intersection on the highway and there are safety concerns, whether there is a change in zoning proposed or if the driveways proposed do not meet the vision clearance requirements. Based on these thresholds, this project does not trigger a TIA for consideration as part of the planning process.

However, it is understood that this proposal is considered phase one of a larger development proposal, which would be presented to the Planning Commission at a future date. As such, although not required, or conditioned for this current phase, a traffic impact analysis has been ordered for the overall development. Any identified improvements required per the TIA, would be incorporated as a condition of development as part of any future phase.

The results of the TIA that has been ordered have not been finalized, but preliminary information provided indicates that the current phase would not trigger any required improvements to the existing transportation system.

Director Hart concluded the staff report with recommended actions for the Planning Commission to consider.

Chairman Salvage opened the conversation to questions from the Planning Commission.

Chairman Salvage asked to clarify the parking requirement and that there is no reduction of parking proposed beyond the earned reduction. Director Hart affirmed the project conforms to the code and does not require a variance.

Commissioner Brackeen requested clarification on the one access point for the project. Director Hart clarified that the access meets code, and that the Fire District has reviewed the project and there is no need for additional access.

Seeing no further questions of staff, Chairman Salvage opened the hearing for the applicant to speak.

Claudia Cantu from Farmworker Housing Development Corporation indicated they would be willing to answer any questions of the Commission.

Chairman Salvage asked regarding the location of the future development.

Mark Rossi from Pinnacle Architecture with assistance of Director Hart clarified the location of future phases.

Claudia Cantu and the executive director of FHDC shared information about the organization, where they have existing developments, why they chose the site development, the management of the property after development, and resident services that would be provided. They also discussed the community partners that they have already worked with the become active in the Lebanon community.

Vice-Chair Robertson requested the applicant to speak on whether they have done or plan to do public outreach to the surrounding neighborhood.

The Applicants responded that due to the health pandemic, they have not had the opportunity to conduct outreach, but as part of every project, they conduct public outreach to be able to integrate into the neighborhood.

Commissioner Prenoveau has asked whether a digital platform such as a website has been put together for this project to provide information to the public.

The Applicant indicate not at this point, but that the community has reached out with phone calls, and the developers have had a level of contact with the residents.

Commissioner Brackeen requested information about the local service providers, and whether the Applicant is working with other local providers.

The Applicant responded with a list of all the service providers in the area that they have partnered with, including the Linn Benton Housing Authority, Boys and Girls Club, the School District, and more.

Seeing no further comment, Chairman Salvage motioned to postpone the public hearing to a date certain of June 24, 2020, and to leave the public record open for public comment until 5:00pm on Monday, June 22, 2020. Commissioner McClain seconded the motion.

The motion passed 7-0.

B. <u>Planning File AR-20-02</u> – Administrative Review for Prism Manor, LLC

Chairman Salvage opened the hearing for Planning File No. AR-20-02 and asked the Commission if there was any ex-parte communication, conflict of interest or bias regarding the application. All Commissioners indicated there was no ex-parte communications, conflicts or bias.

Director Hart presented staff's report for the proposed application. The subject parcel is 2.08 acres and zoned Residential Mixed-Density (Z-RM). Surrounding the property to the north and east are single-family residential homes located in the county unincorporated area. To the south is a vacant parcel in the RM zone. To the west are railroad tracks, and further west is a vacant property in city limits zoned RM.

In terms of the development proposal, the Applicant is proposing to develop a 48-unit apartment complex. As indicated on the site plan, there would be a total of three 3-story apartment buildings, two small storage unit buildings, and an office.

For setbacks, the minimum observed setbacks include a 15-foot front setback, 10-foot streetside setback, 5-foot side setbacks, and a 20-foot rear setback. As indicated on the site plan, the front setback (on Franklin Street) would be 15-feet. The street side setback (on Russell Drive) would be 10-feet, the side setback (northern property line) would be 5 feet, and the rear setback (western property line) would be a minimum of 20-feet.

For density, to provide a project with 24 one-bedroom units, and 24 two-bedroom units, the site would need to be 1.95 acres. The development site is 2.08 acres; therefore, the project is within the maximum density.

For open space, the code requires 25% of the project development area to be designated for open space/landscaping. Of this open space area, at least 50% shall be usable open space, and at least 25% of this usable open space shall be in one area. In addition, a 500 square foot children's play area shall be provided. As proposed, the applicant is providing 31.7% of the site as landscaping, 59% of the landscaping would be designated for usable open space. Over 25% of the usable open space is in the northwest portion of the site to the west of the northern building block, including the children's play area.

For parking, the code requires 2.25 vehicle parking spaces per unit, and 0.5 bicycle parking spaces per unit. This would require 108 vehicle parking spaces, and 24 bicycle parking spaces. The development has proposed to meet the minimum vehicle parking with 108 open parking spaces along the internal drive aisle. Bicycle racks would also be provided throughout the site the meet the bicycle parking requirements.

Finally, regarding traffic and circulation, the site would be accessed from two driveways on Franklin Street to provide internal circulation to the parking, and appropriate fire access. With regards to the proposed site driveway placement on Franklin Street, the driveway locations shown on the site plan satisfy the City's access spacing requirements for a Collector roadway. City staff does note the proposed southernmost driveway location is relatively close to the Russell Drive/Franklin Street intersection. There is anticipated future traffic growth along Franklin Street that may impact the southernmost driveway as a function of queuing and/or operations, as such, the City retains authority to impose future turn movement limitations at driveways and intersections to address demonstrated operational and safety issues if they should arise in the future.

Regarding traffic considerations, the development code sets thresholds for when a development would require a traffic impact analysis as part of consideration of the planning review. These criteria include triggering over 300 average daily trips per day, if the project is located near a major intersection on the highway and there are safety concerns, whether there is a change in zoning proposed or if the driveways proposed do not meet the vision clearance requirements. Based on these thresholds, this project does not trigger a TIA for

consideration as part of the planning process.

Director Hart concluded the staff report with recommended actions for the Planning Commission to consider.

Chairman Salvage opened the conversation to questions from the Planning Commission.

Commissioner Port requested clarification on the second driveway and the City's right to restrict traffic. Director Hart indicated that the City in the future, based on any safety concerns can restrict the ingress/egress movement of that driveway, with no conditioning or action of the Planning Commission.

Seeing no further questions of staff, the Chair opened the hearing for the applicant to speak.

Matt Johnson representing the Applicant spoke on the project, indicated he was available for questions, but did not have anything to add from the staff report.

Commissioner Brackeen asked whether it would be appropriate to restrict the southern driveway at the initiation of the project, rather than later.

Mr. Johnson indicated the purpose for future restriction was when a potential right-turn lane was added to Franklin Street, which would then warrant the restriction, but it is not intended or needed to be restricted at this time.

Seeing no further comment, Chairman Salvage motioned to postpone the public hearing to a date certain of June 24, 2020, and to leave the public record open for public comment until 5:00pm on Monday, June 22, 2020. Commissioner Prenoveau seconded the motion.

The motion passed 7-0.

C. <u>Planning File A-20-03</u> – Annexation application for Travis Wagar

Chairman Salvage opened the hearing for Planning File No. A-20-03 and asked the Commission if there was any ex-parte communication, conflict of interest or bias regarding the application. All Commissioners indicated there was no ex-parte communications, conflicts or bias.

Director Hart presented staff's report for the proposed application. Under consideration is the proposed annexation of the property, 820 W Oak Street located on the south side of Oak Street, between 9th and 10th Streets. The subject property is 0.21 acres in size, with approximately 60 feet of street frontage along Oak Street. Properties to the north and east, including the public right-of-way is located within city limits; therefore, the site is contiguous to city boundary limits and is eligible for annexation.

The property is located in a developed residential neighborhood. To the north and east are residential properties within the City limits with a zoning designation of Residential Mixed-Density (Z-RM). To the south and west are residential properties in the county unincorporated area, within the City's Urban Growth Boundary (UGB) with a Comprehensive Plan designation of Residential Mixed-Density (C-RM).

The subject site is improved with an existing single-family residence. City water, sewer, and storm drainage is available along the property frontage in Oak Street. There is no development proposed with the application. The Applicant is proposing to annex the subject property in order to connect to the City sewer system. At the March 11, 2020 City Council meeting, the City Council approved an emergency connection to the City sewer system, with the requirement that the property be annexed into the City.

Based on its location, and ability to be or already urbanized, the site is eligible for annexation.

Director Hart concluded the staff report with recommended actions for the Planning Commission to consider.

Chairman Salvage opened the conversation to questions from the Planning Commission, and welcomed the Applicant to speak.

Commissioner Prenoveau asked whether they need to continue the hearing or if they can just vote. Director Hart indicated that based on the public notice, it must be continued.

Seeing no further comment, Chairman Salvage motioned to postpone the public hearing to a date certain of June 24, 2020, and to leave the public record open for public comment until 5:00pm on Monday, June 22, 2020. Vice-Chair Robertson seconded the motion.

The motion passed 7-0.

D. <u>Planning File A-20-02</u> – Annexation application of various street segments

Commission if there was any ex-parte communication, conflict of interest or bias regarding the application. All Commissioners indicated there was no ex-parte communications, conflicts or bias.

Director Hart presented staff's report for the proposed application. Under consideration is the proposed annexation of various street segments within the UGB into the City, including portions of: Airport Road near Airway; Airport Road near Cypress Court; 12th Street at F Street; Cascade Drive near Crowfoot Road; Russell Drive near Franklin Street; and portions of Wassom Street. As annexations have occurred throughout the City, some applications included annexation of the public right-of-way along the length of the property segment, while others have not. This has resulted in a patchwork of city and county jurisdiction throughout the street network.

The purpose and intent behind the proposed annexations are to organize the jurisdictional boundaries of the City. This will assist in the enforcement action for the police and sheriff's departments and allow our local police department to better enforce parking restrictions throughout the City. As streets are not assigned a zoning designation, the only action under consideration is the land annexation. There is no assignment of initial zoning associated with this procedure.

Director Hart concluded the staff report with recommended actions for the Planning Commission to consider.

Chairman Salvage opened the conversation to questions from the Planning Commission.

There were no Commissioner questions, and the City as the applicant did not wish to speak.

Seeing no further comment, Chairman Salvage motioned to postpone the public hearing to a date certain of June 24, 2020, and to leave the public record open for public comment until 5:00pm on Monday, June 22, 2020. Commissioner Brackeen seconded the motion.

The motion passed 7-0.

6. WORK SESSION - *None*

7. COMMISSION BUSINESS & COMMENTS

Director Hart indicated there are potentially four applications planned for the July meeting, and indicated that if the County continues to be in Phase II and the health pandemic status does not change, it is intended to resume in person meetings in July.

8. ADJOURNMENT:

There being no further business, the meeting was adjourned at 6:55pm

(Minutes continued on next page)

JUNE 24, 2020

1. CALL TO ORDER

Vice Chair Robertson called the meeting of the Lebanon Planning Commission to order at 6:00 pm via the Zoom Meeting virtual platform. The meeting was also live streamed on YouTube for the public to view live.

2. ROLL CALL

Roll call was taken. All Commissioners were present. Chairman Salvage was on-call with his employment, preventing him from running the meeting, but was available for the entirety of the meeting and able to vote on all hearings.

3. CITIZEN COMMENTS - *None*

4. PUBLIC HEARINGS

Prior to the initiation of the public hearings, Vice Chair Robertson presented the modified hearing procedures in response to the pandemic and identified the procedures that occurred at the June 17, 2020 Planning Commission meeting, the public comment procedures, and the hearing process for the current meeting.

A. Planning File AR-20-05 – Administrative Review for Farmworker Housing Development Corporation

Vice-Chair Robertson introduced the continued hearing for Planning File No. AR-20-05 and asked if there was any ex-parte communication, conflict of interest or bias regarding the application identified since the previous meeting. All Commissioners indicated there was no ex-parte communications, conflicts or bias.

Director Hart presented a quick overview of the project, and the summaries of the public comments received.

Eric & Denette Harrison Letter:

The first letter was submitted prior to the initial meeting on June 17th by the Harrisons. The letter identified concerns regarding the access and safety on Weldwood Drive and the intersecting streets and indicates that adding housing and increased number of vehicles to the area with Weldwood being the only access point will create safety issues.

In addition, it is indicated that a single point of access is insufficient for the development, but it is stated that access should not be granted off of Lebanite Drive or Oak Lane, and requests there be a barrier such as a fence installed to reduce pedestrian cross traffic.

The letter includes concern over parking and requests the Planning Commission not support the variance. Again, this letter was submitted prior to the plan modification and elimination of the variance application.

Finally, the letter indicates concern about cross traffic with opening Weldwood into Main Street area. Again, as clarified in the meeting last week, there is no proposed through traffic. Weldwood would dead end in the property.

Oak Loop, Wagon Wheel and Lebanite Drive Neighborhood Letter:

This next letter was signed on to by 11 different households in the neighborhood to the south of the development area.

The first item of concern is the increased traffic the development would cause and impacts to the pedestrian and bicycle safety on Lebanite Drive and Wagon Wheel area, and specifically requests the TIA investigate specific impacts to the area. In addition, they are requesting additional mitigation, such as adding speed bumps, and speed limit signs on wagon wheel, adding sidewalks, and a signal at Weldwood Drive and Cascade.

There is concern over the increased population with a high-density project next to a single-family neighborhood, and a three-story building is too tall for the neighborhood, requesting the developer construct a two-story structure, or more preferably, a commercial development that would provide a benefit to the community at large.

The letter further requests that the planning commission not allow the earned parking reduction but maintain the full parking requirement.

Concern over the increase to demands on the school system are also noted.

There is also reference to wetlands to the south of the property as well as the residential properties to the south being on well systems. The stated concern is that if the development is built, it would remove significant groundwater intrusion and impact the wells and wetlands.

If the development were approved, the residents are requesting a 10-20 foot wall and perimeter of trees be installed between the development and the neighborhood to the south to mitigate noise and pedestrian traffic.

Finally, they are requesting communication with the developer about the full scope of the development proposal, to discuss the full impact to the community beyond the first phase currently under consideration.

A community survey that was conducted in September 2019 was also included for the commission to understand the opinions of the neighborhood regarding overall development in the area.

Rachel Stutzman Letter:

Mrs. Stutzman indicated she understands the need to develop affordable housing, but she is concerned over the chosen location, and suggests an alternative site location would be more appropriate. In addition, she stated concerns over the schools becoming overcrowded. Finally, she requested if the property were developed, to include a fence along the property line to stop pedestrian cross traffic.

Alicia Van Driel Letter:

Mrs. Van Driel's letter indicates concern over traffic, especially if it was connected to South Main Street. Again, the Weldwood Drive street extension would not connect to Main Street. There is also stated concerns of traffic on Weldwood near Hwy 20, and an additional traffic signal would be needed to address traffic concerns.

There is also a request for a community liaison to be assigned to address resident concerns.

There is a request for a berm or wall to be constructed to address noise and the pedestrian foot traffic that crosses through the property from the Walmart shopping center.

Mrs. Van Driel also requested clarification on if there would be any impact on the taxes associated with the increased development.

And finally, identified concerns regarding flooding in the area due to lack of drainage, and how the project would impact this issue.

Valerie Figueroa Letter:

Mrs. Figueroa's letter identified concerns over decrease in property values associated with a high-density development next to a single-family neighborhood. In addition, she indicates there will be a decrease to the quality of life in the neighborhood due to the removal of trees, which will be great a loss of privacy with the tall structure and windows facing the properties to the south. There would also be an increase in traffic, and spilled lighting and noise that would be of concern. Mrs. Figueroa agrees there is a need for housing, but is strongly opposed to this proposal and location.

Steve Post Letter:

Mr. Post discusses pedestrian cross traffic impacts in the neighborhood, and requests this issue be addressed by providing a 6-foot tall sight obscuring fence along the southern and eastern property lines.

Douglas Sutton Letter:

Mr. Sutton's letter indicates opposition to the project. As an individual in the construction industry, he is concerned regarding the long-term maintenance of the property. In addition, he would like to ensure there is a barrier along the perimeter of the property and is concerned over the amount of parking provided on the site, and he would like to ensure there is appropriate on-site maintenance and management associated with the development.

Ron & Ryon Edwards Letter:

This letter submitted identifies some areas within the staff report that are stated as incorrect, so clarification is provided by staff throughout the summary.

First item identified is the staff report incorrectly identifies the property size. For clarification, the development site is 1.53 acres, and the setback and density standards were applied using the smaller acreage area. The overall property is currently over 9 acres in size, but the city is in the process of reviewing the application for the minor land partition to separate out the 1.53 acres from the overall site. This differentiation does not

have any impact on the development review as the smaller property size is more restrictive and the project would meet the development standards whether the property were partitioned or not.

Next, the letter indicates the surrounding uses was incorrectly identified, indicating that to the south, the property is not vacant, but contains a single-family home. This is accurate, the report does misstate that the site is vacant, when in fact there is a single-family residence on the site.

The letter further states that they believe the development is considered high density and should therefore be processed using high density development standards rather than mixed-density, and that the high-density designation would impact development standards, and SDC charges.

For clarification, as identified in the staff report, under the Mixed-Use zoning designation, if the project is residential in nature, the code indicates that the mixed-density residential standards be applied. Further, the mixed-density and high-density residential development standards are identical in terms of setbacks, parking, open space, and height limitations; therefore, even with the application of the high density standards, the development proposal would still comply. Finally, the zoning designation modification would not impact the SDCs as they are not calculated based on zoning designation, but type of construction and trips per day.

The letter indicates that the project and city has not complied with the NPDES permit requirements for the construction phase, or the 1200C permit to address stormwater, wetlands and soils. For clarification, this application is in the initial review stages, and not the construction phase. If the planning commission were to approve the development proposal, the applicant would be responsible for obtaining a 1200C permit to address stormwater mitigation, wetlands and soils.

The letter continues indicating that the City did not provide calculations with the plans to demonstrate there is sufficient utility capacity for water, sewer, and stormwater. In response, the City through the review phase determined the project was compliant with the zoning classification and compliant with all aspects of the development code. As such, since there is no modifications or variances, the development buildout is anticipated in the City's facility plans, and there is no further calculations required for the city's utilities.

Next, the letter identifies that the project is near historical sites, specifically the wagon trail road, and an archaeological study should be completed and incorporated in the analysis for the project. In response, an archaeological review is not required to be completed as part of the land use consideration but is required prior to construction. However, the applicant has already conducted the archaeological review.

Next item, the letter indicates the project materials were not accessible till June 17th at which time the city provided the staff report and developer information. Again, for clarification, the public notice for the application was issued on May 28th, 20 days prior to the hearing with instructions of how to review the application materials. The agenda reports and plans were then posted to the City's website on June 9th, 8 days prior to the hearing.

The letter indicates that the project is incompatible with standing agreements, and

references the City and County Urban Growth Management Agreement, indicating that per the agreement, the City is responsible to coordinate with the County on the project, and since the City did not coordinate with the County, that the project should be delayed until such time as the coordination occurs. This is a misinterpretation of the Urban Growth Agreement. The Agreement is for the development of County land within the Urban Growth Boundary. So, if there were a development application within the County, but in the UGB, per this agreement, the County would be responsible to coordinate with the City on the development. However, this agreement does not require the city to coordinate with the county when developing in city limits. All that being said, as part of the public notice distribution, the City does notify the county of the scheduled public hearing and the proposal.

Finally, the letter refers to impact to schools, and the City must provide notice to the Lebanon School District when a major development is proposed that may impact the school district. Again, the City did notify the School District through the required notification process of the pending hearing, and they were provided the opportunity to comment, therefore this provision has been met.

Don Frier Letter:

Next is a letter from Don Frier. His letter indicated support of the project and indicated there was a significant need for affordable housing in the city.

Woodburn Letter:

The final comment letter received was from the city of Woodburn. This letter provided background on the 30 years' experience the City of Woodburn has with a development managed by the Applicant.

The letter identifies the resources and support provided by FHDC to the residents, creating a sense of community.

In addition, the City indicated their residents identified similar concerns as those indicated by the Lebanon residents, but to date, none of those concerns materialized.

Director Hart concluded the summaries of the public comments and stated after the close of the public comment period, we did receive a phone call from a resident requesting the Commission provided a one-week extension of the public review and comment period for further review.

City Attorney Kennedy discussed the legal statutory requirements per the ORS, Governor's modified order in regards to public hearings during the pandemic, and the City's municipal code, and recommended the Planning Commission to leave the record open for a period of seven days for the public to provide further testimony, then provide seven days for the applicant to respond and rebut the comments, but left the decision to the Planning Commission on how to proceed.

Vice-Chair Robertson indicated understanding and invited the Applicant to rebut the testimony provided by the members of the public.

The Applicant indicated in response to the request for a barrier, it is already in the plan to

provide a 6-foot sight-obscuring fence. They type of material for the fence has not been finalized, but it would be sight-obscuring. In addition, there would be a significant number of trees planted along the southern and eastern property lines.

For the drainage concerns, the Applicant indicated that the property has been designed to above the standards of the City. In terms of wetlands, a wetland delineation study has already been completed and the current development proposal is not near the delineated wetlands. It was also added that for the funding of the project, a number of studies have already been conducted for the site, including a Phase I and II, archaeological study, traffic study, Geotech, and Alta study.

The Applicant further discussed the maintenance plan for the property, indicated there will be an on-site live-in manager, and will be hiring a local landscape company for property maintenance. The applicant concluded and was available for any questions.

Vice-Chair Robertson opened the discussion for commissioner questions.

Commissioner McClain asked about the type of materials for the fence. The Applicant indicated it has not yet been determined but could include a chain link or wood fence.

Commissioner McClain indicated a chain link fence with slats would be sturdier, and further stated he would not support a 10-20-foot fence as requested in the public comment section.

Vice-Chair Robertson asked about why only phase one is being proposed rather than the project in its entirety. The Applicant responded that the funding source that was applied for was limited to the size of project. The Applicant is waiting for approval of the second phase of funding, at which point, the second phase would be requested.

Commissioner Brackeen asked about the request for the Community Liaison between the complex and the surrounding neighborhood. The Applicant indicated that there will be two resident coordinators available on-site to build community relations and address any issues that may arise.

Seeing no further questions, Vice-Chair Robertson asked the Commissioners whether they had a preference to honor the request for the continuance.

Communication and clarification on procedures was provided by City Attorney Kennedy and Director Hart.

Commissioners indicated a support to err on the side of caution and accept the request for further time to submit more comments.

Due to the request for continuation by a member of the public, the public record was left open until 5:00pm on Thursday, July 2, 2020. The applicant will then have an additional seven days, until Thursday, July 9, 2020 at 5:00pm, to respond and rebut any of the additional comments received. The Planning Commission will reconvene the meeting on July 15, 2020 at 6:00pm to consider the additional testimony and may make a decision at that time.

B. Planning File AR-20-02 – Administrative Review for Prism Manor, LLC

Vice-Chair Robertson introduced the continued hearing for Planning File No. AR-20-02 and asked if there was any ex-parte communication, conflict of interest or bias regarding the application identified since the previous meeting. All Commissioners indicated there was no ex-parte communications, conflicts or bias.

Director Hart presented a quick overview of the project and then provided a summary of the public comment.

The one public comment received was from the County, which discussed the site dedication requirements, which have already been incorporated in the plan, street improvements, and on-site storm drainage design.

The proposed conditions of development include requirements to meet all of Linn County Road Authority's requirements, which addresses all the comments provided.

At the conclusion of summarizing the public testimony, Vice-Chair Robertson recognized the Applicant to respond to the comments.

The Applicant indicated that they did not have anything to add, and indicated that they are already working with the County on permitting, then concluded and was available for questions.

Vice-Chair Robertson asked if there were any questions.

Seeing no further communication, the public hearing was closed.

Vice-Chair Robertson made a statement of clarification that a half-street improvement will be required on Franklin Street. Director Hart concurred, that half-street improvements will be required.

Commissioner Prenoveau asked for clarification that the street would be widened along the property line. Director Hart indicated the street would be widened to develop a designated right-turn lane along the property.

Seeing no additional questions or comments, Vice-Chair Robertson asked if the commission agreed that the decision criteria can be met for both the development and the variance.

The commissioners all answered in the affirmative.

Vice-Chair Robertson asked for a motion.

Commissioner Brackeen moved to approve the application based on the written findings and conditions.

Commissioner Prenoveau seconded the motion.

The motion passed 7-0.

C. Planning File A-20-03 – Annexation consideration for Travis Wagar

Vice-Chair Robertson introduced the continued hearing for Planning File No. A-20-03 and asked if there was any ex-parte communication, conflict of interest or bias regarding the application identified since the previous meeting. All Commissioners indicated there was no ex-parte communications, conflicts or bias.

Director Hart presented a quick overview of the project, and identified there was no public comment received.

Vice-Chair Robertson recognized the Applicant to respond to the comments. The applicant was not in attendance.

Vice-Chair Robertson asked if there were any questions.

Seeing no further communication, the public hearing was closed.

Vice-Chair Robertson asked the commissioners whether they thought the decision criteria could be met and asked for a motion.

Commissioner Brackeen moved to recommend approval of the annexation based on the written findings and conditions.

Commissioner McClain seconded.

Motion passed 7-0.

D. Planning File A-20-02 – Annexation of various street segments

Vice-Chair Robertson introduced the continued hearing for Planning File No. A-20-02 and asked if there was any ex-parte communication, conflict of interest or bias regarding the application identified since the previous meeting. All Commissioners indicated there was no ex-parte communications, conflicts or bias.

Director Hart presented a quick overview of the project and provided clarification that the annexation of the street segments does not impact private property, does not result in private properties having to annex, does not change zoning, or impact any private property rights and development opportunities.

At the conclusion of summarizing the public testimony, Vice-Chair Robertson asked if there were any questions.

Chairman Salvage indicated that the clarification that there was no impact to private property was important.

Seeing no further communication, the public hearing was closed.

Vice-Chair Robertson asked the commissioners whether they thought the decision criteria

could be met and asked for a motion.

Commissioner Prenoveau moved to recommend approval of the annexation based on the written findings and conditions.

Chairman Salvage seconded.

Motion passed 7-0.

5. WORK SESSION - *None*

6. COMMISSION BUSINESS & COMMENTS

Director Hart indicated the next Planning Commission meeting will be held in person, and there will be a total of four applications under review.

7. ADJOURNMENT:

There being no further business, the meeting was adjourned at 6:54pm.

[Meeting minutes prepared by Kelly Hart, Community Development Director]

AGENDA ITEM

4.a.

OREGON
Lebanon

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MEMORANDUM

Community Development

To: Charmain Salvage and Planning Commissioners Date: June 10, 2020

From: Kelly Hart, Community Development Director

Subject: Development proposal for a 24-unit affordable apartment complex at the western terminus of Weldwood Drive (AR-20-05)

I. BACKGROUND

The subject property is located at the terminus of Weldwood Drive. The Applicant, Farmworker Housing Development Corporation, is proposing to develop the currently vacant property with a 24-unit affordable apartment complex. Under consideration is an application for an Administrative Review (AR-20-05) for the development of the apartment complex.

II. CURRENT REPORT

Project Location and Zoning Designation – The subject parcel is 1.39 acres and located at the western terminus of Weldwood Drive. The property is zoned Mixed-Use (Z-MU). Surrounding the property to the northwest and west are residential uses including a mobile home park and condominium complex within the City limits with a zoning designation of Residential Mixed-Density (Z-RM). To the south include a vacant property, and beyond that on the south side of Lebanite Drive are single family residences located in the county unincorporated area with the comprehensive plan designation of mixed-density residential (C-RM) and residential low density (C-RL). To the east is a vacant parcel, and a portion of the commercial development in the Walmart Shopping Center in the Z-MU zone, and to the north is the Walmart building in the Z-MU zone.

Development Proposal – The Applicant is proposing to develop a 24-unit affordable apartment complex. As indicated on the site plan, there would be a total of one 3-story apartment building, with a large open space area including a children's play area, gazebo, and a community room within the footprint of the building. The building would generally be oriented to the north of the property, with the open space to the west of the building, and the parking lot on the southern portion of the property. On the east side of the property include the required fire turn-around area and additional open space for gardening plots.

In terms of setbacks, the underlying zone of the property is Mixed-Use. Section 16.06.100 identifies a residential development in the Mixed-Use zone is subject to the development standards identified for the Residential Mixed Density zone. Minimum setbacks include 10-foot front, 20-foot rear, and 5-foot side setbacks. The development proposal conforms with all these standards, observing setbacks that meet or exceed the minimum standard with an 18-foot front setback (on Weldwood Drive extension), 39-foot side setback to the eastern property line, a 78-

foot rear setback to the southern property line, and a 125-foot setback to the future property line to the west.

For Density, the minimum lot size for a multifamily use in the RM zone is 9,000 square feet. At 1.39 acres (60,626 sq. ft.), the subject property exceeds this standard. Section 16.05.160 of the LDC indicates the minimum site area for different unit sizes: 1,550 square feet for a one-bedroom unit; and 2,000 square feet for a two-bedroom unit.

Unit Type	Number of Units	Total Square Footage
One-Bedroom	8	12,400 sq. ft. required
Two-Bedroom	16	32,000 sq. ft. required
TOTAL		**44,400 sq. ft. or 1.02 acres**

The proposal is for the development of an affordable housing project, which would make the project eligible for a density bonus. However, the project would not need to use the density bonus provisions as the density proposed is authorized through the regular development standards.

Open space requirements identified in Section 16.05.170 of the LDC include 25% of the project development area to be designated for open space/landscaping. Of this open space area, at least 50% shall be usable open space (i.e., not designated for storm drain facilities, etc.), and at least 25% of this usable open space shall be located in one area. In addition, a 500 square foot children's play area shall be provided. The remainder of the open space area may be distributed throughout the site. As proposed, the applicant is providing over 29.5% of the site as landscaping, over 58% of the landscaping would be designated for usable open space. Over 25% of the usable open space is located in the western portion of the development area. The required children's play area would also be located in this area. Based on the provided site plan, the development proposal meets and exceeds the minimum requirements for open space.

For parking, Section 16.14.070 of the LDC requires 2.25 vehicle parking spaces per unit, and 0.5 bicycle parking spaces per unit. In addition, Section 16.14.030 identifies authorized parking reduction of up to 15% when additional covered and uncovered bicycle parking is provided. With the code authorized reduction, the minimum required vehicle parking would be 46 spaces, and the minimum required bicycle parking would be 44 spaces, 20 covered, and 24 uncovered. The development has proposed to meet the minimum vehicle parking with 46 open parking spaces along the internal drive aisle. Bicycle racks would also be provided throughout the site the meet the 24 uncovered bicycle parking requirements, and a total of 30 covered bicycle parking spaces would be provided, exceeding the minimum requirements.

Project Access and Transportation – The site would be accessed from a single driveway on new segment of Weldwood Drive. The driveway would provide access to the internal drive aisle and parking field. A hammerhead is provided at the end of the parking field to meet the turnaround requirements for the Fire District.

Regarding traffic considerations, Section 16.20.110 identifies the criteria of a project would automatically trigger the requirement of a traffic impact analysis. These criteria include triggering over 300 average daily trips per day, if the project is located near a major intersection on the

highway and there are safety concerns, whether there is a change in zoning proposed or if the driveways proposed do not meet the vision clearance requirements. City staff have reviewed the criteria and determined the current proposal does not meet the criteria to require a traffic impact analysis (TIA). However, it is understood that this proposal is considered phase one of a larger development proposal, which would be presented to the Planning Commission at a future date. As such, although not required, or conditioned for this current phase, a traffic impact analysis has been ordered for the overall development. Any identified improvements required per the TIA, would be incorporated as a condition of development as part of any future phase.

In addition, historically, when the Walmart Shopping Center was developed, it was slated that the intersection of Weldwood and Cascade Drives would eventually be signalized. Properties that have been developed previously have paid their fair share portion of the future traffic signal, and based on the future development phases, and the result of the TIA, financial contribution for the future signalization would be incorporated as conditions in future phases.

Utilities – Sanitary Sewer, Water, and Storm Drain facilities are all currently available in Weldwood Drive, or currently within the property. As part of the construction of the new street segment, utilities will be pulled through the street for the length of the site. There is sufficient capacity available to service the site for all city utilities. A fire hydrant will be required to be installed as part of the development.

III. REVIEW CRITERIA AND RECOMMENDED FINDINGS

The Applicant is requesting consideration of an Administrative Review for the development of a 24-unit affordable apartment complex. Below is an analysis of the review criteria (Section 16.20.040.D of the LDC) and recommended findings:

1. The proposal shall conform to use, height limits, setbacks and similar development requirements of the underlying zone.

   RECOMMENDED FINDING: The underlying zone of the property is Mixed-Use. Section 16.06.100 identifies a residential development in the Mixed-Use zone is subject to the development standards identified for the Residential Mixed Density zone. Minimum setbacks include 10-foot front, 20-foot rear, and 5-foot side setbacks; the maximum height permissible in the zone is 40-feet; and the maximum lot coverage is 60%. For multi-family development, a minimum 25% of the development site shall be open space, including a children's play area and common open space. The development proposal conforms with all these standards, observing setbacks that meet or exceed the minimum standard with an 18-foot front setback (on Weldwood Drive extension), 39-foot side setback to the eastern property line, a 78-foot rear setback to the southern property line, and a 125-foot setback to the future property line to the west. The lot coverage for the project is 15.1% which is well below the maximum coverage. The maximum proposed building height within the development is 40-feet, meeting the maximum permissible. Finally, the development provides 29.5% of the site as open space, exceeding the minimum requirements.

2. The proposal shall comply with applicable access and street improvement requirements in Chapters 16.12 and 16.13, respectively.

RECOMMENDED FINDING: The project includes the development of a new extension of Weldwood Drive, a designated collector street, to provide appropriate access to the site. The new street segment would be built to full city standard including an ultimate right-of-way of 60-feet, with street, curb and gutter, sidewalk, and landscape strip. Access to the site from the new street segment would be from a 25-foot driveway on the western portion of the development area, and all internal access for vehicle maneuvering for the Fire District has met the minimum standards, based on the provided site plan.

3. The proposal shall comply with applicable parking requirements in Chapter 16.14.

   RECOMMENDED FINDING: Section 16.14.070 of the LDC requires 2.25 vehicle parking spaces per unit, and 0.5 bicycle parking spaces per unit. In addition, Section 16.14.030 identifies authorized parking reduction of up to 15% when additional covered and uncovered bicycle parking is provided. With the code authorized reduction, the minimum required vehicle parking would be 46 spaces, and the minimum required bicycle parking would be 44 spaces, 20 covered, and 24 uncovered. The development has proposed to meet the minimum vehicle parking with 46 open parking spaces along the internal drive aisle. Bicycle racks would also be provided throughout the site the meet the 24 uncovered bicycle parking requirements, and a total of 30 covered bicycle parking spaces would be provided, exceeding the minimum requirements.

4. The proposal shall comply with applicable screening and landscaping provisions in Chapter 16.15.

   RECOMMENDED FINDING: Open space requirements identified in Section 16.05.170 of the LDC include 25% of the project development area to be designated for open space/landscaping. Of this open space area, at least 50% shall be usable open space (i.e., not designated for storm drain facilities, etc.), and at least 25% of this usable open space shall be located in one area. In addition, a 500 square foot children's play area shall be provided. The remainder of the open space area may be distributed throughout the site. As proposed, the applicant is providing over 29.5% of the site as landscaping, over 58% of the landscaping would be designated for usable open space. Over 25% of the usable open space is located in the western portion of the development area. The required children's play area would also be located in this area. A landscape plan has been required as a condition of development to ensure the appropriate number of trees, shrub and ground cover is provided to meet the minimum requirements of Chapter 16.15.

5. Any required public facility improvements shall comply with provisions in Chapter 16.16.

   RECOMMENDED FINDING: New sewer, water, and storm drain improvements are included as part of the development proposal. Sewer and water lines would be constructed as part of the new Weldwood Drive extension. All required improvements as a condition of development shall be designed and installed to the satisfaction of the Engineering Department prior to construction of the development project.

6. Where applicable, the proposal shall comply with development requirements within identified hazard areas and/or overlay zones.

RECOMMENDED FINDING: There are no identified hazard areas and/or overlay zones within or near the subject site. As such, the development proposal complies with this decision criteria.

7. The proposal shall comply with the supplementary zone regulations contained in Chapter 16.19 or elsewhere in the Development Code.

   RECOMMENDED FINDING: All accessory structures, uses, and building projects fully comply within the minimum setback standards identified in Chapter 16.05 and Chapter 16.19.

IV. PUBLIC NOTIFICATION AND COMMENTS

A public notification for this project was issued on May 28, 2020. Due to the Covid-19 pandemic, the Planning Commission will be hosting a two-phased public hearing process. The public record for this project will remain open until 5:00pm Monday, June 22, 2020. All public comment received on this application will be presented to the Planning Commission at the June 24, 2020 meeting.

V. CONCLUSION AND RECOMMENDED CONDITIONS FOR DEVELOPMENT

Staff finds the proposal complies with the decision criteria for an Administrative Review, and recommends approval of the application subject to the adoption of the following Conditions of Development:

1. The Planning Department conditions include, but may not be limited to:

   a. A landscape plan shall be submitted in compliance with Chapter 16.15 and approved prior to the issuance of building permits. As part of the landscape plan, all trees with a measurement of 12-inch caliper for deciduous and 18-inch caliper for evergreen trees shall be cataloged and preserved where possible.
   b. A Children's play area shall be provided in compliance with Section 16.05.170.F. Any and all playground equipment shall comply with the International Play Equipment Manufacturers Association standards. The children's play area shall be included for review as part of the landscape plan.
   c. A minimum of 46 vehicle parking spaces shall be maintained on-site at all times. A minimum of 44 bicycle spaces (24 open and 20 covered) shall be permanently maintained.
   d. An application for a Minor Land Partition shall be filed and approved prior to issuance of building permits for the dedication of the public right-of-way, and the separation of the project site from the remainder of the land area of the existing tax lot.

2. All requirements of the Lebanon Fire District shall be met, including but not limited to:

   a. Plans shall be submitted for review and approval by the Lebanon Fire Marshal that demonstrates full compliance with the Oregon Fire Code and local

amendments. Lebanon Fire Marshal approval shall be obtained prior to issuance of building permits.

3. The Engineering Department conditions include, but may not be limited to:
   General
   a. All public improvements shall:
      i. conform to the latest "City of Lebanon Standards for Public Improvements."
      ii. require completion of a Drawing Review Application and a Public Improvements Permit prior to beginning construction.
      iii. be designed by a professional engineer registered in the State of Oregon.
      iv. Prior to final plat approval, a bond or other approved form of assurance is required for all incomplete public improvements.
   b. An engineered site plan shall be submitted for review and approval for the site. The site plan must be submitted with an Application for Site Plan Review and associated fee. The site plan shall detail all site improvements necessary for the proposed development together with a grading and drainage plan.
   c. All elevations shown on plans submitted to the City must be on the NAVD 88 vertical datum to provide compatibility with the City computer aided mapping system.
   d. All private, onsite utilities must be reviewed and approved by the City Building Official.
   e. Provide a landscape and illuminate plan as part of the engineering site plan review plan set.

   Transportation
   a. Provide a Geotech report including minimum street section for wet and dry weather construction conditions.
   b. Cul-de-sacs and dead-end roads must have sufficient turning radius to allow the operations of emergency vehicles and Albany-Lebanon Sanitation vehicles. Fire Marshall approval of turnaround and emergency access. Minimum cul-de-sac radius and turn arounds must comply with the City's transportation plan.
   c. The intersection of Weldwood Dr and Cascade Dr has historically been identified as a potential signalized intersection. Development projects in this area have contributed funds towards their share contribution. To address the operational impacts of this project a traffic impact analysis has been initiated. A proportional share contribution based on the development's bearing to the intersection will be require for future phases of the project. The contribution amount will be based on a construction cost estimate including design for the traffic signal that will be developed by the City.
   d. *Any off-site traffic improvements as determined by the traffic impact analysis report will the responsibility of the developer and will be required to be constructed with each phase of the development.*
   e. *Proposed public street should be minimum 60-foot right-of-way with 5-foot sidewalk on both sides.*
   f. Sidewalks, paths and driveway approaches must comply with ADA requirements.
   g. Provide City standard sidewalks and ADA access ramps access along proposed public street.

h. Provide City standard street trees in compliance with the City of Lebanon street tree policy. See the policy and approved street tree list at (http://www.ci.lebanon.or.us/index.aspx?page=117)
i. With engineering drawings, indicate the location of street and path lights, mailboxes, utility pedestals, signs.
j. Mailbox locations must be also be reviewed and approved by the Postmaster.
k. Provide City standard streetlights at all intersections and along proposed public street.
l. Site lighting shall not glare or shine onto adjacent public streets or neighboring properties.
m. Provide verification of Republic Services approval of location and access to garbage and recycling containers shown on site plans prior to approval of detailed engineering site plans.
n. Provide one bus shelter to provide access to City transportation system and the Lebanon Community School District.

Water

a. Identify any on-site wells on the engineered drawings. Back flow prevention devises will be required on any lot that is also serves by the city water system.
b. Fire suppression will be under the Fire Marshal review and approval. The number and location of fire hydrants shall be approved by the Lebanon Fire Marshal. All new hydrants must be operational and accepted by the City prior to storage of combustible materials on site.
c. Water main improvement should be extended through the development site to the edges of the property frontage to complete the loop from the south-east property line to the north-west property line.

Sewer System

a. Identify any on-site septic systems on the engineering drawings. Provide Linn County approval for all septic systems.
b. Extend the sewer main system as needed to service the development.

Storm Drainage

a. The drainage system and grading plan shall be designed so as not to adversely impact drainage to or from adjacent properties. Storm drainage facilities must be designed and constructed to ensure historical rates of site discharge are not exceeded. Storm drain capacity shall be determined by the Rational Method for a 10-year event with a 15-minute minimum durations time using the curve (fig 5.3) in the master plan. A detailed design including engineering calculations shall be submitted as part of site plan review.
b. With the engineering drawings, provide a grading plan for the site that indicates existing and proposed elevations. Drainage improvements (ditches and or piping) may be required at the site boundaries to prevent adverse impacts. The engineering drawings must provide a detailed design (including calculations) of the drainage improvements and mitigation of any impacts to adjacent properties.
c. Provide verification of Oregon DEQ NPDES 1200C permit issuance and all condition of permit issuance prior to construction
d. Provide correspondence from the appropriate state and federal regulatory agencies regarding wetland identification and required fill-removal permits, if any. Any wetlands

identified as being impacted by public improvements shall be mitigated prior to the final acceptance of public improvements.

e. With engineering drawings provide a construction erosion prevention plan.

Landscaping

a. Submit a landscape and irrigation plan for any proposed landscape improvements to the City Engineer for review. Any landscaping proposed in the public right of way shall have a maximum mature height of no more than 24 inches above the street grade and at least 3 feet from any fire hydrant. All landscaping proposed in the yard setback areas adjacent to public streets shall have a maximum mature height of no more than 36 inches above the street grade.
b. Vision clearance areas shall be provided at intersections of all streets and at intersections of driveways and alleys with streets to promote pedestrian, bicycle, and vehicular safety per Subsection 16.12.030.H of the Lebanon Development Code. A clear-vision area shall contain no plantings, fences, walls, structures, utility pedestals, or temporary or permanent obstruction exceeding 2-1/2 feet in height, measured from the top of the curb.

VI. RECOMMENDED ACTIONS

1. Evaluate the public testimony and the record established before the Planning Commission

2. Commission options:

    1. Approve the proposed Administrative Review (AR-20-05) for the development of a 24-unit affordable apartment complex adopting the written findings for the decision criteria contained in the staff report with the conditions of development; or

    2. Approve the proposed Administrative Review (AR-20-05) for the development of a 24-unit affordable apartment complex, adopting modified findings for the decision criteria and conditions of development; or

    3. Deny the proposed Administrative Review (AR-20-05) for the development of a 24-unit affordable apartment complex, specifying reasons why the proposal fails to comply with the decision criteria; and

    4. Direct staff to prepare an Order of Recommendation for the Chair or Vice Chair's signature incorporating the adopted findings as approved by the Planning Commission.

June 5, 2020

City of Lebanon
Planning Commission

re: Weldwood drive development - AR-20-05 and VAR-20-02

Regarding the proposed development on Weldwood drive by Farmworker Housing Development Corporation.

A 24 unit complex at the proposed area will cause various issues. Below are reasons and concerns.

1 - Access - City Code 16.12 letter G

Driveways and alleys shall be placed as far away as an intersecting street.

The planned driveway entrance on the west side of the complex is right off of Weldwood drive and the intersection with the parking lot used the the Wal-Mart store. There is a plan apparently for Weldwood to be extended. This will create a traffic and safety issue at that intersection and other intersections in the immediate area. That area, along with the intersection of Weldwood and Cascade drive is already quite busy, and adding housing with those streets being the sole entry and exit will create even more traffic and safety issues.

2 - Access - City Code 16.12 letter I

Access points

The planned development only has one proposed access point. This is not enough ingress and egress for a 24 unit housing complex and needs to be addressed accordingly. Any additional required ingress or egress needs to NOT be on Lebanite Drive or Oak Lane as both of these roads are county roads, NOT city roads. No effort to incorporate either Lebanite Drive or Oak Lane into the City of Lebanon will be allowed by the residents of the area.

The planned development must also have a barrier of some sort between it and the residential area to the south which incorporates Oak Lane, Lebanite Drive and Wagon Wheel Drive. There is already quite a bit of transient foot traffic from Wal-Mart through that residential area, and an apartment complex with no pedestrian barrier will only increase the amount of foot traffic and trespassing on and through those residents lots. A barrier must be installed in order to keep unauthorized pedestrian traffic and trespassing to a minimum. Without it, foot traffic will only be invited with the addition of open pathways and easy access.

3 - Parking - City Code 16.14.070-1 use b

Vehicle parking spaces & Bicycle parking spaces

The planned development, according to the diagram provided only has 44 parking spaces. According to code, the required amount of parking spaces needed are 54 for motor vehicles, with an additional requirement of 12 spaces required for bicycles, motorcycles, etc. This development is 22 parking spaces short of the required amount. With this shortage of parking spaces, it will lead to parking on city streets such as Weldwood in front of the complex, on the portion of Weldwood behind the shopping center to the south, and also in the parking lot of Wal Mart. This parking problem will create driving hazards, and also require children to be on the road which is a hazard for them.

4 - Access to Wal Mart and surrounding stores

Concern for the residents of Weldwood drive to the west of the proposed development. With the opening of Weldwood, there will be a large increase of traffic through that area, which includes a park, a dog park, and an apartment community. By connecting the east portion and west portion of Weldwood, traffic in that area will increase to a level that is unsafe for pedestrians, children, and families. This unsafe situation will begin at Weldwood at its intersection with South Main Road and continue easterly to its intersection with Santiam Highway.

Regards,

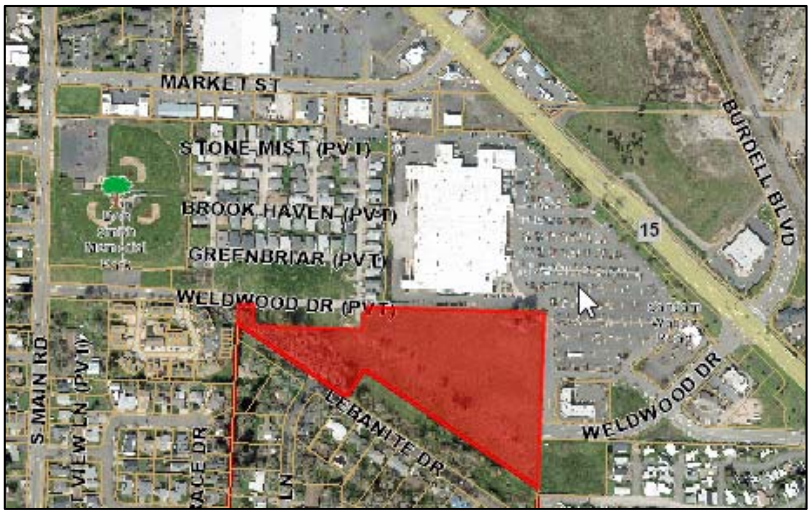
Eric & Denette Harrison
780 Wagon Wheel DR
Lebanon, OR 97355
erich03@comcast.net

NOTICE OF VIRTUAL PUBLIC HEARING
LEBANON PLANNING COMMISSION

NOTICE IS HEREBY GIVEN that a public hearing will be held before the Lebanon Planning Commission on **Wednesday, June 17, 2020 at 6:00 p.m. and Wednesday, June 24, 2020** through a virtual (online) meeting to afford interested persons and the general public an opportunity to be heard and give testimony concerning the following matter:

Planning Case No.:	AR-20-05 and VAR-20-02
Applicant:	Farmworker Housing Development Corporation
Location:	Weldwood Drive
Map & Tax Lot No.:	12S02W23B 01701
Request:	Administrative Review and Class II Variance
Decision Criteria:	Lebanon Development Code Chapters: 16.06, 16.20 & 16.29

Request: The applicant is requesting Administrative Review approval to construct a 24-unit multifamily development. The applicant is also requesting a Variance to the minimum parking standards for off-street parking.



Virtual Meeting: Due to the COVID-19 pandemic, the City will be hosting a virtual Planning Commission meeting and following the procedural guidance provided by the Oregon Department of Land Conservation and Development (DLCD) in compliance with Oregon Public Meeting Laws.

The public hearing will occur in two phases: on June 17, 2020 at 6:00pm, the Planning Commission will open the public hearing, receive Staff's report, and allow for the applicant to present. The Planning Commission will then postpone the public hearing to a date certain of Wednesday, June 24, 2020 at 6:00pm. This will provide time to receive written and verbal comment from the public. The written and verbal comment will be received by City Staff until 5:00pm on Monday, June 22, 2020. The comments will then be read into the record and played for the Planning Commission at the June 24, 2020 meeting. The applicant will then be able to respond to the public comments. Once all comments are recorded as part of the meeting, and the applicant responds, the Planning Commission will close the public hearing, and deliberate on the application.

The public is invited to watch the meeting online through the City of Lebanon's YouTube page at https://www.youtube.com/watch?v=VpePNgOMMgw on June 17, 2020, and https://www.youtube.com/watch?v=e4dg9jJ3NLo on June 24, 2020. The City of Lebanon thanks you for your support in slowing the spread of COVID-19 by attending this public meeting digitally. **In compliance with the Governor's Executive Order No. 20-16, this meeting will only be held virtually, there will be no physical location for persons to attend to participate in the meeting.**

The Agenda and application materials will be available for review on the City's website at https://www.ci.lebanon.or.us/meetings seven days prior to the hearing.

Providing Comments: The City will be accepting public comment on this item in a number of ways to afford interested persons and the general public an opportunity to give testimony on the subject matter. Written and verbal testimony will be accepted upon issuance of this notice, **until 5:00pm on Monday, June 22, 2020**. Written testimony may be emailed to khart@ci.lebanon.or.us, or may be mailed to the City at 925 S. Main Street, Lebanon, OR 97355, or delivered to the City and dropped in the white mail box in front of City Hall. Please note for mailed testimony, the letter must be received by the City no later than 5:00pm on Monday, June 22, 2020. For verbal testimony, a recording may be provided to the City, or you may call (541) 258-4252 and leave a voice message. **There will be no testimony accepted in person.**

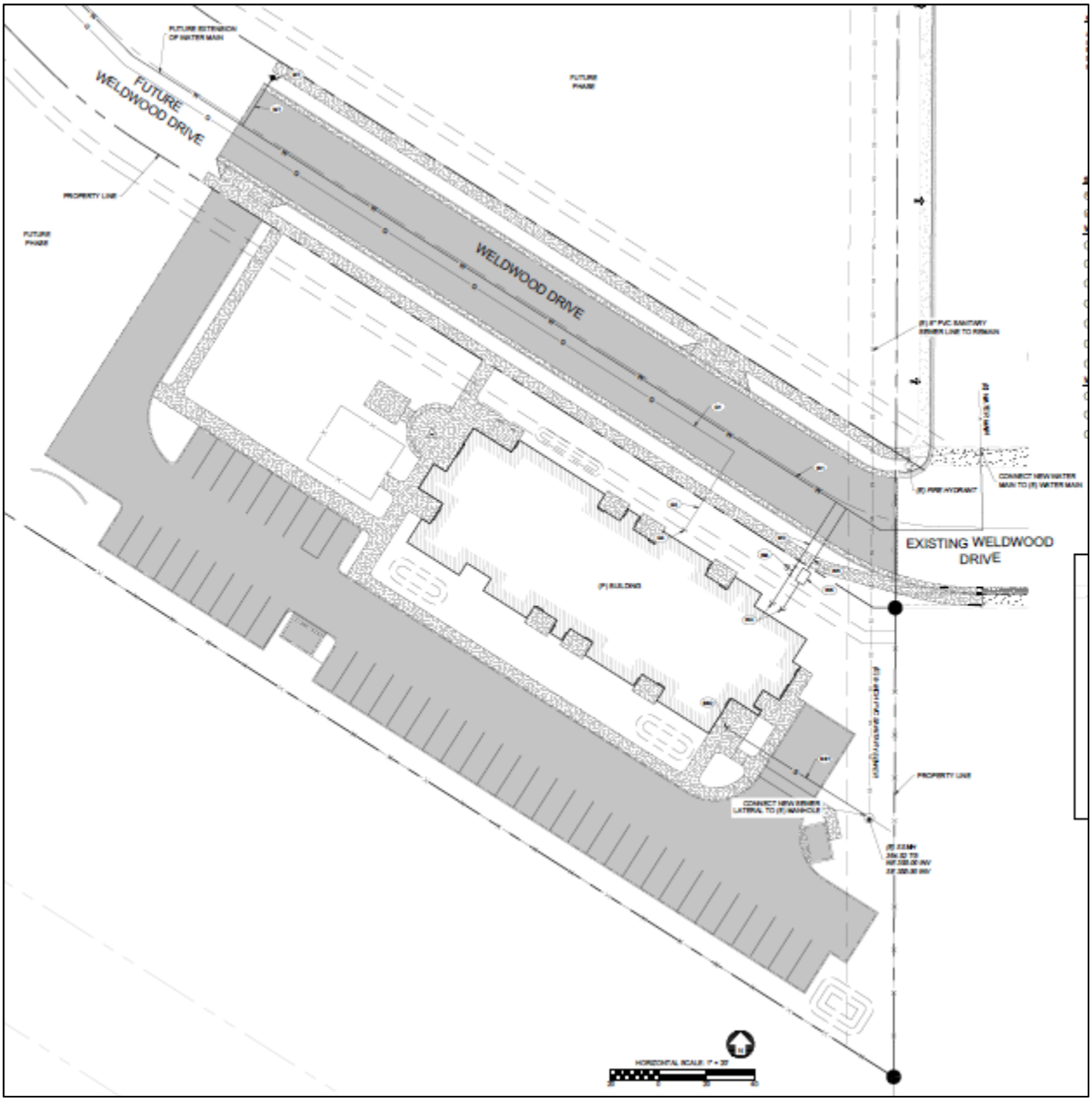
CITIZENS ARE INVITED TO PARTICIPATE in the public hearing and give written or oral testimony as described above that address applicable decision criteria during that part of the hearing process designated for testimony in favor of, or opposition to, the proposal. If additional documents or evidence are provided in support of the application subsequent to notice being sent, a party may, prior to the close of the hearing, request that the record remain open for at least seven days so such material may be reviewed.

Appeals: Failure to raise an issue in the hearings, in person or by letter, or failure to provide sufficient specificity to afford the decision makers an opportunity to respond to the issue precludes appeal to the Land Use Board of Appeals based on that issue. Decisions of the Planning Commission may be appealed to the Lebanon City Council within 15 days following the date the Commission's final written decision is mailed. Only the applicant, a party providing testimony, and/or a person who requests a copy of the decision has rights to appeal a land use decision. The appeal must be submitted on the appeals form as prescribed by City Council with appropriate fee paid and must set forth the criteria issues that were raised which the applicant or party deems itself aggrieved. Please contact our office should you have any questions about our appeals process.

Obtain Information: A copy of the application, all documents and evidence relied upon by the applicant, and applicable criteria are available online in the Planning Commission Agenda Packet at https://www.ci.lebanon.or.us/meetings. The materials are also available for inspection in person at no cost and will be provided at the cost of 25 cents per single-sided page. If you have questions, would like additional information, or would like to schedule a time to view the application materials in person, please contact City of Lebanon Community Development Department, 925 Main Street; phone 541-258-4252; email khart@ci.lebanon.or.us.

The meeting is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours before the meeting to 541-258-4906.

PROPOSED SITE PLAN



Lebanon

LAND USE APPLICATION

PROPERTY INFORMATION	
Site Address(es): TBD (SW corner of Weldwood Dr & Cascade Dr, Lebanon, Oregon)	
Assessor's Map & Tax Lot No.(s): 12S02W23B, 1701, PARCEL 2	
Comprehensive Plan Designation / Zoning Designation: Z-RM; permitted with Administrative Review	
Current Property Use: Vacant lot	
Project Description: New construction of a 24-unit housing complex with a mix of one and two bedrooms.	
Site amenities include a play structure and covered pavilion.	
APPLICANT / PRIMARY CONTACT INFORMATION	
Applicant: Farmworker Housing Dev. Corporation (Claudia Cantu)	Phone: 503-560-0779
Address: 1274 5th Street, Suite 1-A	Email: ClaudiaCantu@fhdc.org
City/State/Zip: Woodburn, OR 97071	
I hereby certify that the statements, attachments, exhibits, plot plan and other information submitted as a part of this application are true; that the proposed land use activity does not violate State and/or Federal Law, or any covenants, conditions and restrictions associated with the subject property; and, any approval granted based on this information may be revoked if it is found that such statements are false.	
APPLICANT SIGNATURE Maria Elena Guerra Digitally signed by Maria Elena Guerra Date: 2020.05.07 18:01:29 -07'00'	Date: May 7, 2020
PROPERTY OWNER INFORMATION (IF DIFFERENT THAN ABOVE)	
Owner: Same as above	Phone:
Address:	Email:
City/State/Zip:	
OWNER SIGNATURE	Date:
ADDITIONAL CONTACT INFORMATION	
Engineer / Surveyor: Ashley & Vance Engineering (Contact: Jim Lord)	Phone: 541-318-9132
Address: 33 NW Franklin Ave, Suite 110	Email: jim@ashleyvance.com
City/State/Zip: Bend, OR 97703	

Architect: Pinnacle Architecture (Contact: Yuko Mino)	Phone: 541-388-9897 x15
Address: 960 SW Disk Dr, Suite 101	Email: yuko@parch.biz
City/State/Zip: Bend, OR 97702	

Other:	Phone:
Address:	Email:
City/State/Zip	

REQUIRED SUBMITTALS

- ☐ Application and Filing Fee
- ☐ Narrative Describing the Proposed Development and addressing the Decision Criteria
  - LDC Article Two Land Uses and Land Use Zones
  - LDC Article Three Development Standards
  - LDC Article Four Review & Decision Requirements
  - LDC Article Five Exceptions to Standards (eg Variance, Non-Conforming Uses)
- ☐ Site Plan(s) drawn to scale with dimensions, Include other drawings if applicable
- ☐ Copy of current Property Deed showing Ownership, Easements, Property Restrictions

FOR OFFICE USE

***If more than one review process is required, applicant pays highest priced fee, then subsequent applications charged at half-price.**

	Land Use Review Process	Fee		Land Use Review Process	Fee
	Administrative Review	$450		Planned Development – Preliminary	$2500
	Annexation	$1500		Planned Development – Ministerial	$200
	Code Interpretation	$100		Planned Development – Final (Administrative)	$450
	Comprehensive Plan Map Amendment	$2000		Planned Development – Final (Quasi-Judicial)	$750
	Comprehensive Plan Text Amendment	$2000		Subdivision Tentative	$2000 + $15/lot
	Conditional Use	$1500		Subdivision Final	$800 + $15/lot
	Historic Preservation Review or Register	Varies		Tree Felling Permit (Steep Slopes only)	$150 + $5/tree
	Land Partition	$450		Urban Growth Boundary Amendment	Actual Costs
	Ministerial Review	$150		Variance (Class 1 – Minor Adjustment)	$150
	Modification of Approved Plan	25% of Application		Variance (Class 2 – Adjustment)	$450
	Non-Conforming Use/Development	$450		Variance (Class 3)	$1000
	Property (Lot) Line Adjustment	$250		Zoning Map Amendment	$1000

APPLICATION RECEIPT & PAYMENT

Date Received:	Date Complete:	Receipt No.:
Received By:	Total Fee:	**File No.:**

COLONIA PAZ 1 - AFFORDABLE HOUSING
LEBANON, OREGON

PHASE: LAND USE

CLIENT: FARMWORKER HOUSING DEVELOPMENT CORP.

PROJECT CONTACT INFORMATION

OWNER:
FARMWORKER HOUSING DEVELOPMENT CORP.
1274 5TH STREET, SUITE 1-A
WOODBURN, OR 97071
PHONE: 503.981.1618
CONTACT: CLAUDIA CANTU

ARCHITECT:
PINNACLE ARCHITECTURE, INC
960 SW DISK DRIVE, SUITE 101
BEND, OREGON 97702
PHONE: 541.388.9897
CONTACT: YUKO MINO

STRUCTURAL:
ASHLEY & VANCE ENGINEERING, INC.
33 NW FRANKLIN AVENUE, SUITE 110
BEND, OR 97703
PHONE: 541.647.1445
CONTACT: JOHN FISCHER

MECHANICAL:
SYSTEM DESIGN CONSULTANTS
333 S.E. SECOND AVENUE,
SUITE 100
PORTLAND, OREGON 97214
PHONE: 503.248.0227
CONTACT: GARY BARNES

ELECTRICAL:
SYSTEM DESIGN CONSULTANTS
333 S.E. SECOND AVENUE,
SUITE 100
PORTLAND, OREGON 97214
PHONE: 503.248.0227
CONTACT: JEFF DAVIS

PLUMBING:
SYSTEM DESIGN CONSULTANTS
333 S.E. SECOND AVENUE,
SUITE 100
PORTLAND, OREGON 97214
PHONE: 503.248.0227
CONTACT: GARY BARNES

CIVIL:
ASHLEY & VANCE ENGINEERING, INC.
33 NW FRANKLIN AVENUE, SUITE 110
BEND, OR 97703
PHONE: 541.647.1445
CONTACT: JIM LORD

BUILDER:
LMC
19200 SW TETON AVE
TUALATIN, OR 97062
PHONE: 503.646.0521
CONTACT: CHRIS DUFFIN

LEED CONSULTANT:
EARTH ADVANTAGE
623 SW OAK ST #300,
PORTLAND, OREGON 97205
PHONE: 503.784.0383
CONTACT: RANDY HANSELL

PROJECT INFORMATION

DESCRIPTION:
NEW CONSTRUCTION, 24 UNITS WITH A MIX OF ONE AND TWO BEDROOMS. SITE AMMENITIES INCLUDE A PLAY STRUCTURE AND COVERED PAVILION. SEE G1.10 FOR CODE PLAN.

OCCUPANCY TYPE:
R-2

CONSTRUCTION TYPE:
V-B

LEGAL DESCRIPTION:
PENDING PARTITION APPLICATION

ZONING:
Z-MU (RESIDENTIAL USE: SAME AS Z-RM)

LOT SIZE:
1.39 ACRES
MAX LOT COVERAGE: 60%

PARKING:
ACCESSIBLE:
REQUIRED: 2 PROVIDED: 2
STANDARD:
REQUIRED: 45 PROVIDED: 45
TOTAL:
REQUIRED: 47 PROVIDED: 47

SETBACKS:
FRONT: 15'
SIDE: 5'
CORNER: 10'/15'
REAR: 20'

BUILDING INFORMATION

LEVEL 1	
2 BEDROOM A (920 SF X 4)=	3,680 SF
1 BEDROOM A (688 SF X 2)=	1,376 SF
COMM/MEP/CIRCULATION=	4,076 SF
	9,132 SF

LEVEL 2	
2 BEDROOM A (920 SF X 5)=	4,600 SF
2 BEDROOM B (806 SF X 1)=	806 SF
1 BEDROOM A (688 SF X 2)=	1,376 SF
1 BEDROOM B (621 SF X 1)=	621 SF
MEP/CIRCULATION=	1,254 SF
	8,657 SF

LEVEL 3	
2 BEDROOM A (920 SF X 5)=	4,600 SF
2 BEDROOM B (806 SF X 1)=	806 SF
1 BEDROOM A (688 SF X 2)=	1,376 SF
1 BEDROOM B (621 SF X 1)=	621 SF
MEP/CIRCULATION=	1,216 SF
	8,619 SF

TOTAL (GROSS)= 26,408 SF

DRAWING INDEX

GENERAL
G0.00 COVER SHEET

CIVIL
C-0.1 TITLE SHEET
C-1.1 EXISTING CONDITIONS SHEET
C-2.1 PRELIMINARY GRADING AND DRAINAGE PLAN
C-2.2 PRELIMINARY GRADING AND DRAINAGE PLAN
C-3.1 PRELIMINARY UTILITY PLAN

LANDSCAPE
L3.00- TREE PLAN
L3.01- PLANTING PLAN

ARCHITECTURAL
AS1.10- ARCHITECTURAL SITE PLAN
AS1.11- OPEN SPACE EXHIBIT
AS5.10- SITE DETAILS
AS5.11- SITE DETAILS
A1.00- FLOOR PLANS
A2.10- EXTERIOR ELEVATIONS

SIGHT LINE VIEW TAKEN FROM CORNER OF WELDWOOD DRIVE AND CASCADE DRIVE
(HVAC UNITS ON NEW BUILDING ROOFTOP NOT VISIBLE FROM RIGHT-OF-WAY)

pinnacle architecture, inc.
"ENHANCING LIVES AND COMMUNITIES"
960 SW DISK DR, SUITE 101
BEND OR 97702
541.388.9897
WWW.PINNACLEARCHITECTURE.COM

NOT FOR CONSTRUCTION

COLONIA PAZ 1 - AFFORDABLE HOUSING
CLIENT:
FARMWORKER HOUSING DEVELOPMENT CORP.

PROJECT ADDRESS:
LEBANON, OREGON

APPROVED FOR	DATE	BY
LAND USE	2020/04/24	MR

REV	DESCRIPTION	DATE

PROJECT NO: 1840.CPA
DRAWN BY: YM
CHECKED BY: MR

© PINNACLE ARCHITECTURE, INC. 2018 ORIGINAL SHEET SIZE: 30"x42"

COVER

G0.00

6/8/2020 8:39:15 AM

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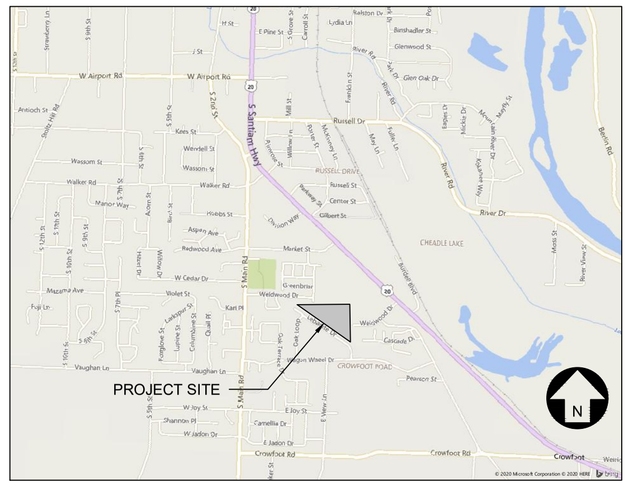
COLONIA PAZ 1
LAND USE SITE IMPROVEMENT PLAN
TAX LOT 1701
LEBANON, OR 97355

LEGEND

SD	STORM DRAINAGE
W	WATER SERVICE
G	GAS
S	SANITARY SEWER
E	POWER ELECTRICAL
	DITCH / FLOWLINE
	GRADING LIMIT
	GRADE SLOPE
	PROPERTY LINE
	CENTERLINE
	SAWCUT

VICINITY MAP



SURVEY NOTES

EXISTING TOPOGRAPHIC AND BOUNDARY INFORMATION SHOWN HEREON PER SURVEY BY UDELL ENGINEERING AND LAND SURVEYING, LLC DATED JUNE 12, 2013.

BOUNDARY DATA: (FROM SURVEY)

BASIS OF BEARINGS: (POINTS OR CCS)

BENCHMARK: THE VERTICAL BENCHMARK USED FOR ESTABLISHING ELEVATIONS WAS LINN CO. GPS CONTROL POINT NO. 2000-1, LOCATED IN S. MAIN RD. APPROXIMATELY 400' NORTH OF WELDWOOD. A CONVERSION FACTOR OF +3.36' WAS USED, PER NGS VERTCON, TO CONVERT THE NGVD29 PUBLISHED ELEVATION TO NAVD88

SURVEY MONUMENT PROTECTION:

PROTECT AND PRESERVE, IN PLACE, ALL SURVEY MONUMENTS AND BENCHMARKS. DO NOT DISTURB, MOVE, OR RELOCATE MONUMENTS OR BENCHMARKS WITHOUT THE PRIOR REVIEW AND APPROVAL BY THE AGENCY HAVING JURISDICTION OVER THE MONUMENT OR BENCHMARK. THE CONTRACTOR SHALL CONTRACT WITH A LICENSED SURVEYOR FOR MONUMENTS REQUIRING DISTURBANCE OR REMOVAL, AND THE SURVEYOR SHALL RESET THE MONUMENTS OR PROVIDE PERMANENT WITNESS MONUMENTS AND FILE THE REQUIRED DOCUMENTATION WITH THE AUTHORITY HAVING JURISDICTION, PURSUANT TO ALL APPLICABLE BUSINESS AND PROFESSIONAL CODES.

UTILITY PURVEYORS

ELECTRICITY:	PACIFIC POWER 830 OLD SALEM RD NE ALBANY, OR 97321 541-730-7486
TV/TELEPHONE/ INTERNET:	CENTURYLINK 955 SE JAKSON ST ALBANY, OR 97322 541-581-1614
SEWER/WATER:	CITY OF LEBANON UTILITY DEPARTMENT 925 S MAIN STREET LEBANON, OR 97355 541-258-4913
NATURAL GAS:	NW NATURAL 3087 BROADWAY ST NE SALEM, OR 97303 503-226-4211

STANDARD ABBREVIATIONS

AC	ASPHALTIC CONCRETE	IE	INVERT ELEVATION
BLDG	BUILDING	INV	INVERT
BCR	BEGIN CURB RETURN	LA	LANDSCAPE AREA
BVC	BEGIN VERTICAL CURVE	NG	NATURAL GRADE
BW	BOTTOM OF WALL	PA	PLANTER AREA
CB	CATCH BASIN	PCC	PORTLAND CEMENT CONCRETE
C/L	CENTERLINE	P/L	PROPERTY LINE
CMU	CONCRETE MASONRY UNIT	POC	POINT OF CONNECTION
CONC	CONCRETE	PS	PARKING STRIPE
DW	DRIVEWAY	PVC	POLYVINYL CHLORIDE
ECR	END CURB RETURN	RW	RIGHT OF WAY
EG	EXISTING GRADE	SD	STORM DRAIN
EP	EDGE OF PAVEMENT	SG	SUB-GRADE ELEVATION
EVC	END VERTICAL CURVE	SS	SANITARY SEWER
FF	FINISHED FLOOR	TC	TOP OF CURB, CONCRETE
FG	FINISHED GRADE	TF	TOP OF FOOTING
FH	FIRE HYDRANT	TG	TOP OF GRATE
FL	FLOW LINE	TW	TOP OF WALL
FS	FINISHED SURFACE	VC	VERTICAL CURVE
GB	GRADE BREAK		

PROJECT INFORMATION

OWNER/DEVELOPER:	FARMWORKER HOUSING DEVELOPMENT CORPORATION 1274 NORTH FIFTH STREET SUITE 1-A WOODBURN, OR 97071
ARCHITECT:	PINNACLE ARCHITECTURE, INC. 960 SW DISK DR., SUITE 101 BEND, OREGON 97702
GEOTECHNICAL:	CARLSON GEOTECHNICAL 4060 HUDSON AVENUE NE SALEM, OREGON 97301
SURVEYOR:	UDELL ENGINEERING AND LAND SURVEYING, LLC 63 EAST ASH STREET LEBANON, OREGON 97355
APN:	TAX LOT 1701
SITE AREA: AREA DISTURBED:	9.51 AC 1.85 AC
TOTAL PROPOSED: IMPERVIOUS AREA	52556 SF

SHEET INDEX

SHEET	SHEET TITLE
C-0.1	TITLE SHEET
C-1.1	EXISTING CONDITIONS SHEET
C-2.1	PRELIMINARY GRADING AND DRAINAGE PLAN
C-2.2	PRELIMINARY GRADING AND DRAINAGE PLAN
C-3.1	PRELIMINARY UTILITY PLAN

Plan Prepared By:
Ashley&Vance ENGINEERING, INC.
33 NW Franklin Ave, Suite 110
Bend, OR 97703
(541) 647-1445
www.ashleyvance.com
CIVIL • STRUCTURAL

The use of these plans and specifications shall be restricted to the original site for which they were prepared and publication thereof is expressly limited to such use. Reproduction or publication by any method, in whole or in part, is prohibited. Title to these plans and specifications remain with Ashley & Vance Engineering, Inc. without prejudice. Visual contact with these plans and specifications shall constitute prima facie evidence of the acceptance of these restrictions.

Engineer of Record:

REGISTERED PROFESSIONAL ENGINEER
OREGON
JAMES M. LOY
EXPIRES:12/31/20

COLONIA PAZ 1
TAX LOT 1701
LEBANON, OR 97355

LAND USE SET - NOT FOR CONSTRUCTION

Revisions:
1 .
2 .
3 .
4 .
5 .

Project Engineer: EMD	Ext: 141
Project Manager: JML	
Date: 06.08.2020	Scale: PER PLAN
AV Job No: 181703	Sheet Size: 24" x 36"

TITLE SHEET

C-0.1

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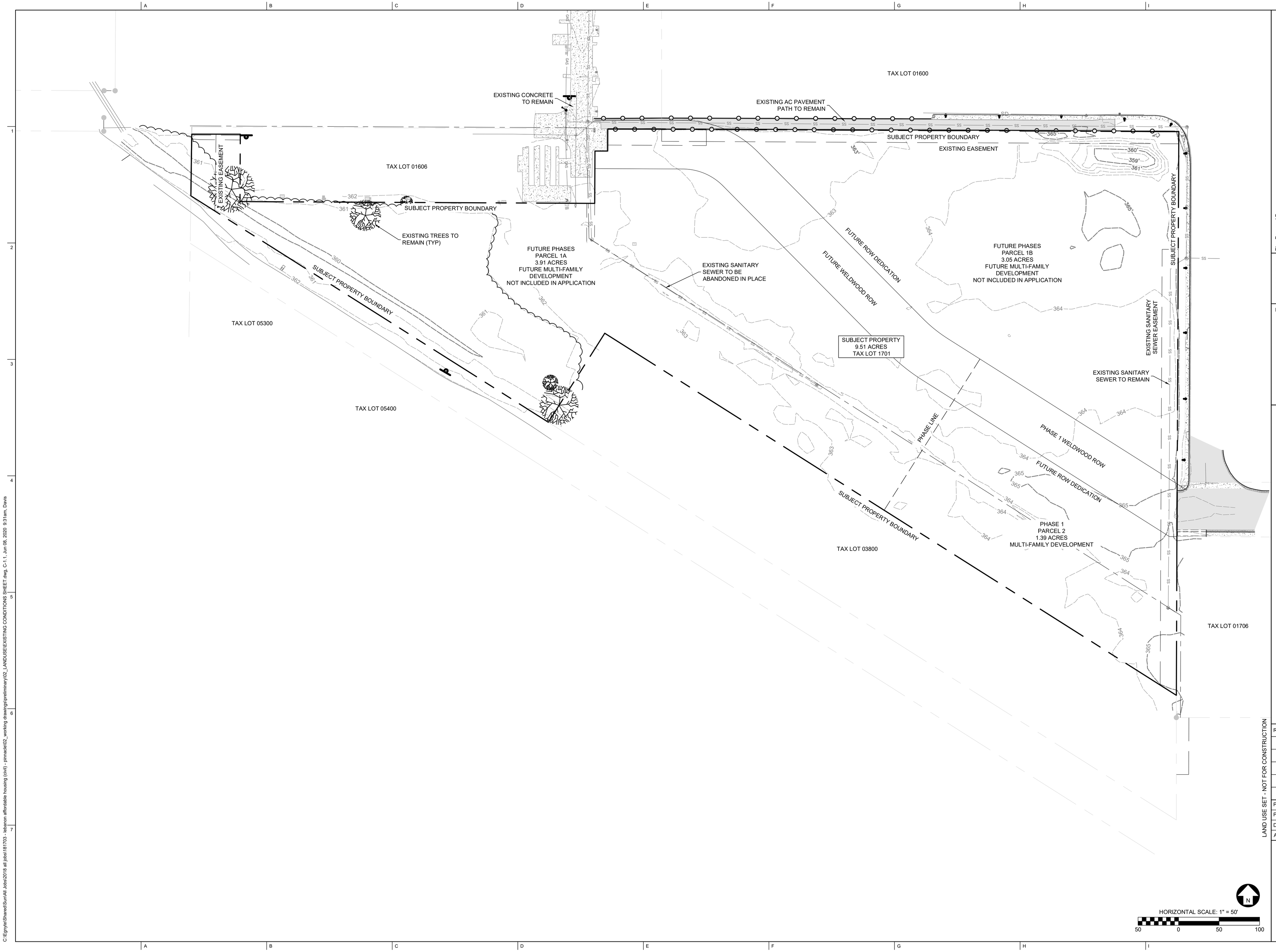

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TAX LOT 1701
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Project Engineer: EMD		Ext: 141	
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Date:	06.08.2020	Scale: PER PLAN	
AV Job No:	181703	Sheet Size: 24" x 36"	

EXISTING CONDITIONS SHEET

C-1.1

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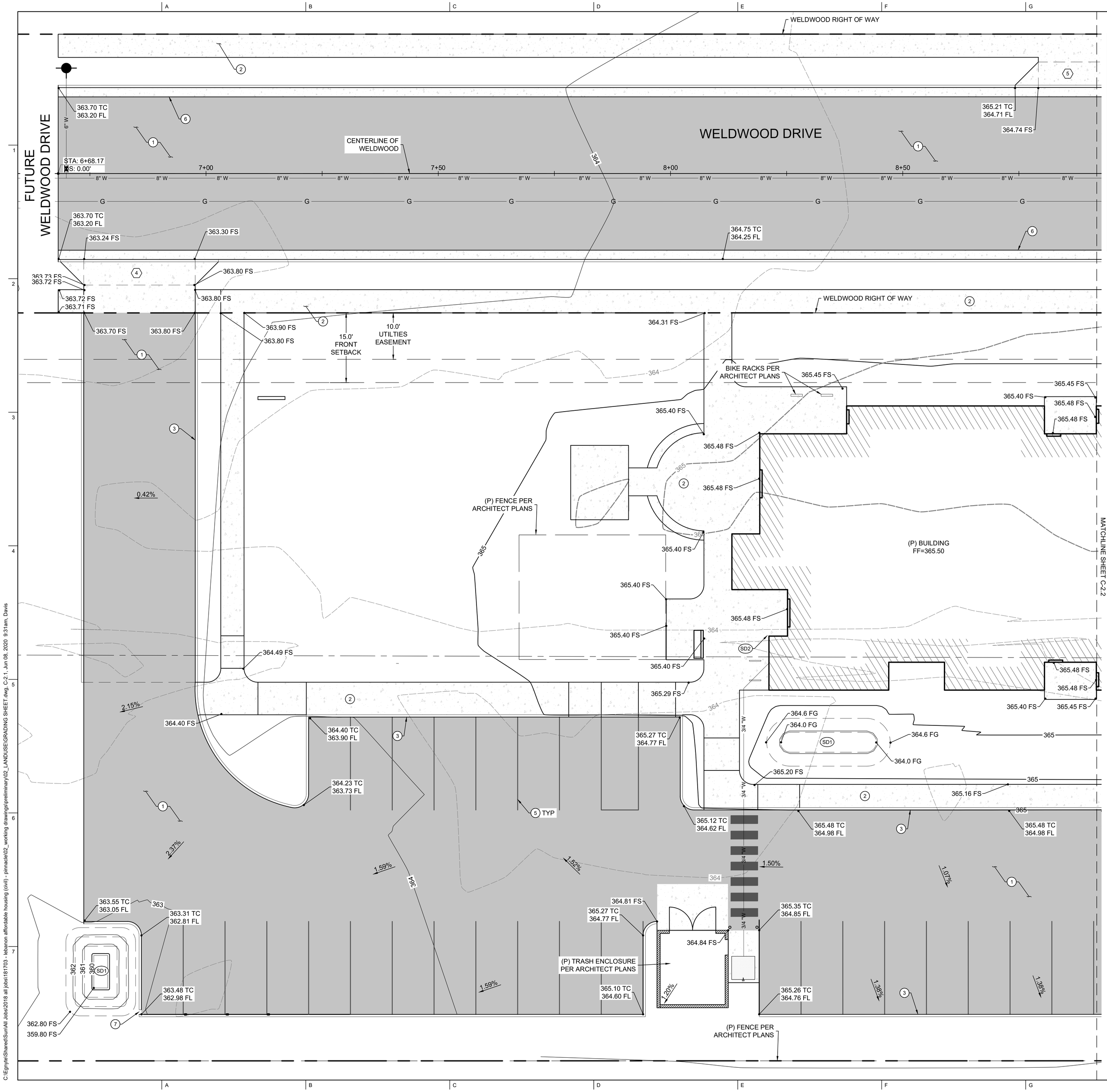

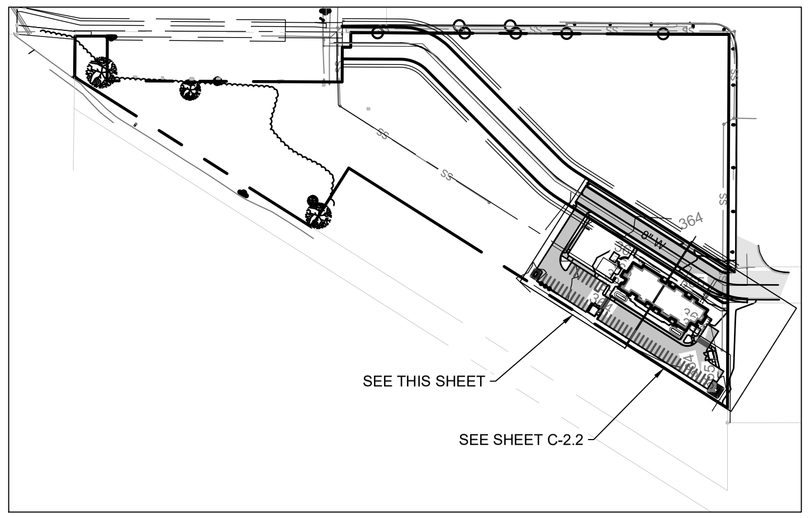

SITE MAP

HORIZONTAL SCALE: 1" = 200'
200 0 200 400

GENERAL NOTES:

SEE DEMOLITION AND PROTECTION PLAN FOR ADDITIONAL INFORMATION.

RIGHT OF WAY CONSTRUCTION NOTES:

1. CONSTRUCT CITY OF LEBANON LOCAL STREET SECTION PER CITY OF LEBANON STANDARDS
2. CONSTRUCT 6" CONCRETE CURB AND GUTTER PER CITY OF LEBANON STANDARDS
3. CONSTRUCT 5.5' WIDE SIDEWALK PER CITY OF LEBANON STANDARDS
4. CONSTRUCT 24' WIDE DRIVEWAY APPROACH PER CITY OF LEBANON DWG 00700-08.

SITE CONSTRUCTION NOTES:

1. CONSTRUCT ASPHALT DRIVEWAY SECTION
2. CONSTRUCT CONCRETE WALKWAY SECTION
3. CONSTRUCT 6-INCH CONCRETE CURB
4. CONSTRUCT CONCRETE SITE WALL
5. INSTALL PARKING STRIPING PER LEBANON CITY STANDARDS
6. CONSTRUCT CONCRETE GUTTER AND 6-INCH CONCRETE CURB
7. CONSTRUCT CURB CUT

STORM DRAIN CONSTRUCTION NOTES:

SD1. CONSTRUCT STORMWATER RETENTION PER ARCH PLANS
SD2. SPLASH BLOCK FOR CANOPY DOWNSPOUT

Plan Prepared By:
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Bend, OR 97703
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CIVIL • STRUCTURAL

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EXPIRES:12/31/20

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TAX LOT 1701
LEBANON, OR 97355

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PRELIMINARY GRADING AND DRAINAGE PLAN

C-2.1

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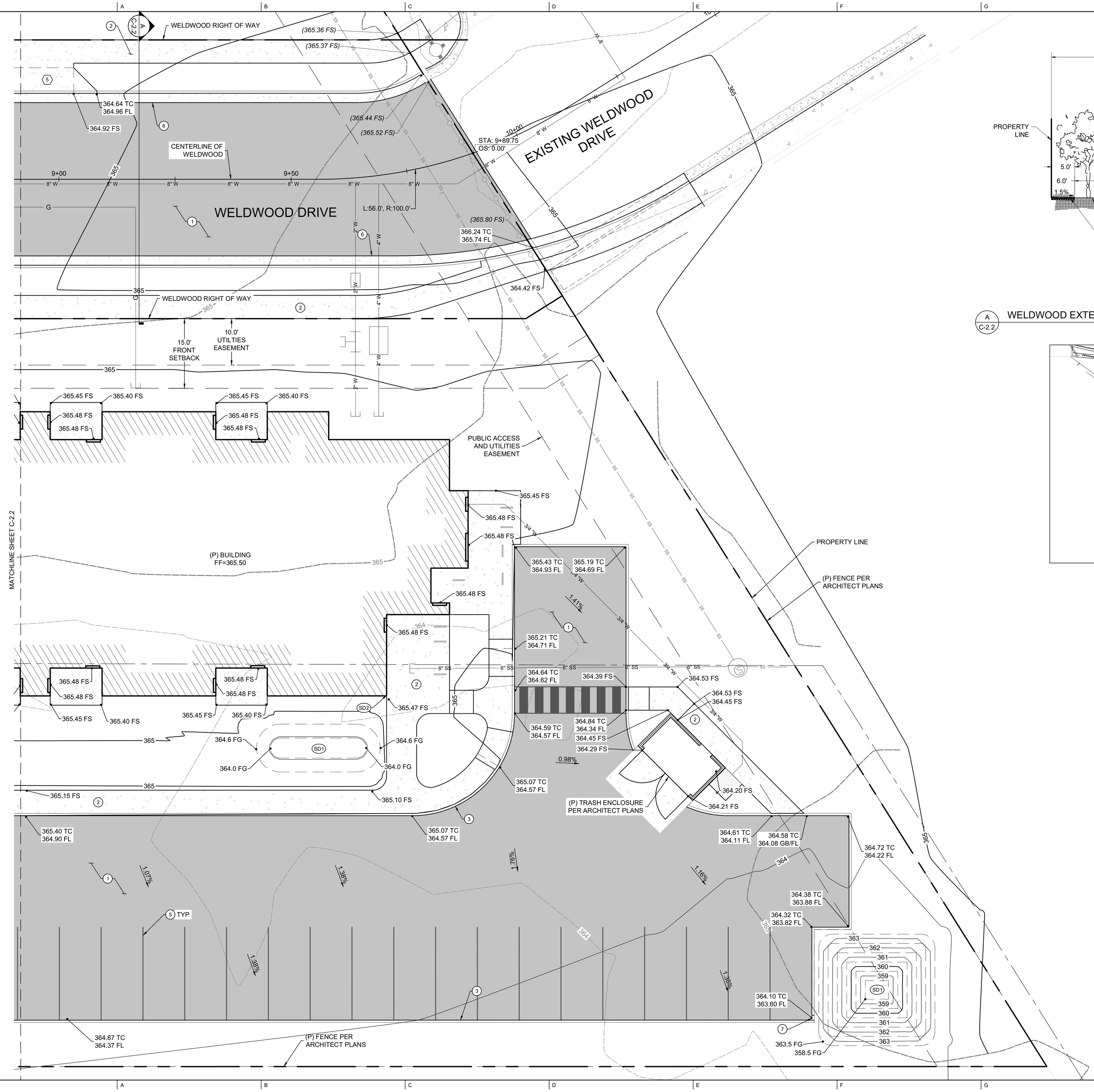

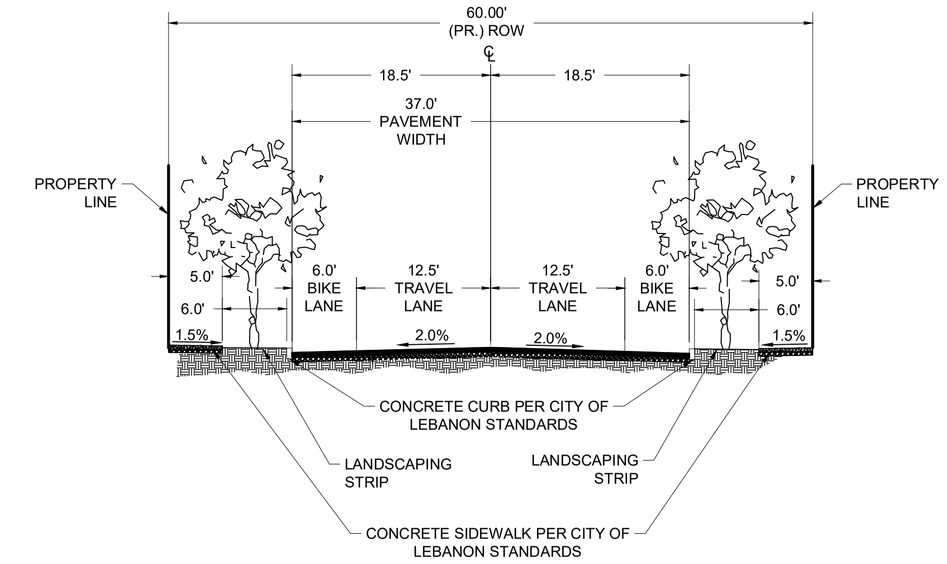

A C-2.2 WELDWOOD EXTENSION SECTION

HORIZONTAL SCALE: 1" = 10'

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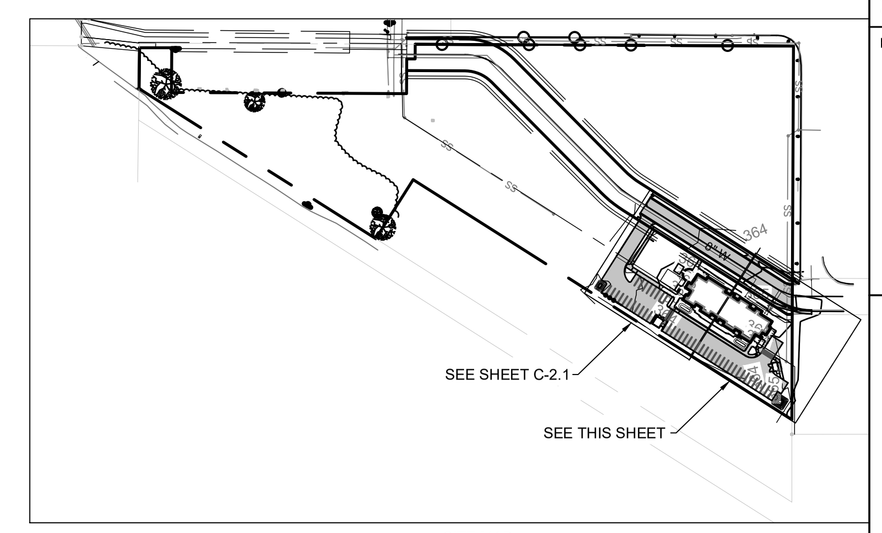

SITE MAP

HORIZONTAL SCALE: 1" = 200'

200 0 200 400

SITE CONSTRUCTION NOTES:

1. CONSTRUCT ASPHALT DRIVEWAY SECTION
2. CONSTRUCT CONCRETE WALKWAY SECTION
3. CONSTRUCT 6-INCH CONCRETE CURB
4. CONSTRUCT CONCRETE SITE WALL
5. INSTALL PARKING STRIPING PER LEBANON CITY STANDARDS
6. CONSTRUCT CONCRETE GUTTER AND 6-INCH CONCRETE CURB
7. CONSTRUCT CURB CUT

STORM DRAIN CONSTRUCTION NOTES:

SD1 CONSTRUCT STORMWATER RETENTION PER ARCH PLANS

SD1 SPLASH BLOCK FOR CANOPY DOWNSPOUT

HORIZONTAL SCALE: 1" = 10'

10 0 10 20

Plan Prepared By:

Ashley&Vance ENGINEERING, INC.

33 NW Franklin Ave, Suite 110
Bend, OR 97703
(541) 647-1445
www.ashleyvance.com

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Engineer of Record:

REGISTERED PROFESSIONAL ENGINEER
OREGON
JAMES M. LOY

EXPIRES:12/31/20

COLONIA PAZ 1

TAX LOT 1701
LEBANON, OR 97355

LAND USE SET - NOT FOR CONSTRUCTION

Revisions:

1 .
2 .
3 .
4 .
5 .

Project Engineer: EMD	Ext: 141
Project Manager: JML	
Date: 06.08.2020	Scale: PER PLAN
AV Job No: 181703	Sheet Size: 24" x 36"

PRELIMINARY GRADING AND DRAINAGE PLAN

C-2.2

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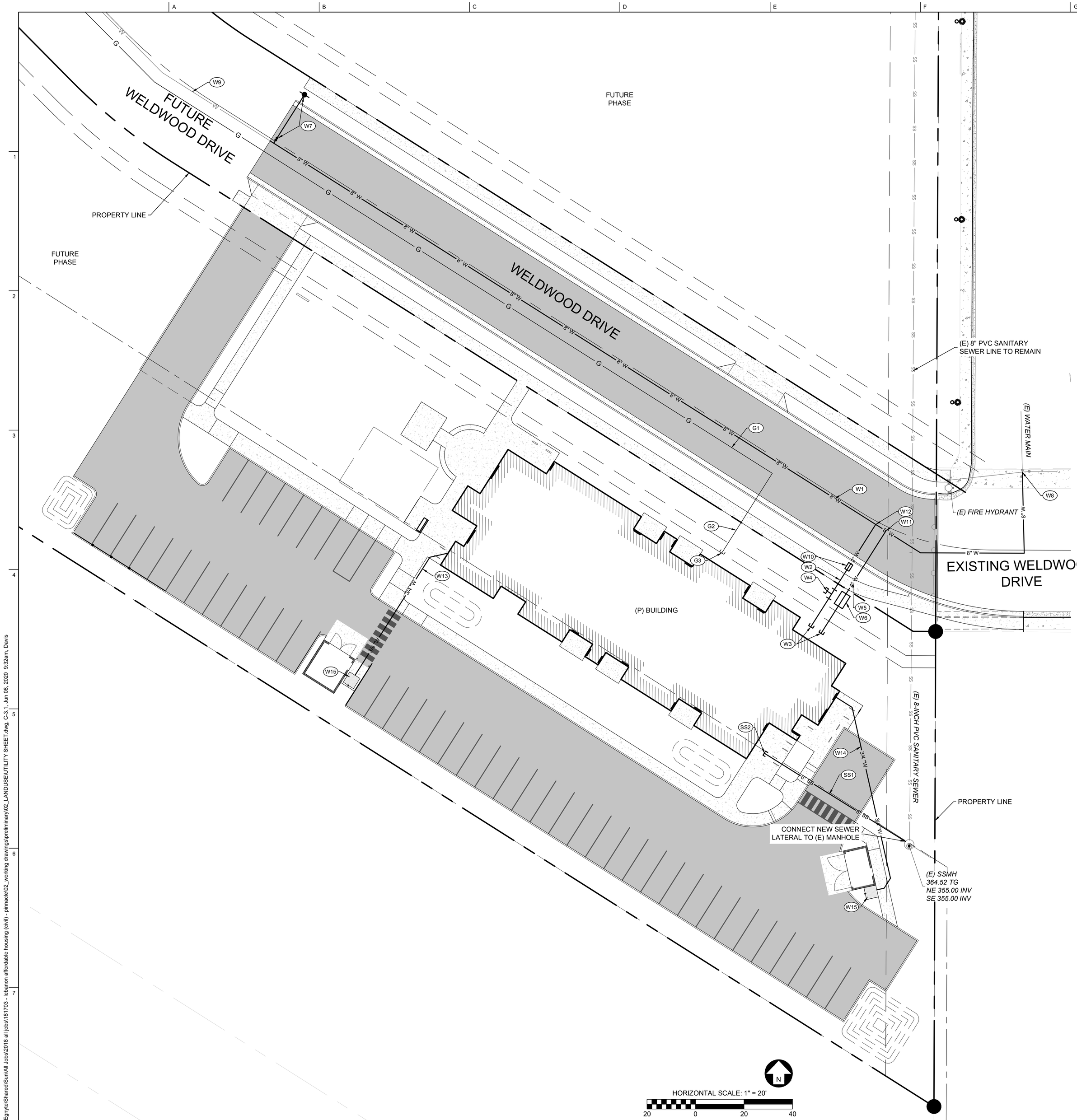


GENERAL NOTES:

ALL EXISTING UTILITIES SHOWN ARE BASED ON THE BEST KNOWLEDGE AVAILABLE. CONTRACTOR TO POTHOLE ALL POINTS OF CONNECTION AND VERIFY ALL CLEARANCES. MATERIAL DEPTH AND LOCATION SHALL BE IDENTIFIED BY CONTRACTOR. IF THERE ARE ANY DIFFERENCES FROM PLAN WITH ANY OF THESE ITEMS, ENGINEER OF WORK SHALL BE NOTIFIED IMMEDIATELY.

SANITARY SEWER CONSTRUCTION NOTES:

SS1 INSTALL SEWER LATERAL

SS2 SEWER CONNECTION AT BUILDING

GAS CONSTRUCTION NOTES:

G1 INSTALL GAS MAIN

G2 INSTALL GAS LATERAL

G3 GAS CONNECTION AT BUILDING

WATER CONSTRUCTION NOTES:

W1 INSTALL 8" WATER MAIN PER CITY OF LEBANON STD. DWG 01100-05.

W2 INSTALL 2" WATER LATERAL PER CITY OF LEBANON STANDARDS.

W3 WATER POINT OF CONNECTION AT PROPOSED BUILDING. SEE PLUMBING PLANS FOR DETAILS.

W4 INSTALL 2"X2"X1" TEE CONNECTION FOR LANDSCAPE IRRIGATION LINE.

W5 INSTALL 4" FIREWATER LATERAL PER CITY OF LEBANON STANDARDS.

W6 INSTALL FIREWATER DOUBLE CHECK VALVE FDC AND PIV PER CITY OF LEBANON STD. DWG 01100-10.

W7 INSTALL FIRE HYDRANT AND GATE VALVE PER CITY OF LEBANON STD. DWG 01100-13, 01100-14 AND 01100-06.

W8 CONNECT PROPOSED WATER MAIN TO EXISTING WATER MAIN PER CITY OF LEBANON STD. DWG 01100-05.

W9 FUTURE EXTENSION OF PROPOSED WATER MAIN.

W10 INSTALL 2" STANDARD WATER METER ASSEMBLY PER CITY OF LEBANON STD. DWG 01100-15.

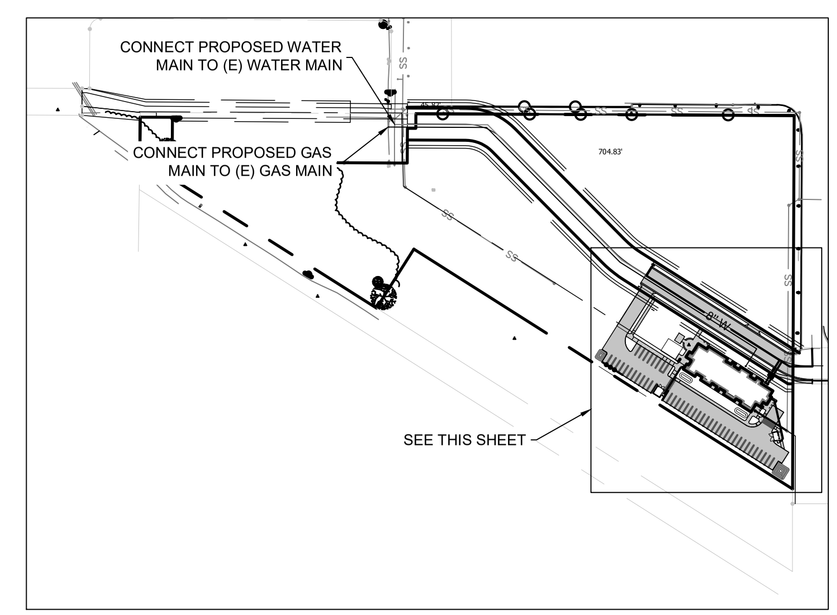
W11 INSTALL 8"X8"X4" TAPPING SADDLE. HOT TAP PROPOSED 8" WATER MAIN WITH 4" FIREWATER LATERAL.

W12 INSTALL 8"X8"X2" TAPPING SADDLE. HOT TAP PROPOSED 8" WATER MAIN WITH 2" WATER SERVICE.

W13 INSTALL 3/4" PVC WATER LINE TO SHOE WASH STATION. SEE PLUMBING PLANS FOR BUILDING CONNECTION.

W14 INSTALL 3/4" PVC WATER LINE TO SHOE WASH STATION. SEE PLUMBING PLANS FOR BUILDING CONNECTION.

W15 INSTALL SHOE WASH STATION. SEE ARCHITECTURAL PLANS FOR DETAILS.



SITE MAP

HORIZONTAL SCALE: 1" = 200'
200 0 200 400

Ashley&Vance ENGINEERING, INC.
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CIVIL • STRUCTURAL

Plan Prepared By:

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Engineer of Record:

REGISTERED PROFESSIONAL ENGINEER OREGON JAMES M. LOY

EXPIRES:12/31/20

COLONIA PAZ 1

TAX LOT 1701
LEBANON, OR 97355

LAND USE SET - NOT FOR CONSTRUCTION

Revisions:

1	.
2	.
3	.
4	.
5	.

Project Engineer: EMD	Ext: 141
Project Manager: JML	
Date: 06.08.2020	Scale: PER PLAN
AV Job No: 181703	Sheet Size: 24" x 36"

PRELIMINARY UTLILIY PLAN

C-3.1

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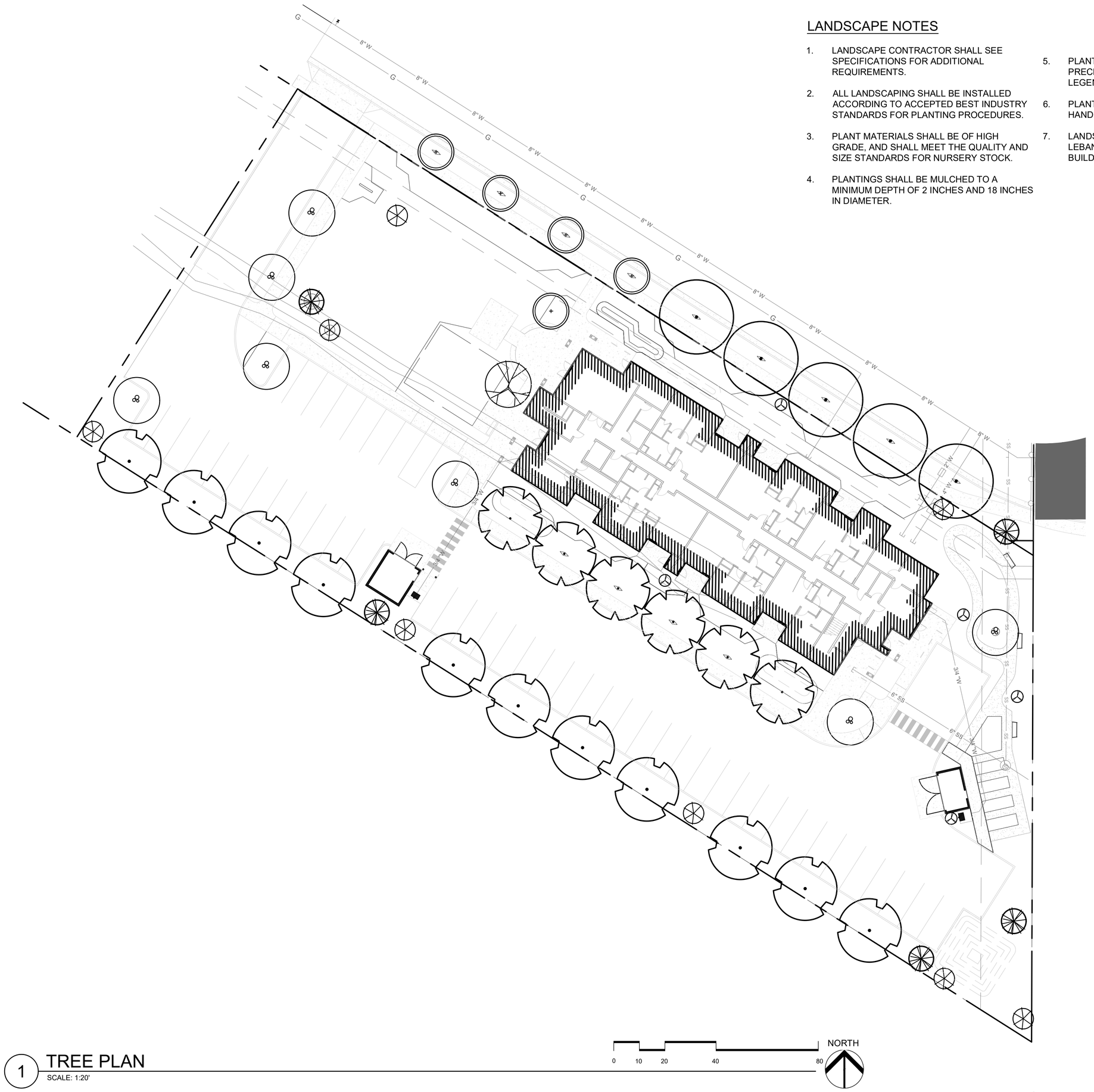
LANDSCAPE NOTES

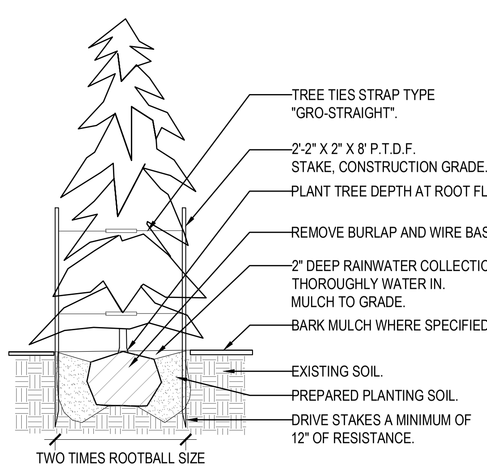
1. LANDSCAPE CONTRACTOR SHALL SEE SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.
2. ALL LANDSCAPING SHALL BE INSTALLED ACCORDING TO ACCEPTED BEST INDUSTRY STANDARDS FOR PLANTING PROCEDURES.
3. PLANT MATERIALS SHALL BE OF HIGH GRADE, AND SHALL MEET THE QUALITY AND SIZE STANDARDS FOR NURSERY STOCK.
4. PLANTINGS SHALL BE MULCHED TO A MINIMUM DEPTH OF 2 INCHES AND 18 INCHES IN DIAMETER.
5. PLANT QUANTITIES SHOWN IN PLANS TAKE PRECEDENCE OVER QUANTITIES LISTED IN LEGEND.
6. PLANTS INDICATED AS SPECIMEN ARE TO BE HAND SELECTED BY LANDSCAPE ARCHITECT.
7. LANDSCAPE SHALL COMPLY WITH CITY OF LEBANON CODE CHAPTER 16 AT TIME OF BUILDING PERMIT.

TREE LEGEND

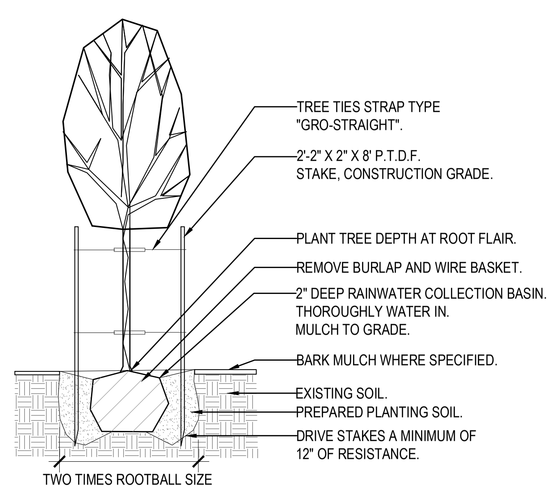
SYMBOL	NAME	QTY.	SIZE	TYPE
TREES				
	GLEDITSIA TRIACANTHOS Skyline Honeylocust	11	2" CAL.	B&B
	CERCIDIPHYLLUM JAPONICUM Katsura	7	8-10' HT.	3 TRUNK MIN.
	CORNUS K. x NUTTALLI 'KN4-43' PP16293 Starlight Dogwood	1	2" CAL.	B&B 4' BR. HT.
	GINGKO BILOBA 'JFS-UGA2 ' Golden Colonade Gingko	6	2" CAL.	B&B
	PSEUDOTSUGA MENZIESII Douglas Fir	5	10-12' HT.	B&B
	QURECUS FRAINETTO 'SCHMIDT' Forest Green Oak	5	2" CAL.	B&B
	QUERCUS RUBUR X ALBA 'JFS-KW1QX' Armstrong Gold Maple	5	2" CAL.	B&B,
	THUJA PLICATA Western Red Cedar	8	8-9' HT.	B&B
	TSUGA MERTENSIANA Mountain Hemlock	5	6-7' HT.	B&B



1 TREE PLAN
SCALE: 1:20'



2 EVERGREEN TREE DETAIL
SCALE: 1/8"=1'-0"



3 DECIDUOUS TREE DETAIL
SCALE: 1/8"=1'-0"

NORTH

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MACDONALD ENVIRONMENTAL PLANNING, PC
WWW.MEP-PC.COM

REGISTERED 204 LAUREL A. MACDONALD OREGON LANDSCAPE ARCHITECT

COLONIA PAZ | AFFORDABLE HOUSING
CLIENT:
FHDC
1274 5TH STREET, SUITE 1-A
WOODBURN, OR 97071
PROJECT ADDRESS:
LEBANON, OREGON

APPROVED FOR	DATE	BY
DESIGN DEVELOPMENT	2020/04/14	xx
CONSTRUCTION DOCS.	201x/xx/xx	xx
BID/PERMIT	2020/06/08	xx

REV	DESCRIPTION	DATE

PROJECT NO: 1840.CPA
DRAWN BY: SF
CHECKED BY: LM

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TREE PLAN

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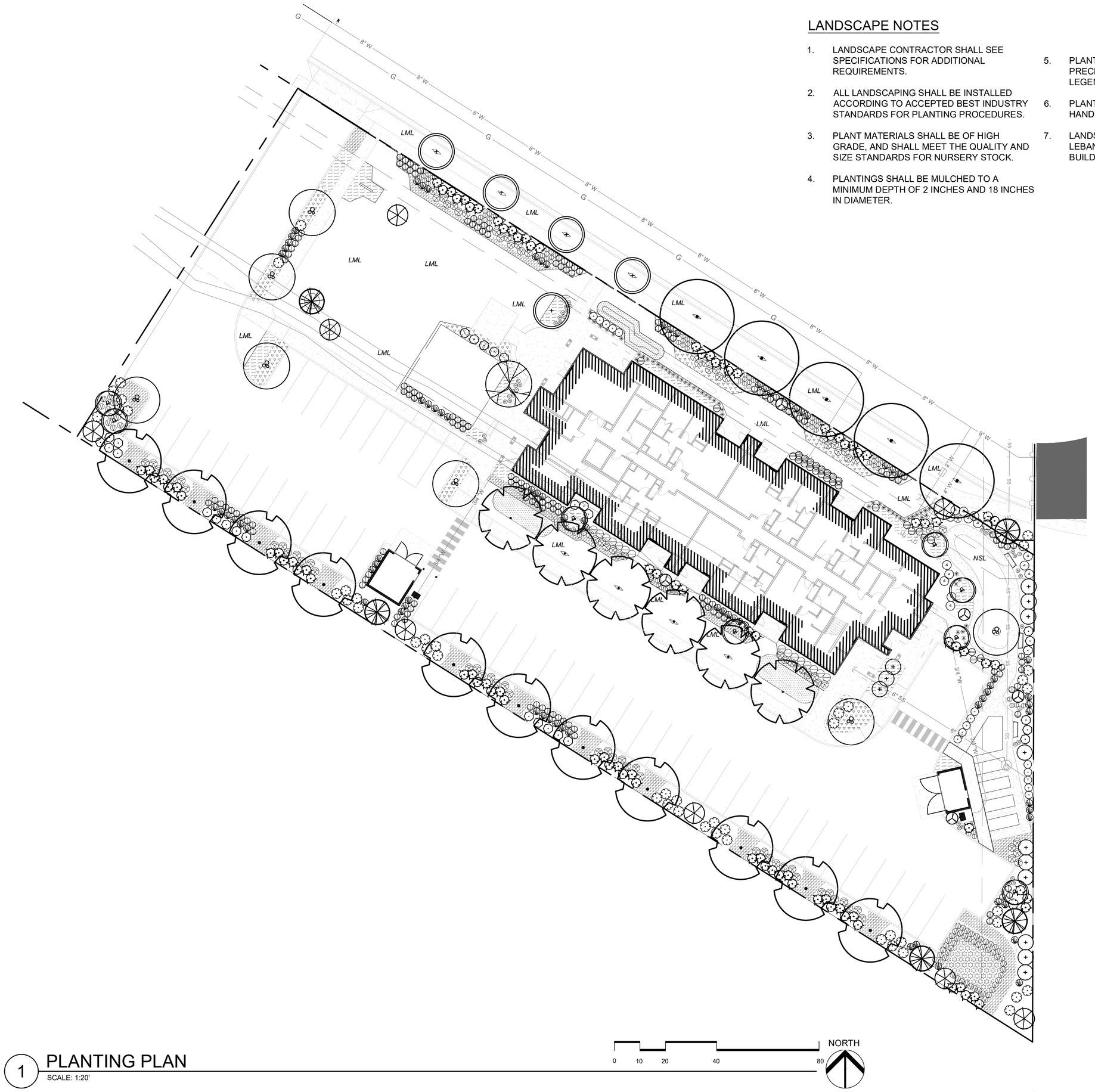

1 PLANTING PLAN
SCALE: 1:20'

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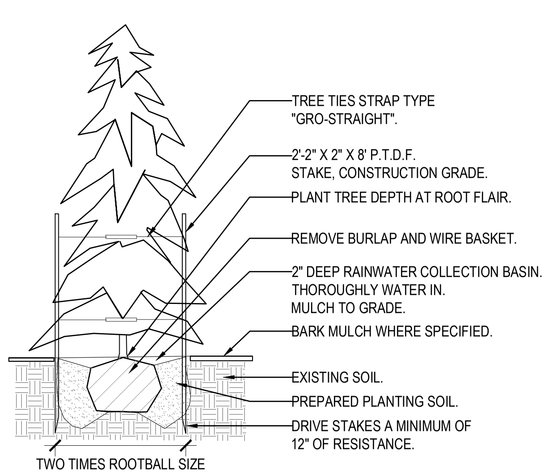
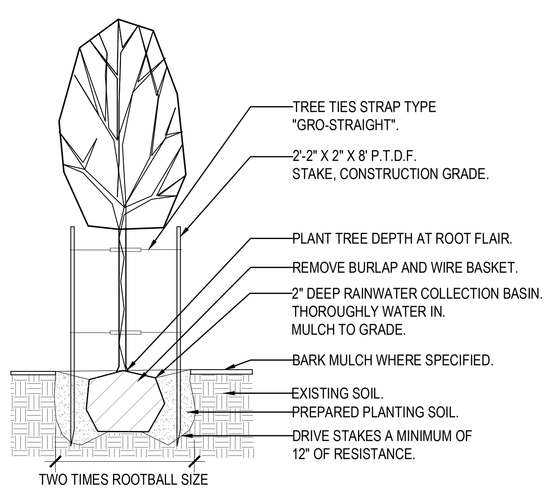
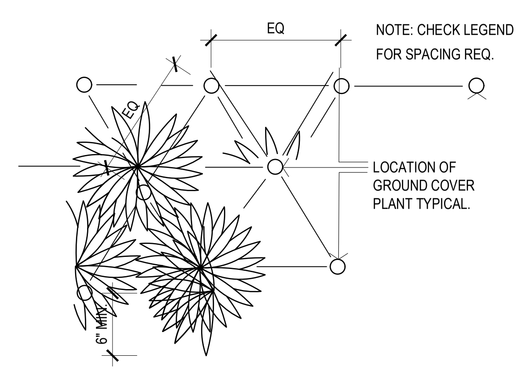
	QUERCUS RUBUR X ALBA 'JFS-KW1QX' Armstrong Gold Maple	5	2" CAL.	B&B,
	THUJA PLICATA Western Red Cedar	8	8-9' HT.	B&B
	TSUGA MERTENSIANA Mountain Hemlock	5	6-7' HT.	B&B
DECIDUOUS SHRUBS				
	ACER CIRCINATUM Vine Maple	8	7-8' HT.	3 TRUNK MIN.
	BERBERIS THUNBERGII 'CRIMSON PIGMY' Crimson Pigmy Barberry	81	3 GAL.	CONTAINER
	CORNUS SERICEA 'KELSEYI' Kelsey Red Osier Dogwood	59	2 GAL.	CONTAINER
	PHYSOCARPUS OPULIFOLIOUS 'SEAWARD' Summer Wine® Ninebark	48	5 GAL.	CONTAINER
	RIBES S. 'KING EDWARD VII' King Edward VII Flowering Currant	29	5 GAL.	CONTAINER
	SPIRAEA x BUMALDA 'GOLDFLAME' Goldflame Bumald Spirea	95	3 GAL	CONTAINER
EVERGREEN SHRUBS				
	ARBUTUS UNEDO Strawberry Bush	13	7 GAL.	CONTAINER
	GAULTHERIA SHALLON Salal	14	3 GAL.	CONTAINER
	ILEX CRENATA 'CONVEXA' Japanese Holly	15	15-18"	CONTAINER
	LONICERA PILEATA Privet Honeysuckle	15	2 GAL.	CONTAINER
	MAHONIA AQUIFOLIUM Tall Oregon Grape	96	5 GAL.	CONTAINER
GROUND COVERS, GRASSES, & FERNS				
	ARCHTOSTAPHYLOS UVA URSI Kinnickinnick	824	1 GAL	18"O.C.
	CALAMAGROSTIS A. 'KARL FOERSTER' Karl Foerster's Feather Reed Grass	77	3 GAL.	AS SHOWN
	CAREX MORROWII 'AUREA VARIEGATA' Variegata Sedge	55	1 GAL.	CONTAINER
	HELICTOTRICHON SEMPERVIRENS Blue Oat Grass	147	1 GAL	CONTAINER
	HEMEROCALIS 'STELLA D ORRO' Day Lilly	27	1 GAL.	CONTAINER
	MAHONIA AQUIFOLIUM 'COMPACTA' Compact Oregon Grape	496	2 GAL.	18" O.C.
	POLYSTICHUM MUNITUM Western Sword Fern	28	1 GAL.	CONTAINER
	RUBUS CALYCINOIDES Creeping Bramble	456	1 GAL	18" O.C.
	RUDBECKI FULGIDA 'SULLIVANTII' Goldstrum	21	1 GAL.	CONTAINER
NSL	*NATIVE SEED LAWN - 460 sf @ 8lb per 1,000sf* "Northwest Supreme Lawn Mix" by Sunmark Seeds International or approved			
	STORMWATER SWALE GRASS SEED Per City of Lebanon Requirements	700sf		
	STORMWATER SWALE PLANT MIX *CAMASSIA LEICHTLINII 32, CAREX STIPATA 32, JUNCUS TENUIS 32, SCRIPTUS AMERICANUS 33*		1 GAL.	18" O.C.
LML	*ROUGH & READY SEEDED TURF* PRO TIME - PT 769	8,046sf @ 5-7LB per 1000 S.F.		



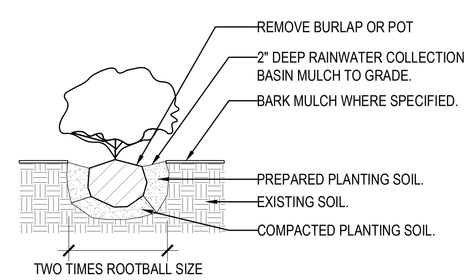
2 EVERGREEN TREE DETAIL
SCALE: 1/8"=1'-0"



3 DECIDUOUS TREE DETAIL
SCALE: 1/8"=1'-0"



4 GROUNDCOVER PLANTING DETAIL
SCALE: 1/8"=1'-0"



5 EVERGREEN TREE DETAIL
SCALE: 1/8"=1'-0"

NORTH

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REGISTERED 204 LAUREL A. MACDONALD OREGON LANDSCAPE ARCHITECT

COLONIA PAZ | AFFORDABLE HOUSING
CLIENT:
FHDC
1274 5TH STREET, SUITE 1-A
WOODBURN, OR 97071
PROJECT ADDRESS:
LEBANON, OREGON

APPROVED FOR	DATE	BY
DESIGN DEVELOPMENT	2020/04/14	xx
CONSTRUCTION DOCS.	201x/xx/xx	xx
BID/PERMIT	2020/06/08	xx

REV	DESCRIPTION	DATE

PROJECT NO: 1840.CPA
DRAWN BY: SF
CHECKED BY: LM

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PLANTING PLAN

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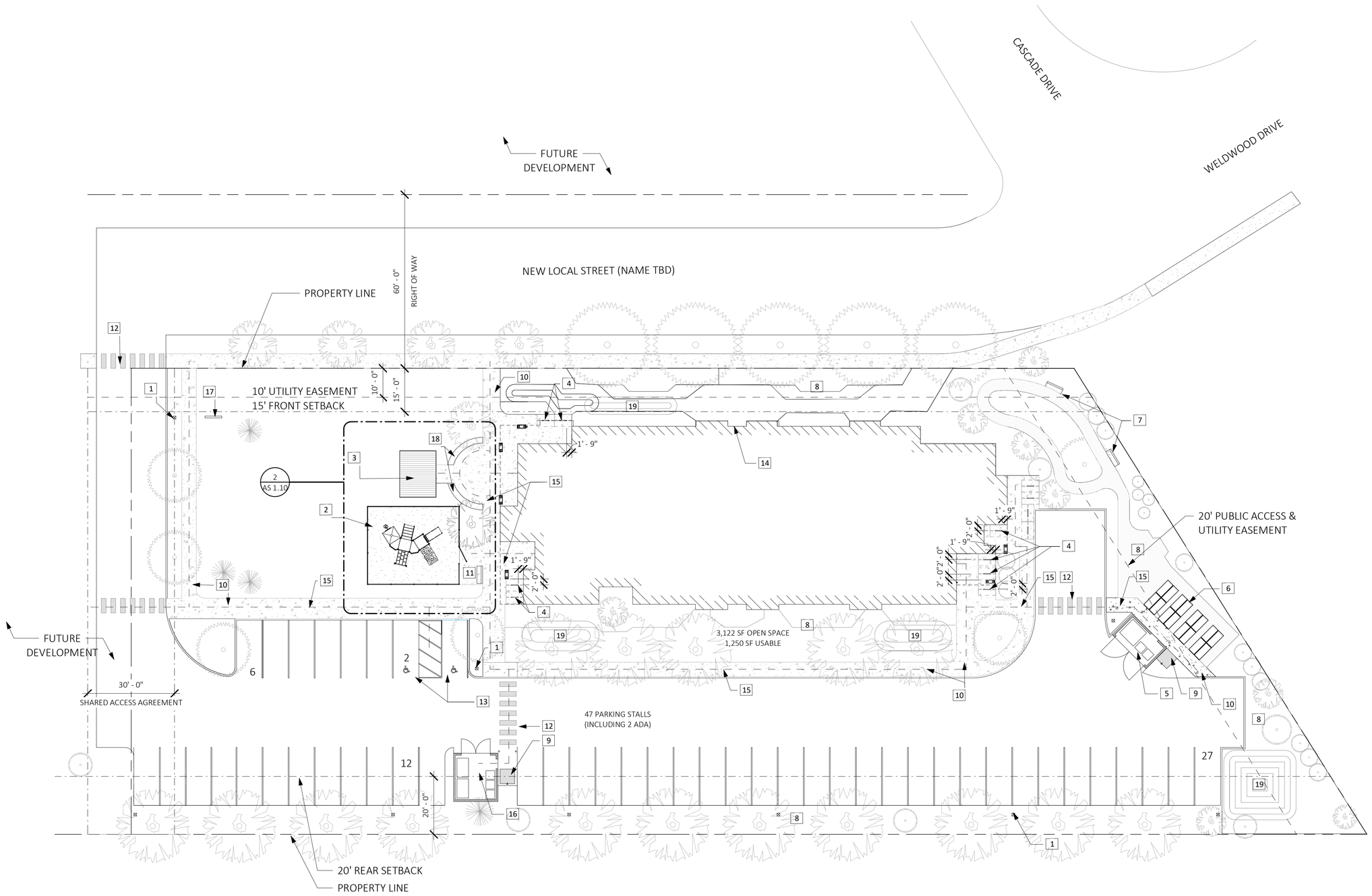
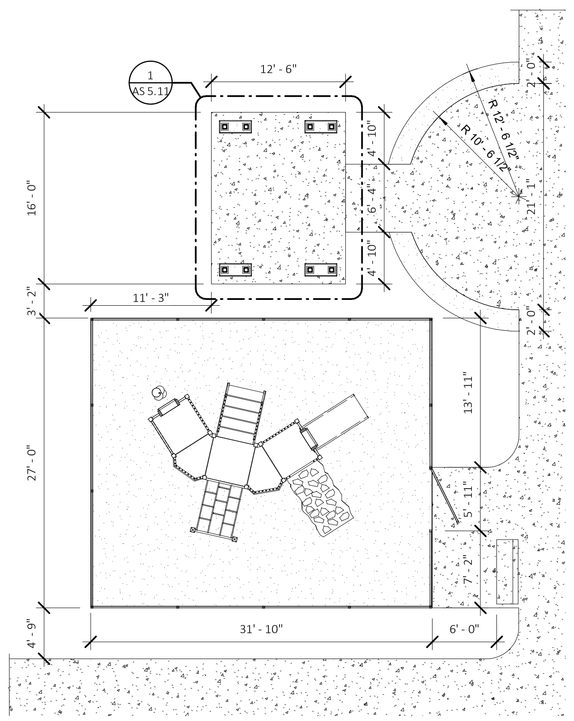


1 ARCHITECTURAL SITE PLAN
1" = 20'-0"

NORTH



2 GAZEBO AND PLAY AREA ENLARGED PLAN
1/8" = 1'-0"

GENERAL SITE PLAN NOTES

1. DRAWING SHOWN FOR DIAGRAMATIC PURPOSES ONLY; REFER TO CIVIL DRAWINGS FOR MORE INFORMATION.
2. UTILITY ROUTING TO BE COORDINATED WITH UTILITY PROVIDERS. GENERAL CONTRACTOR TO PROVIDE TRENCHING/BACKFILL/PULL ROPE AND CONDUITS AS REQUIRED.
3. FIRE HYDRANTS AND BASE ROCK ROAD ARE REQUIRED TO BE INSTALLED PRIOR TO START OF FRAMING BUILDINGS.
4. WATER, FIRE WATER, AND SEWER LINES ARE SHOWN ON CIVIL DRWAINGS.

SITE PLAN KEYNOTES 1

Key Value	Keynote Text
1	SITE LIGHT
2	PLAY AREA, SEE 10/AS5.10 FOR FLOORING DETAIL
3	GAZEBO, SEE AS5.11
4	BIKERACK (2 BIKES PER RACK), SEE 5 / AS 5.10
5	STANDARD TRASH ENCLOSURE, SEE 6 / AS 5.10
6	RAISED GARDEN BED, SEE 9 / AS 5.10
7	BENCH
8	LANDSCAPING
9	SHOEWASH STATION, SEE DETAIL 5 / AS 5.11
10	SIDEWALK
11	ADA BENCH
12	CROSSWALK
13	ADA PARKING
14	BUILDING OUTLINE
15	ACCESSIBLE PATH
16	ADA TRASH ENCLOSURE, SEE 6 / AS 5.10
17	MONUMENT SIGN, SEE 10 / AS 5.10
18	PRE-CAST CONCRETE BENCH BY VENDOR
19	STORMWATER RETENTION SWALE

CITY OF LEBANON DEVELOPMENT CODE REQUIREMENTS

SECTION 16.05.170:

REQUIRED OPEN SPACE: 25% OF SITE AREA
0.25 x 60,626 SF= 15,157 SF
TOTAL OPEN SPACE PROVIDED: 18,356 SF

REQUIRED USABLE AREA: 50% OF OPEN AREA
0.5 x 18,356 SF= 9,178 SF
TOTAL USABLE SPACE PROVIDED: 11,006 SF

TABLE 16.05-9:

MAX BUILDING COVERAGE- 60% OF SITE AREA
0.6 x 60,626 SF= 36,376 SF MAX
9,132 SF BUILDING AREA PROVIDED

TABLE 16.14.070-1:

VEHICLE PARKING- 2.25 SPACES PER UNIT REQUIRED
2.25 x 24 UNITS= 54 SPACES
47 SPACES PROVIDED PER BIKE PARKING REDUCTION (16.14.030)

BICYCLE PARKING- 0.5 SPACES PER UNIT REQUIRED
0.5 x 24 UNITS= 12 SPACES
44 SPACES PROVIDED (24 NEAR BUILDING ENTRIES, 20 @ UNIT DECK STORAGE)

pinnacle architecture, inc.
"ENHANCING LIVES AND COMMUNITIES"
960 SW DISK DR, SUITE 101
BEND OR 97702
541.388.9897
WWW.PINNACLEARCHITECTURE.COM

COLONIA PAZ 1 - AFFORDABLE HOUSING

CLIENT:
FARMWORKER HOUSING DEVELOPMENT CORP.

PROJECT ADDRESS:
LEBANON, OREGON

APPROVED FOR	DATE	BY
DESIGN DEVELOPMENT	2020/04/14	MR
BID/PERMIT	2020/06/12	MR

REV	DESCRIPTION	DATE

PROJECT NO: 1840.CPA
DRAWN BY: JAMES DANIEL
CHECKED BY: YUKO MINO

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ARCHITECTURAL SITE PLAN

AS 1.10

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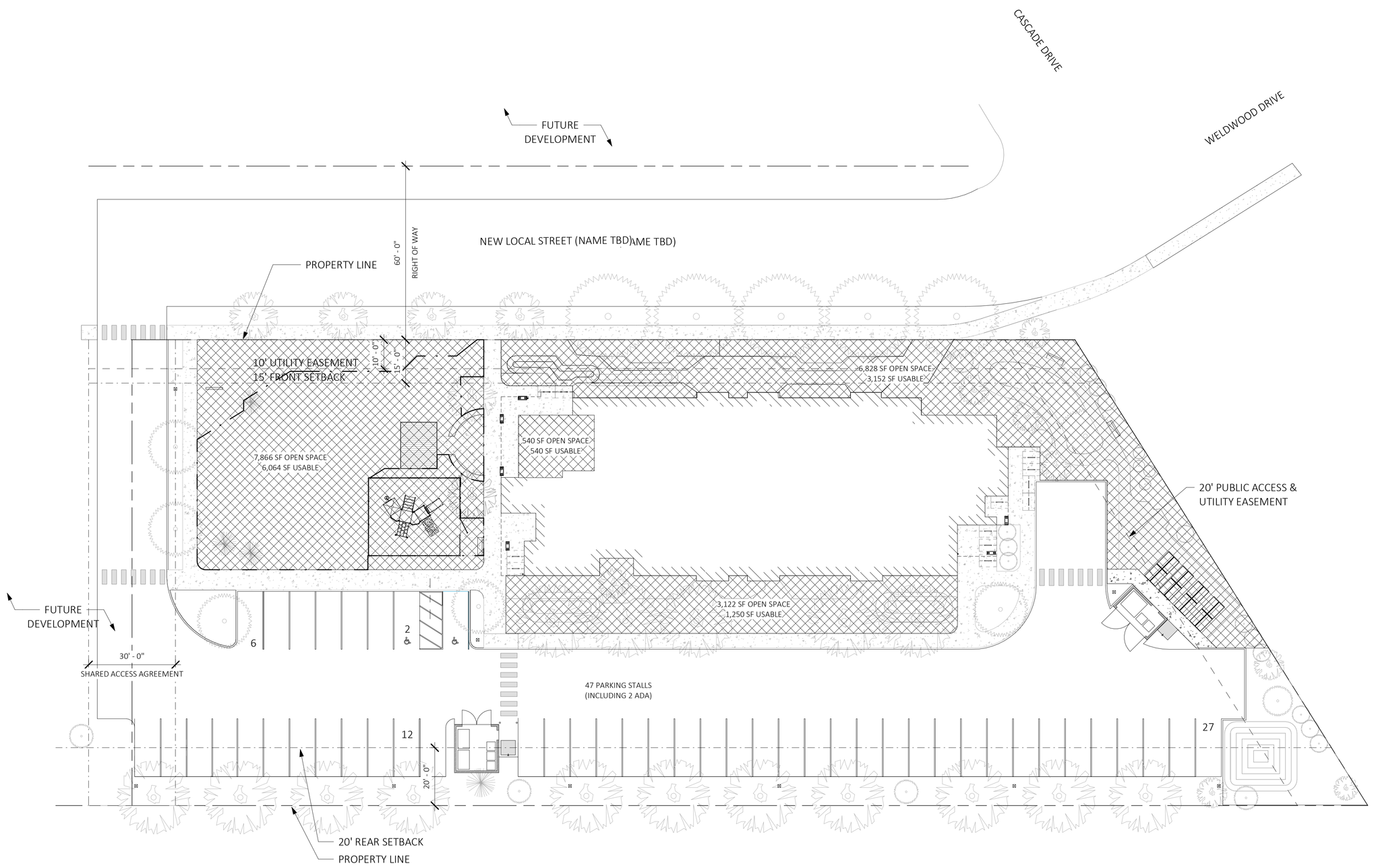

1 OPEN SPACE EXHIBIT
1" = 20'-0"

OPEN SPACE

SECTION 16.05.170

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COLONIA PAZ 1 - AFFORDABLE HOUSING

CLIENT:
FARMWORKER HOUSING DEVELOPMENT CORP.

PROJECT ADDRESS:
LEBANON, OREGON

APPROVED FOR	DATE	BY
DESIGN DEVELOPMENT	2020/04/14	MR
BID/PERMIT	2020/06/12	MR

REV	DESCRIPTION	DATE

PROJECT NO: 1840.CPA
DRAWN BY: YM
CHECKED BY: YM

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OPEN SPACE EXHIBIT

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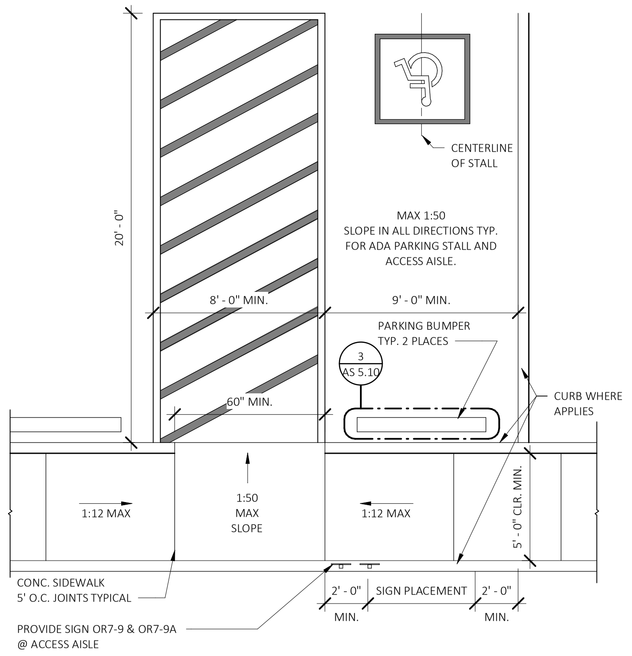
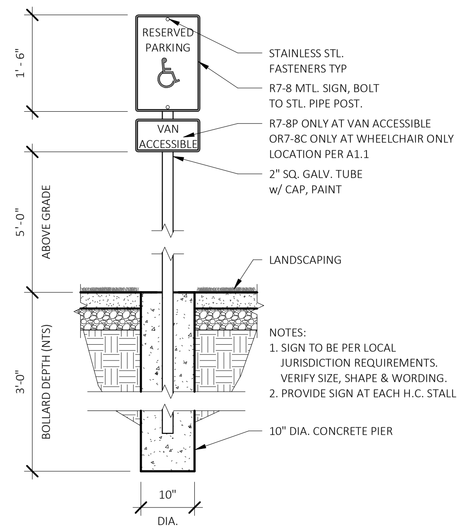


1 TYPICAL H/C PARKING PLAN
1/4" = 1'-0"



2 TYP PARKING SIGN
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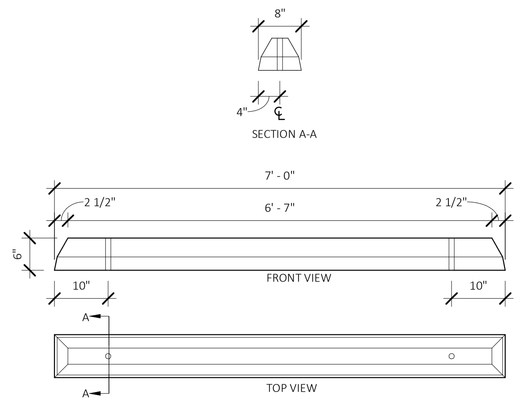

3 TYPICAL CONCRETE WHEEL STOP
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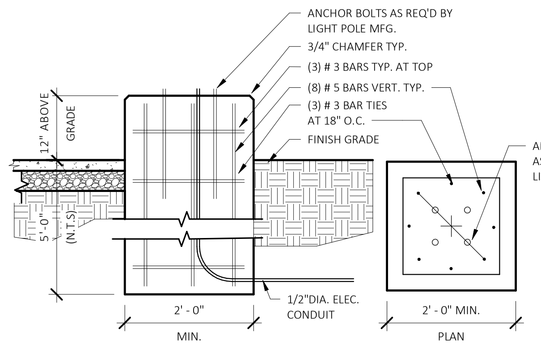

4 TYP LIGHT POLE BASE
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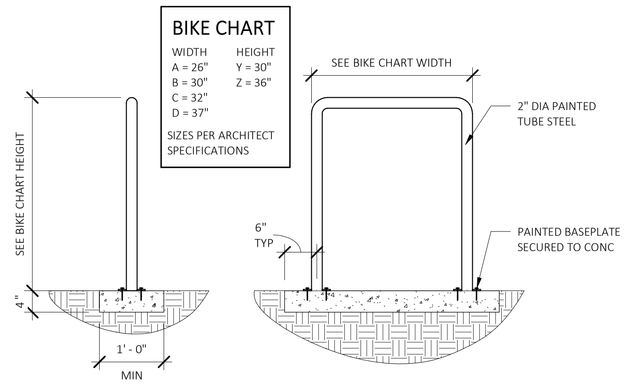

5 TYPICAL BIKE RACK
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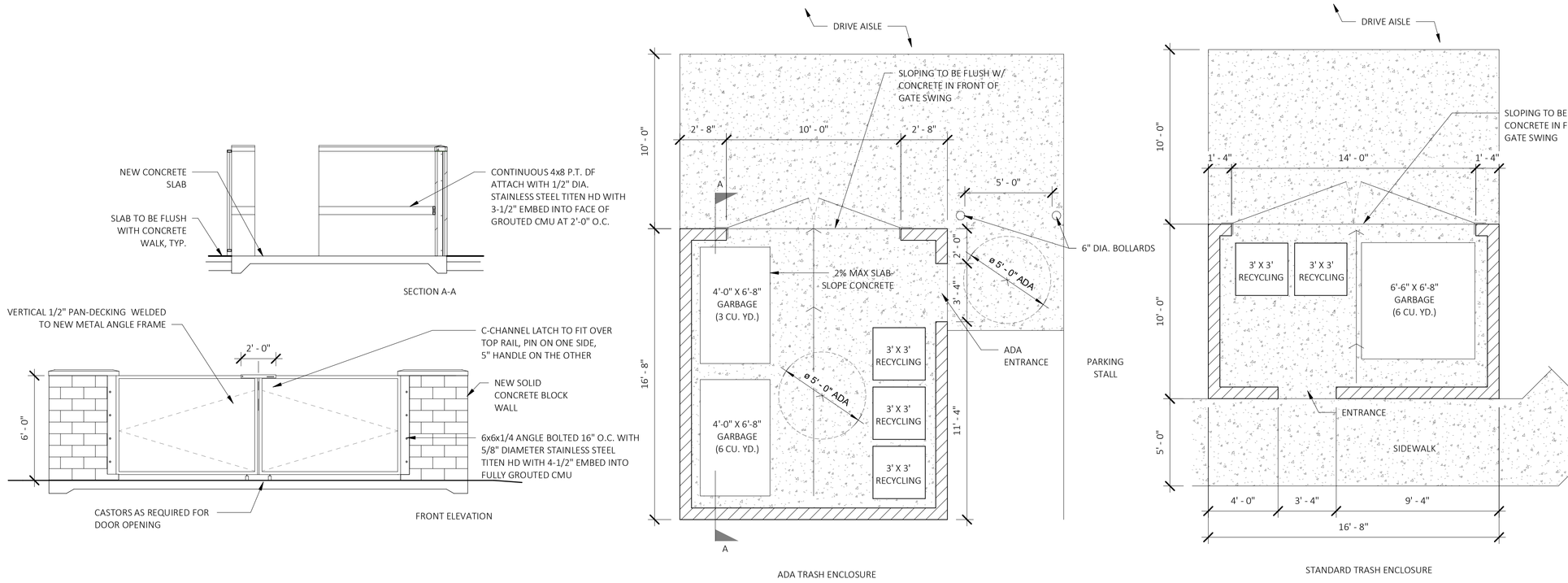
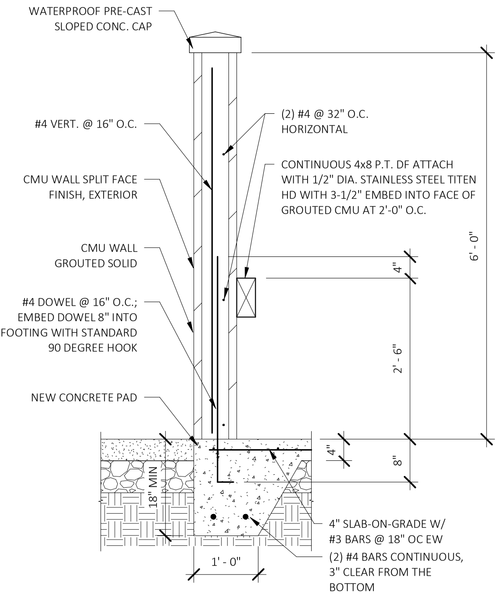
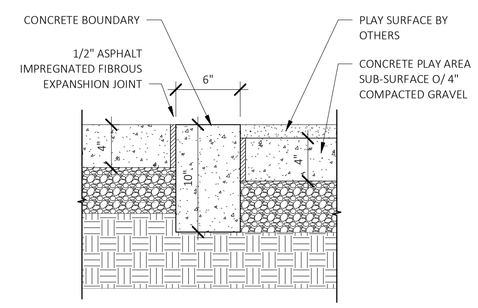


6 TYP TRASH ENCLOSURE
1/4" = 1'-0"



7 DTL. TRASH ENCLOSURE
3/4" = 1'-0"



8 PLAY AREA BOUNDARY
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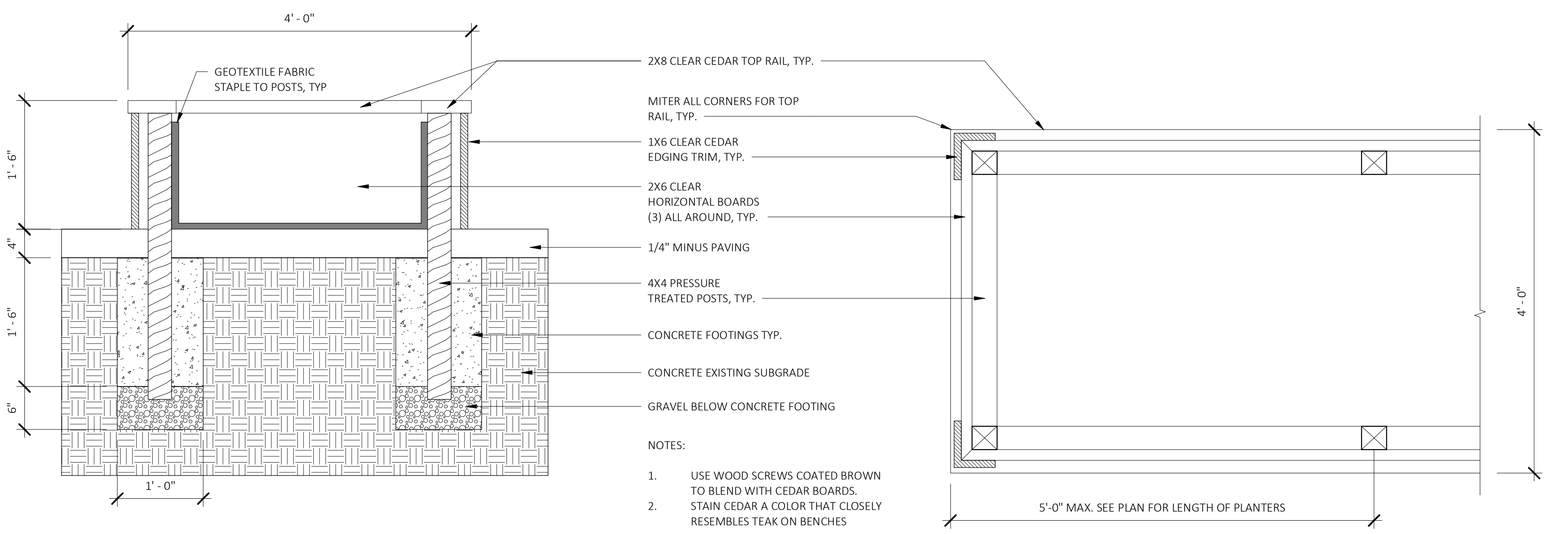
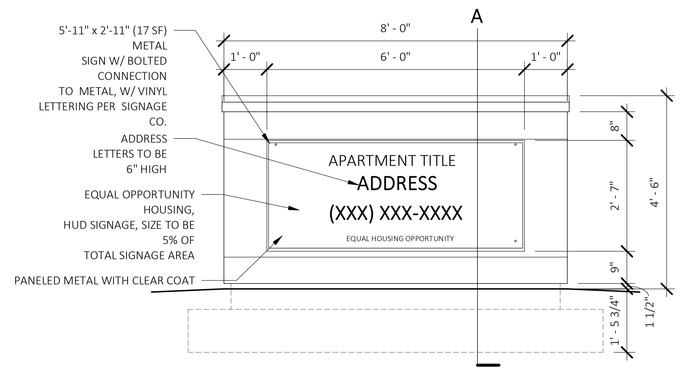
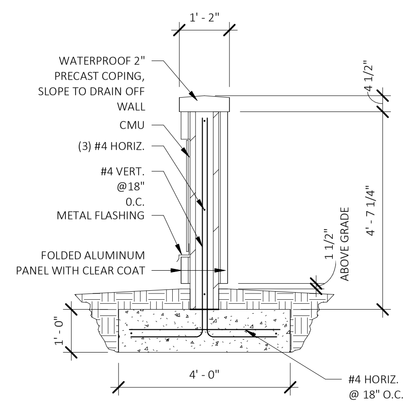


9 RAISED CEDAR VEGETABLE PLANTERS
1" = 1'-0"



SIGN ELEVATION



SECTION A

10 MONUMENT SIGN
1/2" = 1'-0"

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COLONIA PAZ 1 - AFFORDABLE HOUSING

CLIENT:
FARMWORKER HOUSING DEVELOPMENT CORP.

PROJECT ADDRESS:
LEBANON, OREGON

APPROVED FOR	DATE	BY
DESIGN DEVELOPMENT	2020/04/14	MR
BID/PERMIT	2020/06/12	MR

REV	DESCRIPTION	DATE

PROJECT NO: 1840.CPA
DRAWN BY: JAMES DANIEL
CHECKED BY: YUKO MINO

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SITE DETAILS

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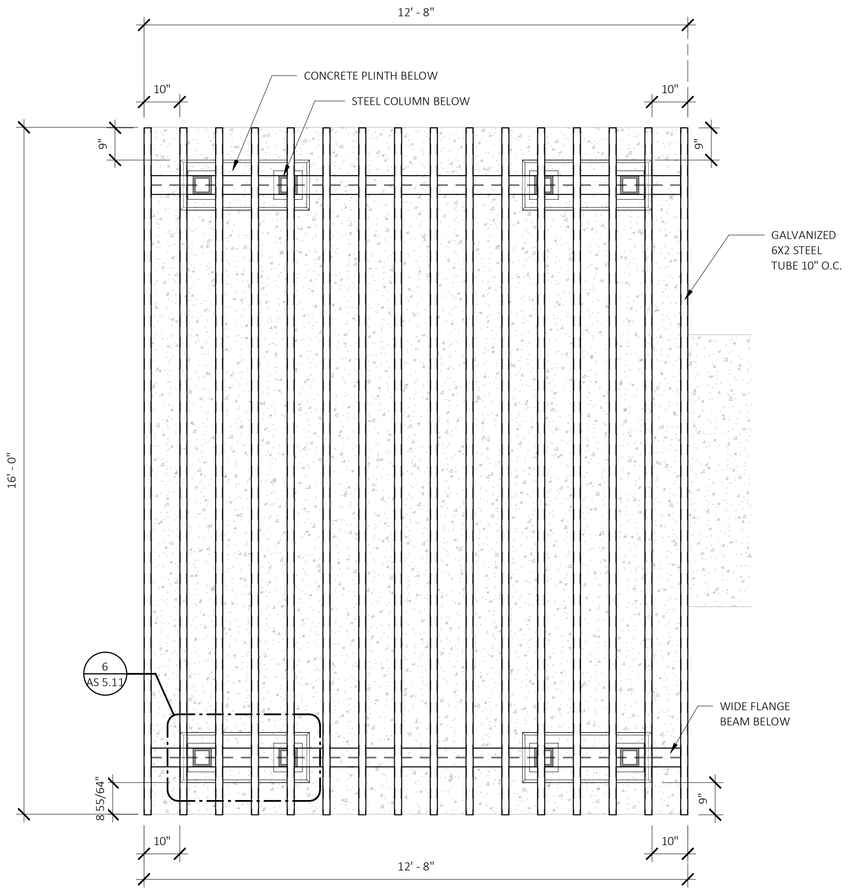
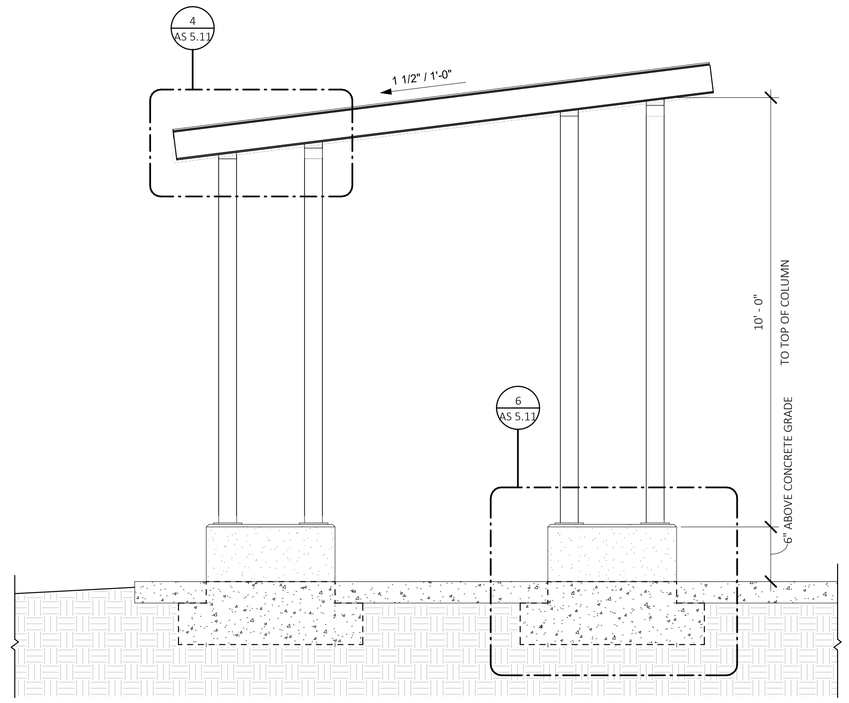
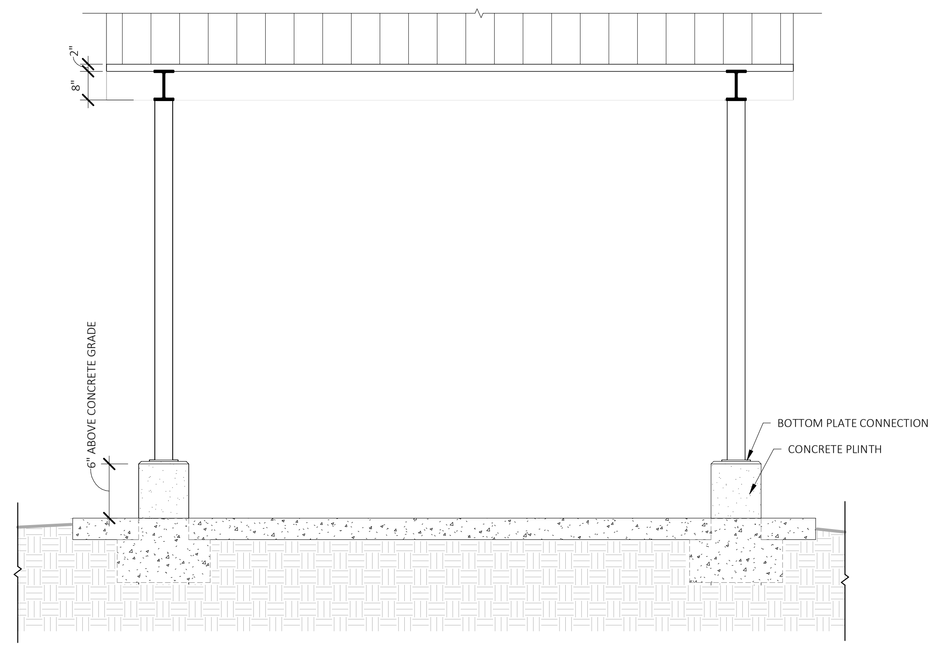


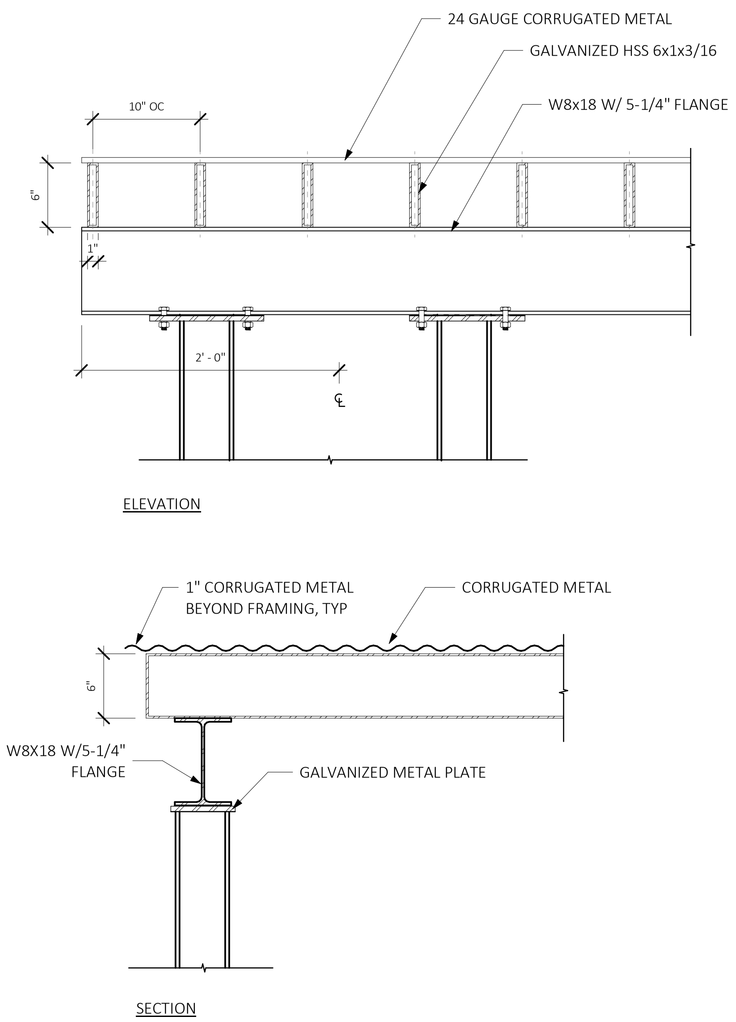
1 ENLARGE GAZEBO FLOOR/ ROOF PLAN
1/2" = 1'-0"



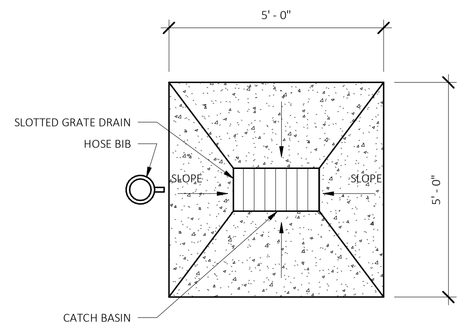
2 GAZEBO ELEVATION A
1/2" = 1'-0"



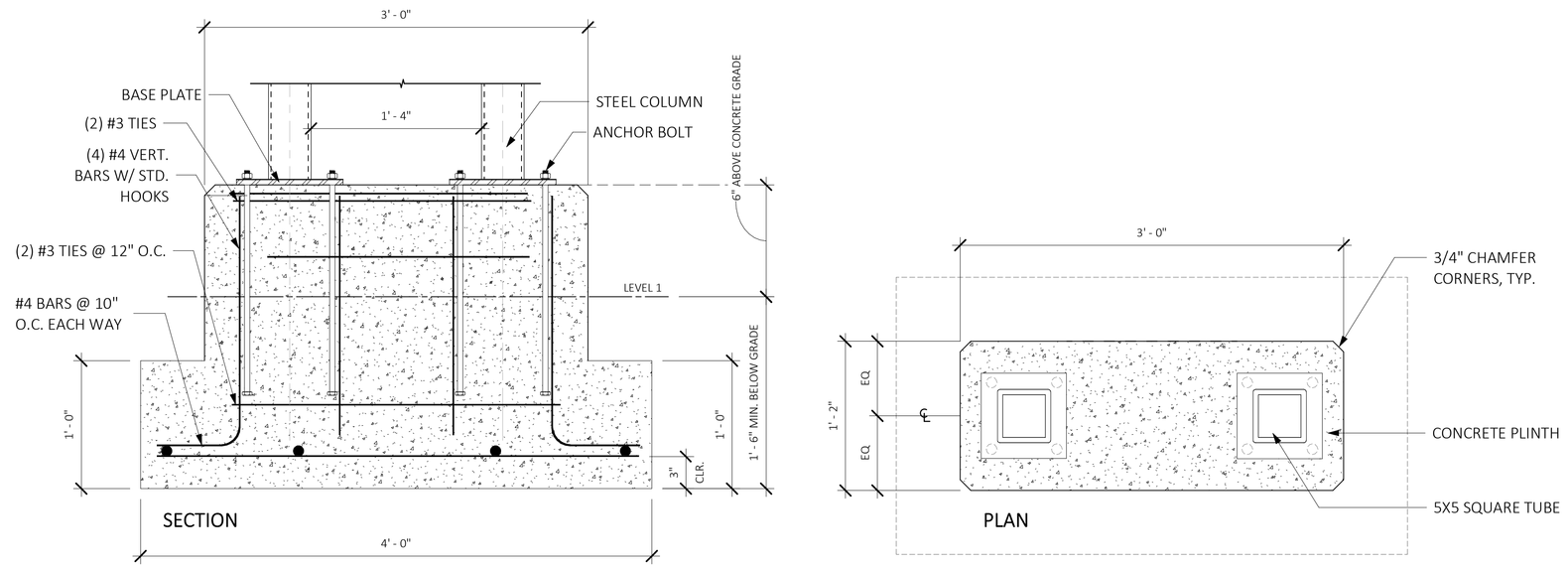
3 GAZEBO ELEVATION B
1/2" = 1'-0"



4 GAZEBO COLUMN CONNECTION TO TOP
1 1/2" = 1'-0"



5 SHOE WASH DRAIN
1/2" = 1'-0"



6 DTL_DOUBLE COLUMN BASE
1 1/2" = 1'-0"

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SITE DETAILS

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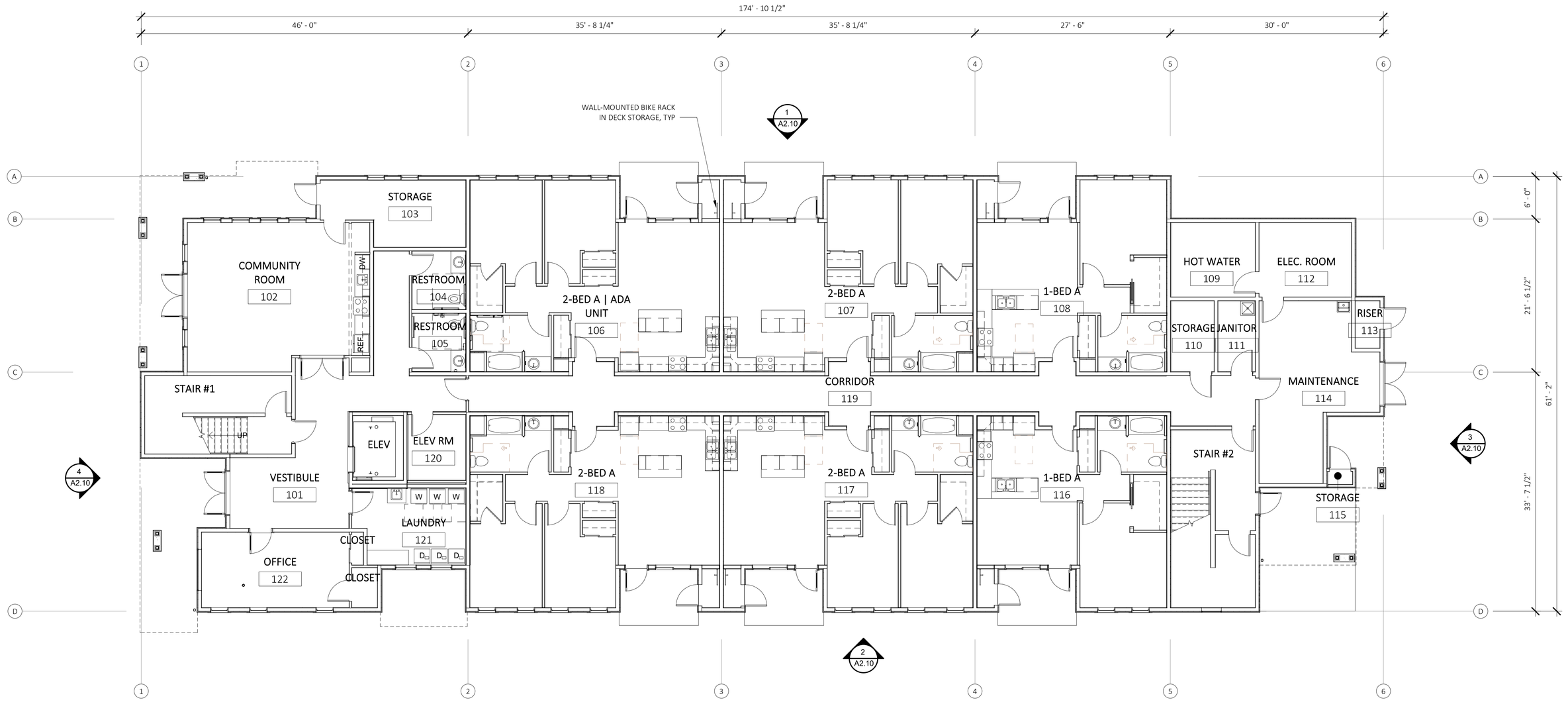
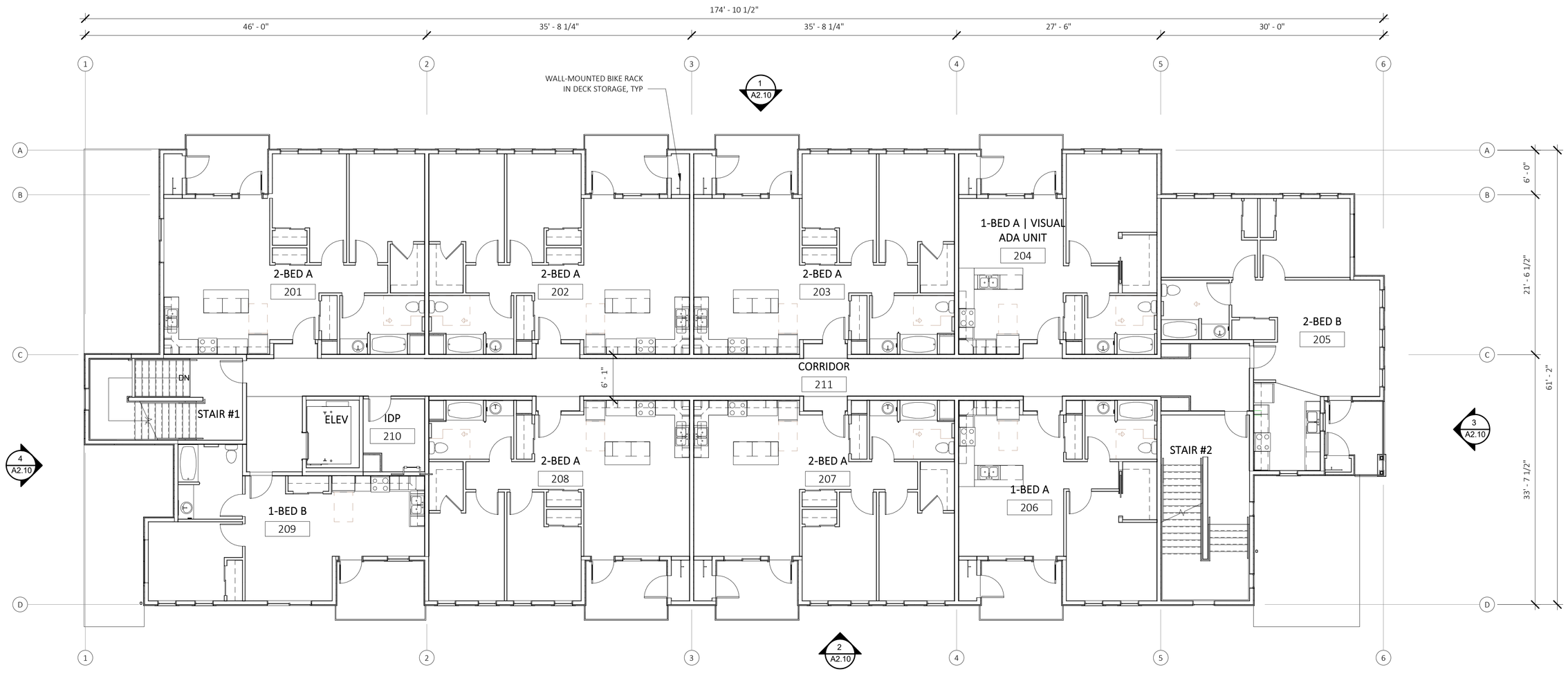


1 1ST LEVEL
1/8" = 1'-0"



2 2ND LEVEL (3RD LEVEL- SIM)
1/8" = 1'-0"

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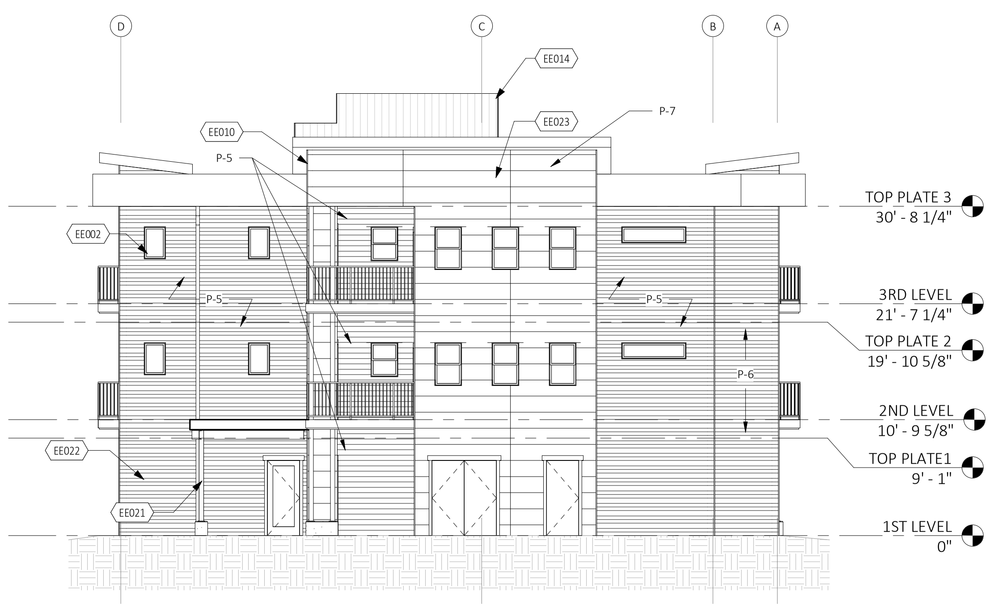
FLOOR PLANS

A1.00

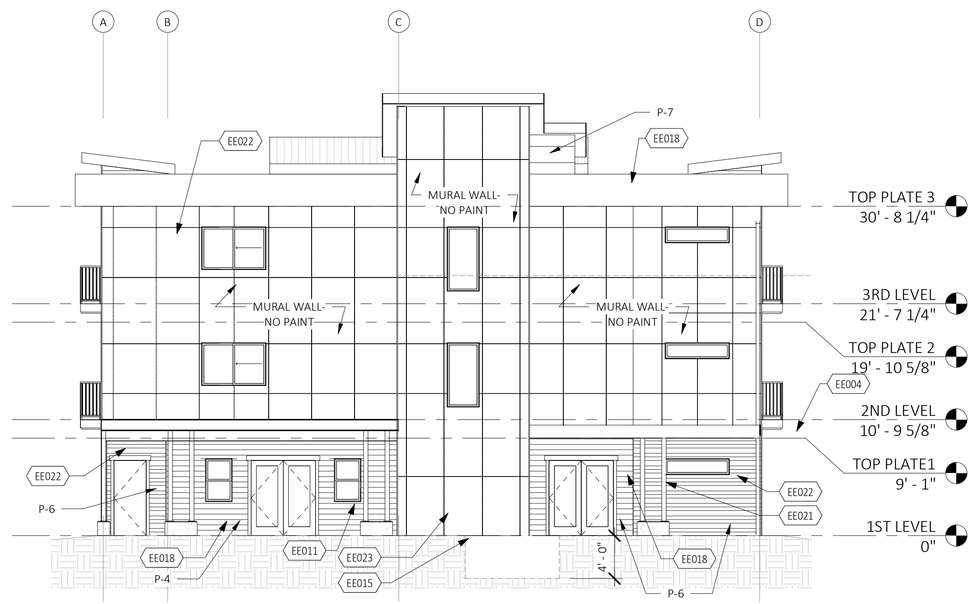
6/8/2020 6:51:00 AM

1 NORTH ELEVATION
1/8" = 1'-0"

2 SOUTH ELEVATION
1/8" = 1'-0"



3 EAST ELEVATION
1/8" = 1'-0"



4 WEST ELEVATION
1/8" = 1'-0"

GENERAL ELEVATION NOTES

1. GRADE LINES ARE APPROXIMATELY ONLY. SEE GRADING PLANS FOR MORE INFORMATION.
2. GC TO COORDINATE ALL EXTERIOR WALL MOUNT AND SOFFIT MOUNT EQUIPMENT TO ENSURE PROPER WEATHER TIGHT EXTERIOR ENCLOSURE.
3. GC TO COORDINATE AND MAINTAIN CONTINUOUS FLASHING AND WEATHER TIGHT DETAILS WITH RESPECT TO OPENINGS AND SIDING.
4. REFER TO MATERIAL LEGEND 09 0001 FOR FINISH COLORS.

ELEVATION LEGEND

STANDING SEAM METAL ROOFING

FIBER CEMENT LAP SIDING, PAINT PER ELEVATION

FIBER CEMENT PANEL, P-7

ELEVATION KEYNOTES

EE###

EE002	VINYL WINDOWS
EE004	METAL OVER FIBER CEMENT FASCIA
EE007	METAL RAILINGS
EE010	METAL CORNER TRIM
EE011	METAL TRIM, TYP.
EE014	STANDING SEAM METAL ROOFING
EE015	ELEVATOR PIT BEYOND
EE018	VERTICAL T&G CEDAR SIDING
EE021	STEEL COLUMN W/ CONCRETE BASE
EE022	FIBER CEMENT LAP SIDING
EE023	FIBER CEMENT PANEL SIDING
EE024	METAL AND FIBER CEMENT FASCIA

P-4	Sherwin Williams		Agreeable Gray SW 7029
P-5	Sherwin Williams		Tempe Star SW6229
P-6	Sherwin Williams		Flower Pot SW 6334
P-7	Sherwin Williams		Warm Stone SW 7032

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EXTERIOR ELEVATIONS

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AGENDA ITEM

4.b.

OREGON
Lebanon

925 S. Main Street
Lebanon, Oregon 97355

TEL: 541.258.4906
cdc@ci.lebanon.or.us
www.ci.lebanon.or.us

MEMORANDUM

Community Development

To: Charmain Salvage and Planning Commissioners Date: July 7, 2020

From: Kelly Hart, Community Development Director

Subject: Application PD-20-01: Modification to Samaritan Health Services Planned Development (Original Approval – File No. PD-08-03)

I. BACKGROUND

The Applicant, Samaritan Health Services, is proposing a modification to an approved Planned Development (File No. PD-08-03) to construct a new phase of the development. The Planned Development Site is generally bound by Reeves Parkway to the north, N Santiam Hwy to the east, N 5th Ave. to the west, and Mullins Drive provides the main access to the site with development on the north and south side of the street.

The City approved the original Planned Development 08-03 to establish a medical college with ancillary residential, office, medical and commercial structures. This decision involved 55.7 acres of property, with the initial phase and approval limited to the approximate 46-acres of the land located on the east side of 5th Street. The applicant did not submit development plans for property located on the west side of 5th Street; however, at the time of the submittal, it was anticipated the Oregon State Veterans Administration would construct a Veterans' home at the site.

The City approved five subsequent partitions regarding the property: Planning Files 09-09-51, 10-05-29, 11-09-71, 13-01-02, 14-06-45, 14-08-54 and 15-06-26. The first approval created a 2.58-acre parcel for the medical college; the second a 0.83-acre parcel occupied by the credit union; the third, a 1.21 acre parcel for a commercial building and the fourth a 0.98 acre parcel for the dialysis building. The fifth partition created separate parcels for the hotel and event center, the sixth a 4.74-acre parcel for the apartment complex and the last, three parcels to house the new health occupations building and recently completed medical office building along with a remnant parcel.

The applicant also received eight approvals to modify the original plan:

1. Planning File 10-10-52 – This modification to Area II (corner of Reeves Parkway and 5th Street) eliminated a single, 20,000 square foot building, replacing it with two smaller buildings in the same approximate location: one at 3,000 square feet (the new Central Willamette Community Credit Union) and a second at 13,500 square feet. In addition, the 3,000 square foot structure included drive-in facilities.

2. Planning File 10-12-68 – This modification to Area III and Area VI of the development (east side and southeast corner of the site, respectively) reduced the size of a commercial building

(Building #3) from 25,000 to 17,000 square feet, and reduced the size of the proposed Hotel from 73,000 to 60,500 square feet. Both structures were relocated to provide better frontage on Highway 20 and access to the proposed Event Center. The modification also established two additional 12,000 square foot retail/office buildings (Buildings #5 and #6) on the north side of Mullins Drive, one of which was constructed.

3. Planning File 11-12-95 - The applicant further modified Planned Development 08-03 and Planning File 10-10-52 by establishing five buildings in Area II where the original plan contained only three structures. This action also resulted in a corresponding reduction in the building square footage from 75,000 to 45,850 square feet and the construction of an 8,850 square foot medical office. The modification reduced the area of a commercial building approved as part of Planning File 10-10-52 from 13,500 to 6,400 square feet while establishing a one-way restaurant drive-through for the newly configured 6,400 square foot building.

4. Planning File 12-08-45 - The applicant received General Plan approval to construct a 156-bed veterans' home on the 12.41-acre parcel located to the west of North 5th Street.

5. Planning File 13-04-14 – This action made the following modifications: (1) increase two, single-story 10,000 square foot buildings to 20,000 square feet by adding a second story; expand a medical building to 9,200 square feet and eliminate an 11,000 square foot Office/Retail Building; (2) relocate the proposed event center, reducing the building's size from 18,000 to 10,000 square feet; (3) reduce the size of the second college building from 70,000 to 54,000 square feet; and, (4) relocate the hotel, increasing the number of rooms from 110 to 120 while reducing the building size from 60,500 to 55,000 square feet; relocate the healing garden; and reduce the size of a commercial/office building from 12,000 to 10,000 square feet.

6. Planning File 14-04-17 – This modification involved Area II at the northwest corner of the site. Approval was in place for the construction of two buildings: one a 2-story structure at 20,000 square feet and a second single story structure at 6,000 square feet. The modification combined these approved structures into a single 26,000 square foot, 2-story structure. The modification also included a drive-up window on the east side of the building to serve a new pharmacy.

7. Planning File 14-11-69 – The modification replaced College Building No. 4 with a 120-unit apartment complex located on a 4.77-acre parcel. The modification also allowed unrestricted vehicle access over the roadway connecting the north and south cul-de-sacs.

8. Planning File 16-02-06 – The modification included development of a master sign program for the entire development area; a 1,200 square foot storage building adjacent to the Event Center; an expansion to the hotel from 84 to 120 rooms along with an additional 20 vehicle spaces; a new medical facility to the north of the Linn-Benton Community College building in Area V, and an additional 120 parking spaces in Area V.

II. CURRENT REPORT

The Applicant is now requesting consideration of a modification to the Planned Development for the next phase of the project. This new phase would be for the development of a 60,000 square foot building to house a college of physical therapy, a physical therapy clinic, and medical call center and office use. The building would be located in Planning Area V of the Planned Development. The scope of the request also includes a parking lot expansion for 359 new parking spaces, and the improvement of a landscaped courtyard at the front of the property, visible from Mullins Drive.

For the new building, the structure is proposed to be a two-story structure, with an approximate 30,000 square foot building footprint. The building design will be similar in character to the two existing college buildings for Comp Northwest and Linn-Benton Community College. The existing college buildings are located to the south of Mullin Drive. The new proposed college building would be located at the terminus of Mullins Drive, to the northwest of the traffic circle, and the building would be oriented toward the private street that runs north-south through the planned development area.

Along the existing private street is proposed a large courtyard area that would provide an enhanced entrance to the college building. The courtyard would be located along the entire length of the building frontage and would be approximately 80-feet deep from the sidewalk along the private road.

To the west of the proposed building would be a large parking area with approximately 359 new parking spaces to accommodate the new uses, as well as overflow parking for the existing colleges. The main access to the parking lot would be from N 5th Street, however, there is a proposed 24-foot wide driveway access at the north end of the building. This access would accommodate Fire District access requirements to the building, while also providing a secondary access to the parking lot.

For the uses, The 60,000 square foot building would accommodate the College of Physical Therapy on the second floor (30,000 square feet), and the remaining 30,000 square feet on the first floor would be split between a physical therapy clinic, and an expansion of offices and the call center for Samaritan hospital.

In the narrative and site plan identified a future 10,000 square foot building at the north end of Planning Area V. This building, although originally requested to be included as part of this application consideration, has been requested to be excluded as there is currently no formalized plan for development or use of the building.

III. REVIEW CRITERIA AND RECOMMENDED FINDINGS

As part of the review for a modification to a Planned Development, there is a two-step review process: determine whether the proposed revisions comply with the modification requirements in the Development Code (LDC); and if so, determine whether the modifications conform with the decision criteria establishing the planned development.

Chapter 16.24 establishes the standards for reviewing requests modifying land use decisions and approved development plans. As indicated in Section 16.24.030 of the LDC, the following criteria must be met to authorize a modification to an approved planned development. If the criteria cannot be met, an application and consideration of a new Planned Development would be required.

1. The proposed change is not a change in land use.

   RECOMMENDED FINDING: The original planned development identified Area V as College Campus for an area of approximately 11.46 acres, which is inclusive of the college, office uses, parking and open space. The land use authorized within Area V is required to be consistent with used authorized within the Mixed-Use zone. Colleges campus, office uses, and a medical clinic are all authorized uses within the Mixed-Use zone.

2. The proposed change does not result in an increase in the overall impacts to adjacent properties, nor increase in the amount of operational activity on the subject site.

   RECOMMENDED FINDING: The application proposes an additional 60,000 square feet of building floor area in Area V. Under Planning File No. 16-02-61, planning area V was approved for 186,400 square feet. With the new building development, the total build-out under this application would be 157,732 square feet, a net reduction in authorized square footage. In addition, with the construction of the parking lot, the site would be developed to accommodate the parking associated with the use, which would indicate there would be no increase in impact to the adjacent properties.

3. The proposed change does not violate applicable development standards in the land use zone (see LDC Chapters 16.05-16.11 and 16.12-16.19).

   RECOMMENDED FINDING: The development proposed meets all minimum standards of the development code. All required setbacks, lot size, lot coverage, and minimum landscape areas as identified in Section 16.08.100 are met and exceeded. For parking, the development provides 359 spaces, which equates to 1 space per classroom, plus 1 space per employee, and 1 space per 3 students. This meets the minimum requirements established in Section 16.14.070 of the LDC.

4. The proposed change does not result in a change to lot or parcel boundary lines in an approved subdivision, partition or property line adjustment.

   RECOMMENDED FINDING: There is no modification to existing lot lines proposed as part of the development, therefore, the project does not result in a change to a lot or parcel boundary line.

Based on the evaluation for modification of an approved Planned Development, the project proposal would be eligible for a modification, rather than application for a new Planned Development Permit. As such, the Planning Commission would evaluate the Decision Criteria for approval of the modification to the Planned Development in conformance with Section 16.24.040 of the LDC. Section 16.24.040.C specifically states when reviewing modification

application, the review shall be limited to the scope of the modification request, shall be heard before the original review authority, and shall consider the modification utilizing the same decision criteria as the initial project approval. Please note, the original project was considered under a previous iteration of the zoning code, so old code references are utilized.

1. Lebanon Zoning Ordinance Section 2.100 requires a Planned Development application for all developments exceeding two-acres in size.

   RECOMMENDED FINDING: The original planned development was for a project site over 55-acres in size, therefore meets the minimum standard for application of a planned development.

2. Lebanon Zoning Ordinance Section 4.310 addresses the MU zone. The zone encourages a mixture of uses and activities and identifies the minimum setbacks and development standards shall be observed.

   RECOMMENDED FINDING: The build out of Area V within the planned development would include a mixture of college campus, office uses, and a medical physical therapy clinic. The remainder of the planned development is inclusive of a mixture of commercial and residential uses, compliant with the mixed-use zone. all proposed structures, and expansions, conform to applicable development requirements (e.g., setbacks) of the MU zone. Building height will remain consistent with other structures on the Campus and not exceed the 60-foot height limitation of Planned Development 08-03. The proposed structures do not violate clear-vision provisions in Section 5.030.

3. Lebanon Zoning Ordinance Section 5.120 and 5.200 requires all yards and parking area to conform with the minimum requirements.

   RECOMMENDED FINDING: All required setbacks, lot size, lot coverage, and minimum landscape areas as identified in Section 16.08.100 are met and exceeded. For parking, the development provides 359 spaces, which equates to 1 space per classroom, plus 1 space per employee, and 1 space per 3 students. This meets the minimum requirements established in Section 16.14.070 of the LDC. For landscaping, there is a large courtyard area that exceeds the minimum setback areas to provide the required landscaping. In addition, landscaping is provided along N 5th Street in the required setback, and throughout the parking lot area.

4. Lebanon Zoning Ordinance 4.410 outlines the steps for the planned development process, and the modification application must conform to these requirements.

   RECOMMENDED FINDING: The Planning Commission approved the project's Preliminary and General Plans. This request seeks to modify the approved General Plan and conforms to the requirements of Development Code Chapter 16.24 by requiring the Commission to consider the modification. Based on these factors the original approval and subsequent modification request conform to the applicable review process.

5. The Lebanon Zoning Ordinance required the proposed development to be in conformance with the 2004 Lebanon Comprehensive Plan.

   RECOMMENDED FINDING: Findings in the original Order address all the Comprehensive Plan conformance issues. Since the proposal does not alter the allowed land uses and essentially remains consistent with the intent and purpose of the project, those prior findings apply to the modification.

IV. CONCLUSION AND RECOMMENDED CONDITIONS FOR DEVELOPMENT

Staff finds the proposal complies with the decision criteria for a Modification to the approved Planned Development, and recommends approval of the application subject to the adoption of the following Conditions of Approval:

1. Development shall substantially conform to the modified site plan as submitted by the applicant. *The developer is advised any revisions to the submitted plans may require additional review by the appropriate decision authority.*
2. The developer shall submit plans for building permits. The building site plan shall substantially conform to the submitted site plan, including building location, vehicle parking, bicycle parking, access and landscaping. The building plans shall contain sufficient information to ensure compliance with applicable building code requirements as well as planning requirements such as building height and setbacks. The City shall not release building permits until Development Engineering approves engineering plans, although the developer may submit both plans simultaneously.
3. Unless otherwise modified by this decision, the Conditions of Approval contained in land use case Planned Development 08-03, and subsequent modifications, shall remain in effect for the proposed development.
4. Compliance with these conditions, the requirements of the Lebanon Zoning Ordinance (and Development Code where applicable), City Public Works Standards, applicable building code provisions and requirements of the Lebanon Fire District shall be the sole responsibility of the developer.
5. Plans shall be submitted to and approved by the Lebanon Fire District prior to building permit issuance. The Plans shall comply with the Fire District letter attached to the land use decision, and all applicable Fire Code requirements.
6. The Engineering Conditions shall include, but are not limited to:
   a. An engineered site plan shall be submitted for review and approval for the site. The site plan must be submitted with an Application for Site Plan Review and associated fee. The site plan shall detail all site improvements necessary for the proposed development together with a grading and drainage plan.
   b. Provide a landscape and illumination plan.
   c. All elevations shown on plans submitted to the City must be on the NAVD 88 vertical datum to provide compatibility with the City computer aided mapping system

d. All private, onsite utilities must be reviewed and approved by the City Building Official.

e. Provide verification of approval by the Lebanon Fire District.

f. Site lighting shall not glare or shine onto adjacent public streets or neighboring properties.

g. Provide verification of Republic Services approval.

h. Provide verification of United States Postal Service for community mailbox location.

i. Any deteriorating or damage sidewalk will need be replaced along Mullins Dr and N 5th Street.

j. Paving limits must include the travel area of traffic from the N 5th Street entrance of the future parking lot.

k. The drainage system and grading plan shall be designed so as not to adversely impact drainage to or from adjacent properties. Storm drainage facilities must be designed and constructed to ensure historical rates of site discharge are not exceeded. A detailed design including engineering calculations shall be submitted as part of site plan review. With the engineering drawings, provide a grading plan for the sites that indicates existing and proposed elevations. Drainage improvements (ditches and or piping) may be required at the site boundaries to prevent adverse impacts. The engineering drawings must provide a detailed design (including calculations) of the drainage improvements and mitigation of any impacts to adjacent properties.

V. RECOMMENDED ACTIONS

1. Evaluate the public testimony and the record established before the Planning Commission

2. Commission options:

    1. Approve the proposed modification to the Planned Development (application PD-20-01), adopting the written findings for the decision criteria contained in the staff report with the conditions of development; or

    2. Approve the proposed modification to the Planned Development (application PD-20-01), adopting modified findings for the decision criteria and conditions of development; or

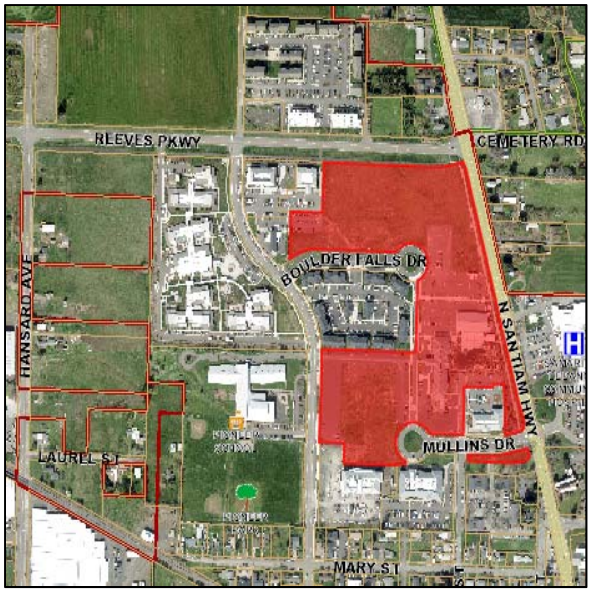
    3. Deny the proposed modification to the Planned Development (application PD-20-01), specifying reasons why the proposal fails to comply with the decision criteria; and

    4. Direct staff to prepare an Order of Recommendation for the Chair or Vice Chair's signature incorporating the adopted findings as approved by the Planning Commission.

REVISED NOTICE OF PUBLIC HEARING
LEBANON PLANNING COMMISSION

NOTICE IS HEREBY GIVEN that a public hearing will be held before the Lebanon Planning Commission on **Wednesday, July 15, 2020 at 6:00 p.m. and Wednesday, July 22, 2020 at 6:00 p.m.** through a virtual (online) meeting to afford interested persons and the general public an opportunity to be heard and give testimony concerning the following matter:

Planning Case No.:	PD-20-01
Applicant:	Lebanon Community Hospital
Location:	400 Mullins Drive
Map & Tax Lot No.:	12S02W03D 01200
Request:	Modification to Approved General Development Plan
Decision Criteria:	Lebanon Development Code Chapters: 16.06, 16.20 & 16.23



Request: The applicant is requesting a modification to Planning File PD-08-03. The modification includes a 60,000 sq. ft. two-story building that will house a physical therapy school, physical therapy clinic and a medical call center/expansion space with 359 new parking spaces. The modification also includes a new 10,000 sq. ft. building and 46 new parking spaces.

Virtual Meeting: Due to the COVID-19 pandemic, the City will be hosting a virtual Planning Commission meeting and following the procedural guidance provided by the Oregon Department of Land Conservation and Development (DLCD) in compliance with Oregon Public Meeting Laws.

The public hearing will occur in two phases: on July 15, 2020 at 6:00 p.m., the Planning Commission will open the public hearing, receive Staff's report, and allow for the applicant to present. The Planning Commission will then postpone the public hearing to a date certain of Wednesday, July 22, 2020 at 6:00 p.m. This will provide time to receive written and verbal comment from the public. The written and verbal comment will be received by City Staff until 5:00 p.m. on Monday, July 20, 2020. The comments will then be read into the record and played for the Planning Commission at the July 22, 2020 meeting. The applicant will then be able to respond to the public comments. Once all comments are recorded as part of the meeting, and the applicant responds, the Planning Commission will close the public hearing, and deliberate on the application.

The public is invited to watch the meeting online through the City of Lebanon's YouTube page at https://www.youtube.com/watch?v=khemP7pALKo on July 15, 2020, and https://www.youtube.com/watch?v=WxnXXSqL2uI on July 22, 2020. The City of Lebanon thanks you for your support in slowing the spread of COVID-19 by attending this public meeting digitally. **In compliance with the Governor's Executive Order No. 20-16, this meeting will only be held virtually, there will be no physical location for persons to attend to participate in the meeting.**

The Agenda and application materials will be available for review on the City's website at https://www.ci.lebanon.or.us/meetings seven days prior to the hearing.

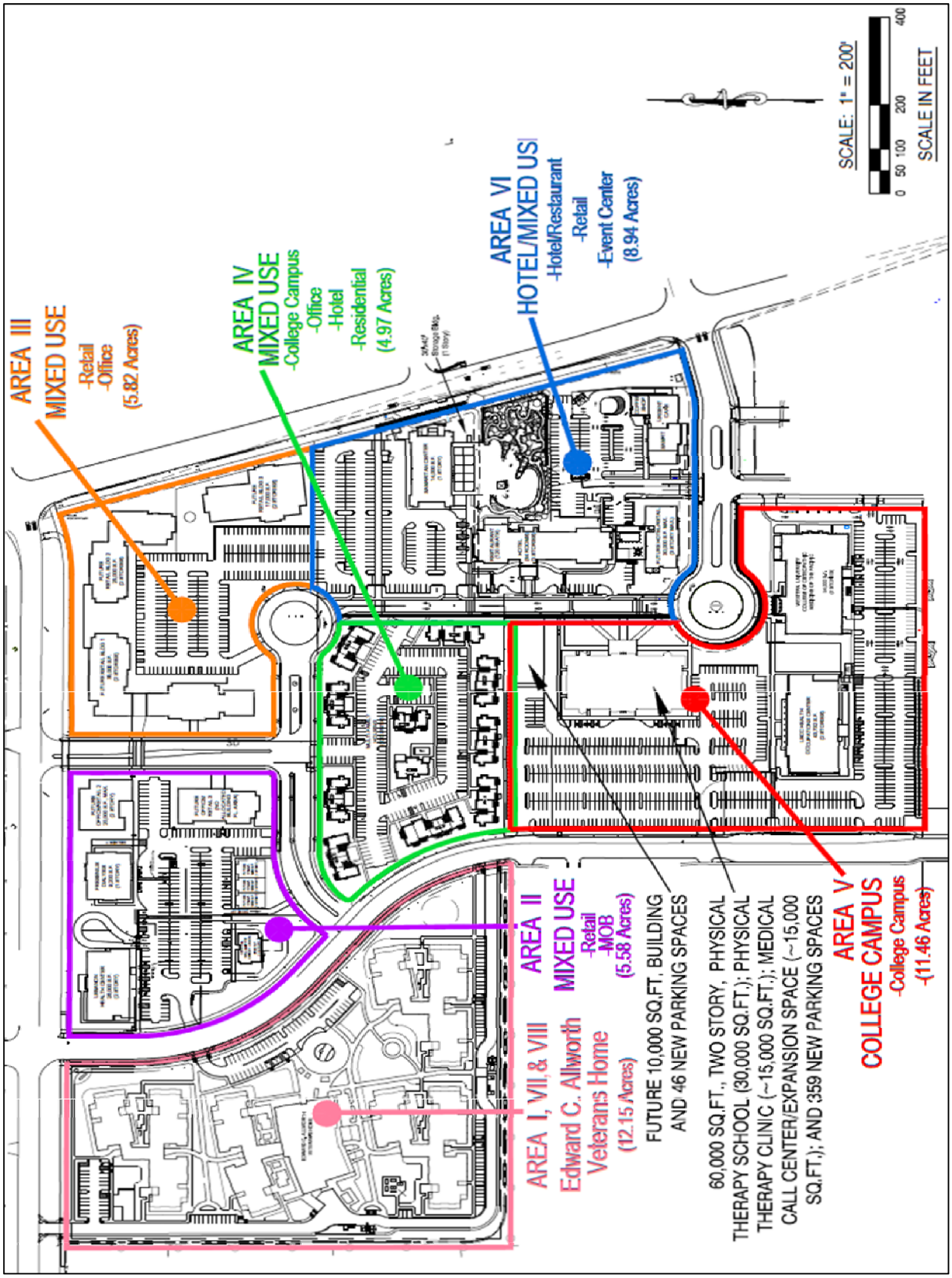
Providing Comments: The City will be accepting public comment on this item in a number of ways to afford interested persons and the general public an opportunity to give testimony on the subject matter. Written and verbal testimony will be accepted upon issuance of this notice, **until 5:00 p.m. on Monday, July 20, 2020**. Written testimony may be emailed to khart@ci.lebanon.or.us, or may be mailed to the City at 925 S. Main Street, Lebanon, OR 97355, or delivered to the City and dropped in the white mail box in front of City Hall. Please note for mailed testimony, the letter must be received by the City no later than 5:00 p.m. on Monday, July 20, 2020. For verbal testimony, a recording may be provided to the City, or you may call (541) 258-4252 and leave a voice message. **There will be no testimony accepted in person.**

CITIZENS ARE INVITED TO PARTICIPATE in the public hearing and give written or oral testimony as described above that address applicable decision criteria during that part of the hearing process designated for testimony in favor of, or opposition to, the proposal. If additional documents or evidence are provided in support of the application subsequent to notice being sent, a party may, prior to the close of the hearing, request that the record remain open for at least seven days so such material may be reviewed.

Appeals: Failure to raise an issue in the hearings, in person or by letter, or failure to provide sufficient specificity to afford the decision makers an opportunity to respond to the issue precludes appeal to the Land Use Board of Appeals based on that issue. Decisions of the Planning Commission may be appealed to the Lebanon City Council within 15 days following the date the Commission's final written decision is mailed. Only the applicant, a party providing testimony, and/or a person who requests a copy of the decision has rights to appeal a land use decision. The appeal must be submitted on the appeals form as prescribed by City Council with appropriate fee paid and must set forth the criteria issues that were raised which the applicant or party deems itself aggrieved. Please contact our office should you have any questions about our appeals process.

Obtain Information: A copy of the application, all documents and evidence relied upon by the applicant, and applicable criteria are available online in the Planning Commission Agenda Packet at https://www.ci.lebanon.or.us/meetings. The materials are also available for inspection in person at no cost and will be provided at the cost of 25 cents per single-sided page. If you have questions, would like additional information, or would like to schedule a time to view the application materials in person, please contact City of Lebanon Community Development Department, 925 Main Street; phone 541-258-4252; email khart@ci.lebanon.or.us.

PROPOSED SITE PLAN

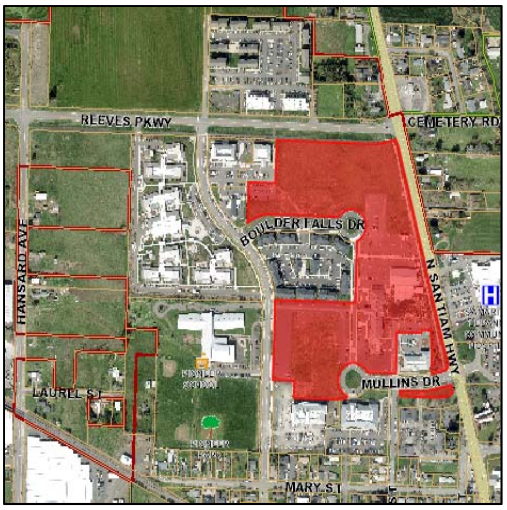


NOTICE OF PUBLIC HEARING
LEBANON PLANNING COMMISSION

NOTICE IS HEREBY GIVEN that a public hearing will be held before the Lebanon Planning Commission on **March 18, 2020 at 6:00 p.m.** in the Santiam Travel Station located at 750 S 3rd Street, to afford interested persons and the general public an opportunity to be heard and give testimony concerning the following matter:

Planning Case No.:	PD-20-01
Applicant:	Lebanon Community Hospital
Location:	400 Mullins Drive
Map & Tax Lot No.:	12S02W03D 01200
Request:	Modification to Approved General Development Plan
Decision Criteria:	Lebanon Development Code Chapters: 16.06, 16.20 & 16.23

Request: The applicant is requesting a modification to Planning File PD-08-03. The modification includes a 60,000 sq. ft. two-story building that will house a physical therapy school, physical therapy clinic and a medical call center/expansion space with 359 new parking spaces. The modification also includes a new 10,000 sq. ft. building and 46 new parking spaces.



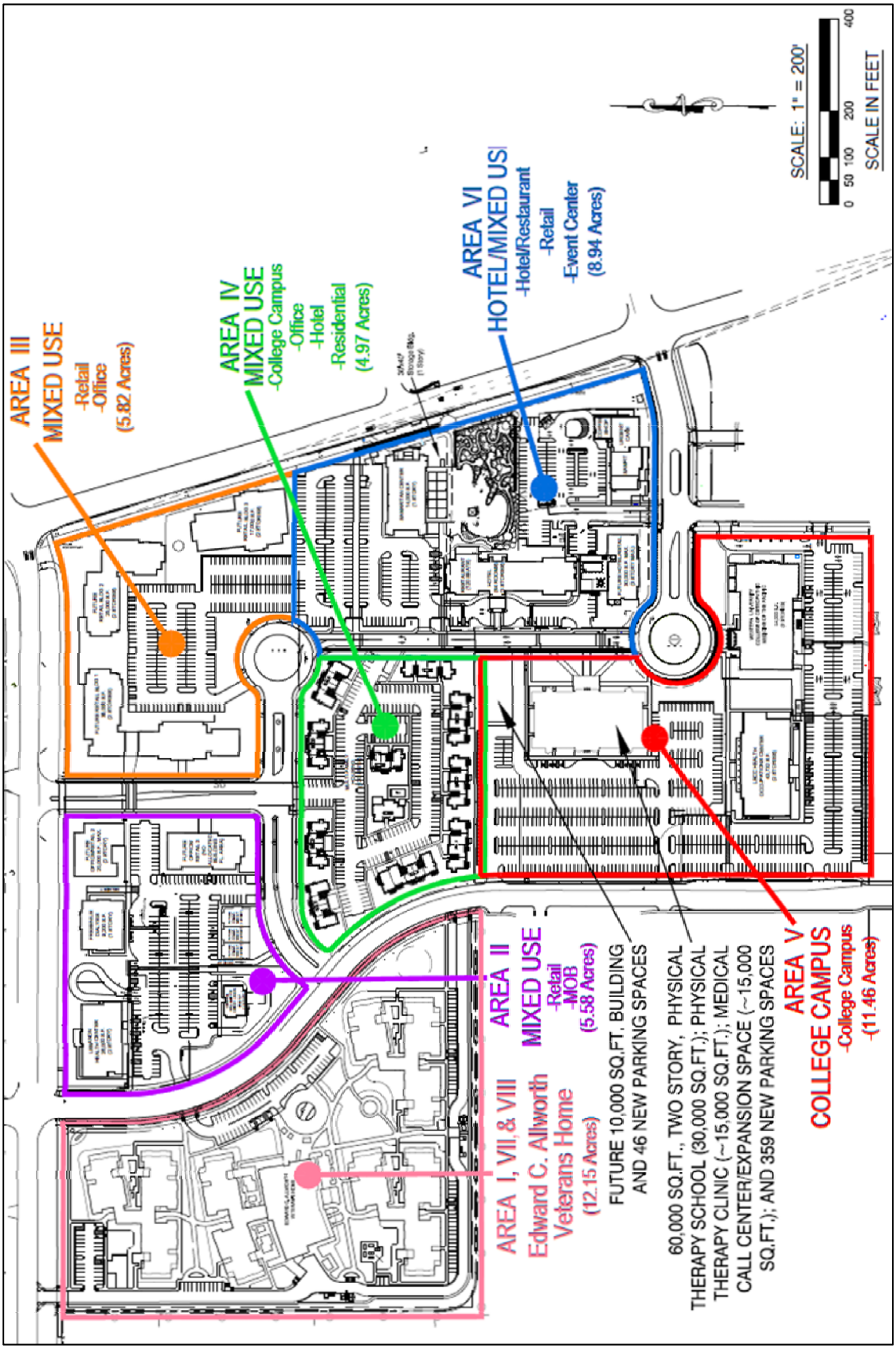
Obtain Information: A copy of the application, all documents and evidence relied upon by the applicant, and applicable criteria are available for inspection at no cost and will be provided at the cost of 25 cents per single-sided page. If you have questions or would like additional information, please contact City of Lebanon Community Development Department, 925 Main Street; phone 541-258-4906; email cdc@ci.lebanon.or.us. The staff report on the proposal will be available 7 days prior to the hearing.

Providing Comments: *CITIZENS ARE INVITED TO ATTEND* the public hearings and give written or oral testimony (after presentation of the staff report) that addresses applicable decision criteria during that part of the hearing process designated for testimony in favor of, or opposition to, the proposal. If additional documents or evidence are provided in support of the application subsequent to notice being sent, a party may, prior to the close of the hearing, request that the record remain open for at least 7 days, so such material may be reviewed.

Appeals: Failure to raise an issue in the hearings, in person or by letter, or failure to provide sufficient specificity to afford the decision makers an opportunity to respond to the issue precludes appeal to the Land Use Board of Appeals based on that issue. Decisions of the Planning Commission may be appealed to the Lebanon City Council within 15 days following the date the Commission's final written decision is mailed. Only the applicant, a party providing testimony, and/or a person who requests a copy of the decision has rights to appeal a land use decision. The appeal must be submitted on the appeals form as prescribed by City Council with appropriate fee paid and must set forth the criteria issues that were raised which the applicant or party deems itself aggrieved. Please contact our office should you have any questions about our appeals process.

The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours before the meeting to 541-258-4906.

PROPOSED SITE PLAN



LAND USE APPLICATION

PROPERTY INFORMATION
Site Address(es): 400 Mullins Drive
Assessor's Map & Tax Lot No.(s): 12S-2W-3D TL 1200
Comprehensive Plan Designation / Zoning Designation: C-MU / Z-MU
Current Property Use: Vacant portion of the Health Sciences Campus
Project Description: Two story, 60,000 sf.ft. floor area; physical therapy school expansion for Comp NW (30,000 sq.ft.); physical therapy clinic (~15,000 sq.ft.); medical call center/expansion space (~15,000 sq.ft.)

APPLICANT / PRIMARY CONTACT INFORMATION	
Applicant: Arlen Emmert, Lebanon Community Hospital	Phone: 541-451-7054
Address: 525 N. Santiam HWY	Email: aemmert@samhealth.org
City/State/Zip: Lebanon, Oregon 97355	
I hereby certify that the statements, attachments, exhibits, plot plan and other information submitted as a part of this application are true; that the proposed land use activity does not violate State and/or Federal Law, or any covenants, conditions and restrictions associated with the subject property; and, any approval granted based on this information may be revoked if it is found that such statements are false.	
APPLICANT SIGNATURE Arlen Emmert	Date: 02/20/20

PROPERTY OWNER INFORMATION (IF DIFFERENT THAN ABOVE)	
Owner: Samaritan Health Services, Inc.	Phone: 541-451-7054
Address: 3600 NW Samaritan Drive	Email: aemmert@samhealth.org
City/State/Zip: Corvallis, Oregon 97330	
OWNER SIGNATURE	Date: 02/20/20

ADDITIONAL CONTACT INFORMATION	
Engineer / Surveyor: Udell Engineering & Land Surveying	Phone:
Address: 63 East Ash Street	Email: brian@udelleng.com
City/State/Zip: Lebanon, Oregon 97355	

Architect:	Phone:
Address:	Email:
City/State/Zip:	

Other: Lyle Hutchens, Planner	Phone: 541-740-3679
Address: 806 NW Buchanan Ave., #102	Email: lyle@mchps.net
City/State/Zip Corvallis, Oregon 97330	

REQUIRED SUBMITTALS

- ☐ Application and Filing Fee
- ☐ Narrative Describing the Proposed Development and addressing the Decision Criteria
  - LDC Article Two Land Uses and Land Use Zones
  - LDC Article Three Development Standards
  - LDC Article Four Review & Decision Requirements
  - LDC Article Five Exceptions to Standards (eg Variance, Non-Conforming Uses)
- ☐ Site Plan(s) drawn to scale with dimensions, Include other drawings if applicable
- ☐ Copy of current Property Deed showing Ownership, Easements, Property Restrictions

FOR OFFICE USE

***If more than one review process is required, applicant pays highest priced fee, then subsequent applications charged at half-price.**

	Land Use Review Process	Fee		Land Use Review Process	Fee
	Administrative Review	$450		Planned Development – Preliminary	$2500
	Annexation	$1500		Planned Development – Ministerial	$200
	Code Interpretation	$100		Planned Development – Final (Administrative)	$450
	Comprehensive Plan Map Amendment	$2000	X	Planned Development – Final (Quasi-Judicial)	$750
	Comprehensive Plan Text Amendment	$2000		Subdivision Tentative	$2000 + $15/lot
	Conditional Use	$1500		Subdivision Final	$800 + $15/lot
	Historic Preservation Review or Register	Varies		Tree Felling Permit (Steep Slopes only)	$150 + $5/tree
	Land Partition	$450		Urban Growth Boundary Amendment	Actual Costs
	Ministerial Review	$150		Variance (Class 1 – Minor Adjustment)	$150
	Modification of Approved Plan	25% of Application		Variance (Class 2 – Adjustment)	$450
	Non-Conforming Use/Development	$450		Variance (Class 3)	$1000
	Property (Lot) Line Adjustment	$250		Zoning Map Amendment	$1000

APPLICATION RECEIPT & PAYMENT

Date Received:	Date Complete:	Receipt No.:
Received By:	Total Fee:	**File No.:**

SAMARITAN HEALTH SCIENCES CAMPUS

REQUEST FOR MODIFICATION TO GENERAL PLANNED DEVELOPMENT

CITY OF LEBANON PLANNING FILE NO. PD-08-03

REQUESTED ACTION:

1) Approval of a modification to the Samaritan Health Sciences Campus General Development Plan, Planned Development 08-03; as described below;

INTRODUCTION:

On October 21, 2008, the City of Lebanon approved a General Development Plan for Phase 1 of the Samaritan Campus, a mixed-use development located across Highway 20 from the existing Samaritan Lebanon Community Hospital. The Campus is comprised of 57.90 acres; the first phase covers approximately 46.0 acres. Uses proposed in Phase 1 include (4) office/retail buildings, (4) commercial structures, a hotel/conference center, a campus residence, (4) college campus buildings, an outdoor quad, an event center, and a healing garden.
On November 23, 2010, the City of Lebanon approved a revision to Area II of the Phase 1 development area that resulted in the addition of a Credit Union building and a reduction in size of Office/Retail 4, that resulted in a net decrease in the total approved square footage of building structures for the site. On January 21, 2011, the City of Lebanon approved a revision to Area III and Area VI of the Phase 1 development area that resulted in a reduction in size of Retail Building 3 and the Hotel, with the location of both buildings adjusted, the addition of Office/Retail Building #5 and Office/Retail Building #6 and the location of the Event Center adjusted. On February 17, 2012, the City of Lebanon approved a revision to Area II of the Phase 1 development area that resulted in the addition of a 8,850 sq ft Medical Office Building, and a reduction in size of Office/Retail 1, Office/Retail 2, Office/Retail 3, and Office/Retail 4, as well as an adjustment in location to those four Office/Retail buildings; Office/Retail 4 was to be constructed as 6,400 commercial building with a drive-through restaurant. On September 12, 2012, the City of Lebanon approved a revision to Areas I and VII of the Phase 2 development area that resulted in the addition of a 150-bed nursing and convalescent home for veterans. On February 1, 2013, the City of Lebanon approved a partition plat to create a separate 0.98 parcel on which the 8,850 Medical Office Building previously approved is to be located. On May 17, 2013, the City of Lebanon approved revisions to Areas II, III, V, and VI that resulted in the addition (two) 20,000 sq. ft. Office/Retail Buildings, one 10,000 sq. ft., 400-seat event center, one 54,000 sq. ft. College Building, one, 55,000 sq. ft. 120-room hotel, one 5,000 sq. ft. sit-down restaurant/5,000 sq. ft. retail space, and one 1-acre Healing Garden. On July 22, 2014, the City of Lebanon approved administratively an application to divide the remainder 34.81-acre parcel into parcels of 4.68 acres (Parcel 1), 2.08 acres (Parcel 2), and 28.05 acres (Parcel 3). The primary purpose was to provide a separate parcel for the hotel. On June 30, 2014, the City of Lebanon approved a revision to Area II which combined a 20,000 sq. ft. building and a 6,000 sq. ft. building into a single building. On August 25, 2014, the City of Lebanon administratively approved an application to divide the original 34.81-acre parcel into two parcels of 4.74 acres (Parcel 1) and 27.35 acres (Parcel 2). The primary purpose was to provide a separate parcel for the residential

buildings in Planning Area IV. On December 19, 2014, the City of Lebanon approved an Application to establish a 120-unit apartment complex on the 4.74-acre parcel (Case 14-11-69). On July 2, 2015 the City of Lebanon administratively approved an application to divide the 27.78 (27.35) acres parcel into three parcels: 3 acres (Parcel 1), 23.18 acres (Parcel 2), and 1.60 acres (Parcel 3) for the purposes of creating separate parcels for the LBCC Health Occupations Center, and the Samaritan Lebanon Health Center. On March 2016 the City of Lebanon Planning Commission approved Case 16-02-06 which included a modification of the Campus Sign Plan; addition of a 1,200 sq. ft. storage building in planning area VI; increase in Hotel/Retail floor area and parking in planning area VI; added medical use to planning area V; and, provided additional parking in planning area V. On October 29, 2019 City of Lebanon administratively approved a land partition, Case 19-01-61, which created two new parcels, 4.49-acres and 1.13-acres respectively, from the parent parcel 2 of partition plat 2015-34, for the purpose of creating separate parcels for the Health Sciences building and the future 10,000 sq. ft. building which are the subject of this application.

This application is for a modification to that approved Development Plan, the changes to which are described below.

In planning area V, College Campus, construction of a total 60,000 sq. ft., 30,000 sq. ft. footprint, two-story physical therapy school, physical therapy clinic, and medical call center/expansion space including 359 new parking spaces. The school will occupy the second floor in its entirety. The clinical services will occupy approximately one-half of the first floor, and the remainder of the first-floor space will be allocated for medical call center and/or the future expansion of educational or clinical services. These facilities will be located on the 4.49-acre parcel approved under Case 19-01-61.

Also, in planning area V, College Campus, this application proposes a maximum 10,000 sq. ft. floor area building and 46 new parking spaces. This building and parking are proposed for approved uses in planning area V, and will be located on the 1.13-acre parcel approved under Case 19-01-61.

<u>LDC Section 16.24.030 Acceptable Modification Requests – Initial Review</u>

A. The Planning Official reviews the initial Request for Modification to an Approved Plan and/or and Condition of Approval, and using the criteria listed in Section 16.24.030.B immediately below, determines it is an Acceptable Modification Request, or if it warrants a full re-application.

B. The Modifications to Approved Plans and Conditions of Approval process may be used only if the following threshold criteria are met:

1. The proposed change is NOT a change in land use.

Response: Complies. The existing approved land use type, Mixed Use, is proposed to be maintained.

2. The proposed change does NOT result in an increase in the overall impacts to adjacent properties, nor in an increase in the amount of operational activity on the subject property.

Response: **Complies. This application proposes an additional 70,000 sq. ft. of building floor area in planning area V. Including the existing LBCC building (43,732 sq. ft.) and the existing Comp NW building (54,000 sq. ft.). The full-build out floor area in planning area V is 167,732 sq. ft. Under Case 16-02-61, planning area V was approved for 186,400 sq. ft. of floor area. This is a net reduction in floor area and this a reduction in impacts from development in planning area V, and well within any impacts anticipated to neighboring properties by the campus development in total.**

3. The proposed change does NOT violate the applicable development standards in the land use zone (see LDC Chapters 16.05-16.11 and 16.12-16.19).

Response: **Complies. The proposed modification is in compliance with all applicable development standards in LDC Chapter 16.06. See discussion below for more information.**

4. The proposed change does not result in a change to lot or parcel boundary lines in an approved subdivision, partition, or property line adjustment.

Response: **Complies. All existing and approved lot lines are to be maintained. Building setbacks from the property lines created under the recently approved partition are met or exceeded.**

LDC Chapter 16.06.100 Mixed Use Zone Development Standards

A. Development Standards for Mixed Use

The development standards in Table 16.06-7 apply to all uses, structures, buildings, and development, and major remodels in the Mixed-Use Zone (Z-MU).

Table 16.06-7: Development Standards for Mixed Use		
Standard	**Z-MU**	**Proposed Modification**
Lot Sizes		
All Residential Uses	Same as Residential Mixed Density (Z-RM) Requirements	Complies. Minimum Lot Size for Multi-family Residential Development is 9,000 sq. ft. The Planning Area IV parcel size is 4.74 acres.
All Other Uses	There shall be no minimum lot size for other uses.	Not Applicable.
Site Development Requirements		
All Uses	Required yards and other site development standards shall be required as if the use proposed was in the Z-RM, Z-NMU, Z-NCM, Z-CCM, Z-HCM, Z-IND, or	Complies with most stringent standards of Z-NCM, Z-CCM, and Z-HCM zones. See Table 16.08-7 for more information.

Table 16.06-7: Development Standards for Mixed Use		
	Z-PU zone. The placement of the use in a zone with respect to site development requirements shall be made by the Planning Official in consideration of the request.	
Clear Vision Area		
All Uses	A clear vision area shall be maintained as provided in Section 12.2.7.4, and a 20-foot triangle at intersections.	Complies. All required clear vision areas will be maintained.
Lot and Building Characteristics		
Maximum Lot Area (s.f.)	Not Applicable	Not Applicable
Maximum Lot Area (s.f.)	Not Applicable	Not Applicable
Minimum Lot Area (s.f.)	No Standard	Not Applicable
Lot and Building Characteristics		
Minimum Lot Size (Width/Length)	No Standard	Not Applicable
Maximum Building/Structure Height	60 ft. per previous approval	Complies. No building will exceed the previously approved height of 60′.
Table 16.08-7: Development Standards for Commercial Uses		
Standard	**Z-NCM, Z-CCM, Z-HCM (most stringent)**	Proposed Modification
Lot and Building Characteristics		
Fences, Retaining/Garden Walls	Max Height Street Side: 3′	Complies. No fence is proposed adjacent to any public street.
Lot Coverage – Maximum Building Coverage (Foundation plane as % of site area)	60%	18.3% (area V total)
Minimum Landscape Area (% site area) – Landscape area may include plant areas and some non-plant or hardscape areas.	The required front and street yards	Complies. All required yards will be landscaped.

Table 16.06-7: Development Standards for Mixed Use		
Yards:		
(a) Front yards and street side yards shall be a minimum of:	10 feet 10 feet	Complies. All proposed front yard setbacks are to be a minimum of 20′.
(b) Front yards or street side yards abutting a residential zone shall be:	10 feet 20 feet	Not applicable. Not applicable.
(c) Side yards abutting a residential zone shall be:		
(d) Rear yards abutting a residential zone shall be:		Not applicable.

LDC Chapter 16.23.020 STEP 1: REVIEW OF PRELIMINARY PLANNED DEVELOPMENT DESIGN AND PROGRAM

B. Special PD Development Standards

1. Minimum Site Size

The minimum size for a Planned Development is one (1) acre.

Response: Complies. The total of the Campus planning areas subject to the Planned Development exceeds 56 acres.

2. Compliance with Applicable Criteria

The development plan (maps and drawings) and program (narrative and explanatory documents) shall present an organized arrangements of buildings, service facilities, open spaces and improvements such as recreation facilities and fencing to insure compliance with all applicable criteria (e.g., see requirements of underlying zone, and other applicable development requirements, such as parking and access from "Community Design Standards," Article Three of this Development Code.

Response: Complies. Approved under Planning file PD-08-03 and subsequent modifications. See below for additional discussion of applicable criteria related to this modification application.

LZO Section 2.110: All proposed development of land greater than two acres shall be reviewed as a Planned Development utilizing the requirements and procedures outlined in the Planned Development section of this ordinance.

Response: This development modification request for revisions to an approved development plan to build a mixed-use Samaritan Health Sciences Campus on approximately 35+ acres of the subject site (56+ acres) is being processed as a

Planned Development, and is thus in compliance with the above noted criterion.

LZO Section 4.310:

In a MU zone the following regulations shall apply:

(1) Purpose: The purpose of a MU zone is to recognize areas that possess potential for several types of land use (residential, commercial, industrial) or combinations of different land uses. It is further intended to achieve an environment in which different land uses can co-exist by providing building groupings for privacy, usable and attractive open spaces, safe circulation and the general well being of the inhabitants.

(3) Conditional Uses Listed

Response: **The cumulative effect of this modification of the approved development plan is to build an approximately 35-acre mixed use Samaritan Health Sciences Campus which upon completion is planned to include three (3) office/retail buildings, one (1) credit union building, five (5) commercial structures, a dialysis clinic, a physical therapy clinic, a hotel, multi-family residences with one (1) associated recreation building, 3 or 4 college campus buildings, an outdoor quad, a Healing Garden, and an event center with a separate storage building nearby.**

(a) This type of mixed-use development exemplifies the purposes of the MU Zone, and is thus in compliance with this criterion LZO Section 4.310 (1).

(b) As per LZO Section 4.310 (3), all of the land uses cited in this General PD proposal are conditionally permitted uses in the MU Zone and are thus in compliance with this criterion [LZO 4.310 (3) (f) college, (q) multi-family dwellings, (k) retail, (l) offices, (m) hotel and conference center].

(c) Because the subject property is greater than 2 acres, the Planned Development process takes precedence over the Conditional Use process for the proposed land uses. Accordingly, this development proposal is in compliance with the above noted criteria regarding uses permitted in the MU Zone.

Development Standards:

LZO Section 4.310 lists the development standards and requirements for the Mixed Use (MU) zone. Essentially, the Mixed-Use zone utilizes the development standards of other zones. LZO Section 4.020 Residential Mixed Density (RM) requirements for residential buildings, college campus, and event centers, LZO Section 4.130 Highway Commercial (CH) requirements for commercial use buildings, and LZO Section 4.210 Limited

Industrial (ML) for any light industrial uses. Accordingly, requirements for Lot Size, Width, Coverage, Setbacks and Open Space are listed in these three sections of the LZO.

Response: **The proposal indicates that all such applicable standards and requirements will be met by the various components of the development proposal. See Table 16.06-7 and discussion below for more information.**

Building Heights - LZO Section 4.020 Residential Mixed Density (RM) requirements for residential buildings and college campus buildings, LZO Section 4.130 Highway Commercial (CH) requirements for commercial use buildings also list the height requirements for these types of development:

> Residential Development [LZO 4.020(10)]: Except as provided in Article 5 and 6, in a RM zone no building shall exceed three stories or a height of 40 feet (12.2 m.). Any structure taller than 30 feet or two stories shall be reviewed by the Planning Commission as a Conditional Use. [Note: or in this case a Planned Development review/hearing.)
>
> Commercial Development [LZO 4.130(8)]: Except as provided in Article 5 and 6, in a CH zone no building shall exceed a height of 45 feet (13.72 m.). [Note: or in this case, a Planned Development review/hearing.]

Response: **The maximum proposed building height under this application is 46'-2", well below the 57' maximum building height approved in planning area V.**

Clear Vision Areas -- Clear vision areas shall be maintained as provided in LZO Section 5.030.

Response: **All private driveway aprons, drive aisles and parking stall configurations will be designed and constructed to meet City standards. These requirements would include the clear vision requirements, which would be verified at the time of the building permit application.**

Exterior Lighting - LZO Section 5.070 - Exterior lighting shall be located in such a manner so as not to face directly, shine, or reflect glare onto an adjacent residential district or use.

Response: **All exterior lighting will be designed and constructed to meet City standards. This will be verified at the time of the building permit application.**

Illumination of Signs in Residential Zones - LMC 17.42.040.A.2 - illumination. Signs in residential zones may have external illumination only. Par spot or reflective type bulbs may be used for indirect illumination of the display surface if properly shielded from direct glare onto streets. Sign illumination shall be directed away from, and not be reflected upon, adjacent premises.

Response: **All signs will comply with the City's Signage standards in Lebanon Municipal Code (LMC) Chapter 17.42, except that, per the Sign Plan, illuminated signs may be provided within the mixed residential and commercial use "areas". Compliance will be determined at the time of actual sign permit application.**

Landscaping - LZO 5.120: All yards and parking areas shall be landscaped in accordance with the following requirements:

(1) General Provisions

(a) Provisions for landscaping, screening and maintenance are a continuing obligation of the property owner.

(b) Site plans, except for single family homes, indicating landscape improvements shall be included with the plans submitted to the Planning Official or Planning Commission for approval. Issuance of a building permit includes these required improvements which shall be completed before issuance of a certificate of occupancy,

(c) Existing trees, plant material and special site features shall be preserved within a project site to the fullest extent possible.

(2) Yards and Open Space

(a) All required yards and the entire open space of all multi-family dwelling sites exclusive of walks, drives, parking areas and buildings shall be landscaped and permanently maintained. Landscaping shall primarily consist of ground cover, trees, shrubs or other living plants with sufficient irrigation to properly maintain all vegetation. Decorative design elements' such as fountains, pool's, benches, sculptures, planters, fences and similar' elements may be placed within the area.

(b) Landscaping in front and street side yards shall include trees at a rate not less than one tree for each 30 feet (9.14 m.) of street frontage or a fraction thereof. Trees shall be a minimum 6 feet (1.83 m.) in height. Single family homes shall be exempt from this requirement.

(c) All other site areas and unused property shall be maintained in a suitable ground cover or kept in a clean weed free manner.

(3) Parking Areas

(a) Parking lots shall be screened from abutting land uses by a combination of fences, walls, and landscaping adequate to provide privacy and separation for the abutting land use.

(b) Parking lots shall have landscaped islands and trees at the ends of parking

rows to facilitate movement of traffic and to break large areas of parking surface. The trees shall be provided at a ratio of one tree per each 10 parking spaces. Such trees shall be a minimum of 6 feet (1.83'm.) in height.

(c) A minimum of 3 percent of the space given to vehicular circulation such as driveways, driveway easements, or open parking areas shall be in landscaping and trees which shall be evenly distributed throughout, and long rows of parking spaces shall be interrupted by a landscape break. The minimum dimension of the landscape including the boundary edge shall be 3 feet (0.91 m.), and the landscaping shall be protected from vehicular damage by a curb or wheel guard.

(d) Where parking areas project into required yards, the remaining yard shall be landscaped to provide screening of the parking area.

(4) Service Facilities Garbage collection areas, service facilities, and air conditioning facilities located outside the building shall be appropriately screened and landscaped.

Response: **Per the following tables all required yards, open space, parking areas, and service facilities will meet the City landscape standards. All required yards shall be landscaped. The general development plan reflects landscaping ratios ranging from 23% to 34.6% of the total Planning Area size. Minimum yard setbacks range from 10 - 20 feet in depth along the entire perimeter of the subject property. All of the parking areas will exceed the minimum of three percent landscaping and will include landscaped islands and tree diamonds that are evenly dispersed throughout the site. Trees are provided at the ratio of 1 per 10 parking spaces. Garbage collection areas, service facilities, and air conditioning facilities located outside the buildings shall be appropriately screened and landscaped.**

Vehicular Parking LZO Section 5.200 - Off Street Parking Requirements:

Space requirements for off-street parking shall be as listed in this section. Fractional space requirements shall be counted as a whole space. When square feet are specified, the area measured shall be the gross floor area of the building primary to the use but shall exclude any space within a building used for off-street parking, loading, or service functions not primary to the use. When the requirements are based on the number of employees, the number counted shall be those working on the premises during the largest shift at peak season.

Use	Space Requirement	
(1) Residential:		
(b) Multiple family dwellings	Dwelling	1.87 space/unit
(2) Commercial Residential		

	(a) Hotel	1 space per 1 guest room
(4)	Place of Public Assembly	
	(e) High school, college, commercial school for adults	1 space per classroom plus 1 per administrative employee plus 1 space for each 6 students or 1 space per 4 seats or 8 ft. of bench length in main auditorium, whichever is greater.
(6)	Commercial	
	(a) Retail store except as provided in sub-section b of this sub-section	1 space per 200 sq. ft. of floor area designated for retail sales.
	(b) Service or repair shop or retail store exclusively bulky merchandise, such as automobiles and furniture	1 space per 600 sq. ft. of floor area handling
	(c) Bank, office (except medical and dental)	1 space per 300 sq. ft. of floor area
	(d) Medical and dental clinic	1 space per 300 sq. ft. (27.87 sq. m.) of floor area plus 1 space per 2 employees
	(e) Eating and drinking establishment	1 space per 4 seats

Response: **All private driveway aprons, drive aisles and parking stall configurations will be designed and constructed to meet City standards. The overall off-street parking plan for the Samaritan Health Sciences Campus (based on the proposed uses) indicates that there is a combined need for 1,551 off-street parking spaces, according to the parking standard modification as proposed herein. The proposed off-street parking plan includes 1,696 ~~1,558~~ parking spaces.**

With this application the Applicant resolves the discrepancy between total required parking and actual quantity of parking shown on the modified General Development Plan. This resolution takes into account the relationship of actual uses to how the parking is used through each day, the effectiveness of the campus wide reciprocal parking easements, and the needs for special events.

Bicycle Parking

Although the City's current (1980) Zoning Ordinance does not have requirements for bicycle parking, the State's Transportation Planning Rule (TPR), Lebanon's Transportation Systems Plan (TSP) and Comprehensive Plan requires the City to address this issue. The Planned Development process (LZO Section 4.410) gives discretionary authority to the Planning Commission to address bicycle parking. There are also Comprehensive Plan polices in this staff report below under Housing and Connectivity (LCP Chapter 6) and Transportation (LCP Chapter 8) that specifically state the requirement to address this issue, such as Chapter 8 Bicycle Policies P-44 and P-47:

(P-44) All new and redeveloped institutional, commercial, and multi-family development shall provide bicycle parking facilities that include covered parking.

(P-47) Safe and convenient bicycle facilities that minimize travel distance shall be provided within and between new subdivisions, planned developments, shopping centers, industrial parks, residential areas, transit stops, and neighborhood activity centers such as schools, parks, and shopping.

Response: **The proposed Samaritan Health Sciences Campus development and the development proposed under this application will meet or exceed the following bicycle parking requirements: a minimum of 150 bicycle parking spaces (this is slightly more than 10% of the required vehicular parking); at least one-half of this number must be covered bicycle parking (this could be accommodated in stand-alone covered bicycle parking structures, and/or under projecting roofs of buildings); the best locations for bicycle parking are often relatively near entrances of buildings.**

Compliance with the 10% minimum requirement will be assured at the time of building permit review.

3. Depth of Periphery Yards

Periphery yards of a PD shall be at least as deep as those required by the yard requirements of the underlying zone, unless the Planning Commission finds that specific features of the proposed development would mitigate as well as the specified yard requirements vis-à-vis identified "negative impacts" to the surrounding neighborhood and/or the community as a whole after mitigation.

Response: **Complies. Periphery yards of revised area meet yard requirements of the underlying zone. See Table 16.08-7 for more information.**

4. Lot Coverage and Building Height

Lot coverage and building height shall be no greater than for the underlying zone unless the Planning Commission finds that an exception is warranted in terms of the design and amenities proposed in the total development, and there are no identified "negative impacts" to the surrounding neighborhood and/or the community as a whole after mitigation.

Response: **Complies. See the following tables.**

5. Open Space

Open space in a Planned Development means the land area to be used for scenic or open space recreational purposed within the development.

a. Open space does not include street right-of-way, driveways, parking areas, required setbacks, or public service easements unless these areas have some special recreational design or purpose.

b. Open space shall be adequately designed for the recreational and leisure use of the population occupying the Planned Development.

c. Designated open space must be accessible and usable year-around.

d. Before an area can be considered a designated open space, it shall have the following required minimum dimensions and minimum area: (1) Length: 20 feet; (2) Width: 20 feet, and (3) shall have a minimum Area of 400 square feet.

e. To the maximum extent possible, the open space plan shall demonstrate that natural features of the open space are preserved and complimentary landscaping is provided.

f. The ongoing provision and maintenance of designated and approved open space areas are a permanent obligation of the Basic Land Use approval of the Planned Development.

Response: Complies. See the following tables.

6. Subdivision Lot Sizes

The Planning Commission may approve a reduction in the minimum area, width, depth and frontage requirements for subdivision lots in a PD, if the overall design and amenities of the proposed project outweigh any adverse impacts that may result from reduction in the minimum area, width, depth and frontage requirements for the lots.

Response: Not applicable. No subdivision lots are proposed as part of this PD modification.

7. Required Phasing

a. As noted in Subsection 16.23.010.C, the applicant may elect to develop the site in successive phases in a manner indicated in the Development Design and Program.
b. In addition, the Planning Commission may require that development be done in stages if public facilities are not adequate to service the entire development initially.

Response: Complies. Proposed modification to the Planned Development does not alter previously designated development phases.

TABLE 1: LAND USE CALCULATIONS

Parcel Reference	**Proposed Land Use** (Per General Development Plan) (Updated per Planning File ~~#14-11-69~~ #16-02-06	**Area** (Expressed in Square Feet)	**Building Footprint** (Expressed in Square Feet)	**Public Streets** (Includes sidewalk and landscape within right-of-way)	**Drive Aisles and Off-Street Parking** (Includes internal landscape islands)	**General Landscape Areas** (Includes landscape areas, walkways and site amenities)	**Open Space**
	North 5th Avenue right-of-way	119,772 sf 2.75 acres	-	10.00% 119,772 sf	-	-	-
	Additional 5th Avenue right-of-way dedication	53,188sf 1.22 acres	-	100.0% 53,188 sf	-	-	-
	Additional Highway 20 right-of-way dedication	13,845 sf 0.31 acres	-	100.0% 13,845 sf	-	-	-
	New street right-of-way (Mullins Drive / Boulder Falls Drive)	208,919 sf 4.80 acres	-	100.0% 208,919 sf	-	-	-
II	Mixed Use – Retail/Office	242,871 sf 5.58 acres	21.8% 52,850 sf– Three (3) office/retail structures; Credit Union; Dialysis; MOB; Commercial Tenants	-	37.7% 91,556 sf	40.5 % 98,465 sf	-
III	Mixed-Use - Retail/Office	253,610 sf 5.82 acres	17.7% 45,000 sf- three (3) retail structures	-	33.3% 84,341 sf	49.0% 124,269 sf	
IV	Mixed Use Residential	~~205,843 sf~~ 216,493(1) ~~(4.74 acres)~~ (4.97 acres)	~~23.1 %~~ 21.9 % 47,486 sf eleven (11) residential structures	-	~~35.6%~~ 33.9% 73,299 sf	~~41.3%~~ 44.2% ~~85,058 sf~~ 95,708 sf	

(1) Adjusted to match recorded and approved land division surveys.

TABLE 1: LAND USE CALCULATIONS

Parcel Reference	**Proposed Land Use** (Per General Development Plan) (Updated per Planning File ~~#14-11-69~~ #16-02-06	**Area** (Expressed in Square Feet)	**Building Footprint** (Expressed in Square Feet)	**Public Streets** (Includes sidewalk and landscape within right-of-way)	**Drive Aisles and Off-Street Parking** (Includes internal landscape islands)	**General Landscape Areas** (Includes landscape areas, walkways and site amenities)	**Open Space**
V	Mixed Use College/Medical Campus	~~456,201 sf~~ 499,241 sf (1) ~~(10.47 acres)~~ (11.46 acres)	~~20.1 %~~ 18.3 % (~~91,687 sf~~ 91,505 sf – ~~three (3)~~ four (4) college/medical structures)	-	~~45.0%~~ 53.9 % ~~(205,215 sf)~~ (269,084 sf)	~~26.3 %~~ 21.5 % ~~(120,360 sf)~~ (107,509 sf)	~~8.5%~~ 6.2 % ~~(38,939 sf)~~ (31,143 sf) Campus Quad
VI	Mixed Use – Event Center/Office/Retail/ Hotel	389.664 sf (8.94 acres)	15.0% 58,490 sf – one (1) Hotel; two (2) office/retail structures; (1) Event Center; (1) Storage Building	-	46.9% (182,615 sf)	26.9% (104,999 sf)	11.2 % 43,560 sf (Garden)
	Subtotal	~~1,943,913 sf~~ 1,997,603 sf ~~(44.63 acres)~~ (45.86 acres)	~~15.2 %~~ 14.8 % (~~295,513 sf~~) (295,331 sf)	~~20.3%~~ 19.8 % (395,724 sf)	~~32.9%~~ 35.1% ~~(637,026~~ sf) (700,895 sf)	~~27.4 %~~ 26.6 % (~~533,151~~ sf) (530,950 sf)	~~4.2%~~ 3.7 % (~~82,499~~ sf) (74,703 sf)
I	Edward C. Allworth Veterans Home	276,696 sf (6.35 acres)	N/A	N/A	N/A	N/A	N/A
VII	↑	243,564 sf (5.59 acres)	N/A	N/A	N/A	N/A	N/A
VIII	↑	9,074 sf (0.21 acres)	N/A	N/A	N/A	N/A	N/A
	Total	~~2,473,247 sf~~ 2,526,937 sf ~~(56.78 acres)~~ (58.01 acres)	N/A	N/A	N/A	N/A	N/A

TABLE 2: LOT COVERAGE

Parcel Reference	**Proposed Land Use** (Per General Development Plan) (Updated per Planning File ~~#14-11-69~~) #16-02-06	**Square Feet (Acres)**	**Total Building Footprint** (Expressed in Square Feet)	**Number of Stories**	**Maximum total Floor Area** (Expressed in Square Feet)	**Lot Coverage**	**Floor to Area Ratio (FAR)**	**Building Heights** (Expressed in Feet)
II	Mixed Use-Retail/Office	242,871 sf (5.58 acres)	52,850	1-2	65,200	21.8%	0.27	40′
III	Mixed Use – Retail/Office	253,610 sf (5.82 acres)	45,000	1-2	45,000	17.7%	0.18	43′
IV	Mixed Use – Residential	~~205,843 sf~~ 216,493 (1) ~~(4.73 acres)~~ (4.97 acres)	47,486	2-3	137,078	~~24.1%~~ 21.9%	~~0.67~~ 0.63	Res. 43′
V	Mixed Use College/Medical Campus	~~456,201 sf~~ 499,241 (1) ~~(10.45 acres)~~ (11.46 acres)	~~91,687~~ 91,505	2-3	~~186,400~~ 167,737	~~20.1%~~ 18.3%	~~0.43~~ 0.34	57′ Tower: 61′
VI	Mixed Use – Event Center/Office/ Retail/Hotel	389,664 sf (8.94 acres)	~~53,690~~ 58,490	1-3	~~92,630~~ 114,230	15.0 ~~13.8%~~	0.29 ~~0.24~~	57′
	Total	**~~1,548,189 sf~~ 1,601,879 (1) ~~(35.55 acres)~~ (36.77 acres)**	**~~295,513~~ 295,331**		~~547,908~~ 529,240	~~19.1%~~ 18.4%	**~~0.37~~ 0.33**	

(1) Adjusted to match recorded and approved land division surveys.

TABLE 3: PARKING

Parcel Reference and Project Status	**Proposed Land Use** (Per General Development Plan) (Updated per Planning File ~~#14-11-69~~) #16-02-06)	**Maximum Total Floor Area** (Expressed in Square Feet)	**Minimum Proposed Parking Per General Development Plan**	**City of Lebanon Parking Space Requirements** (Based on Section 5;.200 of Street Parking Requirements)	**Campus Parking Requirements** (Calculation Assumptions)
Area II	Mixed Use-Retail/Office	Net Areas			
Constructed	~~Medical Office 1~~ Lebanon Health Center	26,000		86	1 space per 300 sf for Office/Medical/Dental
Future	Office/Retail 2 10% Retail Assumed	20,000		73	1 space per 300 sf for Office/Medical/Dental, 1 space per 200sf for Retail: **Assumes average of one space per 275sf**
Future	Office/Retail 3 10% Retail Assumed	0		0	1 space per 300 sf for Office/Medical/Dental, 1 space per 200sf for Retail: **Assumes average of one space per 275sf**
Future	Future Commercial 10% Retail Assumed	6,400		23	1 space per 300 sf for Office/Medical/Dental, 1 space per 200sf for Retail: **Assumes average of one space per 275sf**
Constructed	Fresenius Dialysis	9,200		30	1 space per 300 sf for Office/Medical/Dental
Constructed	Central Willamette Credit Union	3,600		18	1 space per 200 sf for Retail
	Subtotal	**65,200**	**208**	**230**	**Constructed spaces**

TABLE 3: PARKING					
Parcel Reference and Project Status	**Proposed Land Use** (Per General Development Plan) (Updated per Planning File ~~#14-11-69~~) #16-02-06)	**Maximum Total Floor Area** (Expressed in Square Feet)	**Minimum Proposed Parking Per General Development Plan**	**City of Lebanon Parking Space Requirements** (Based on Section 5;.200 of Street Parking Requirements)	**Campus Parking Requirements** (Calculation Assumptions)
Area III	Mixed Use-Retail/Office	Net Areas			
Future	Retail 1	17,500		70	1 space per 200 sf for retail 1 space per 300 sf upper office 1 space per 100 sf for eating Establishments; **Assumes average of 1 space per 250 sf**
Future	Retail 2	12,500		50	1 space per 200 sf for retail 1 space per 300 sf upper office 1 space per 100 sf for eating Establishments; **Assumes average of 1 space per 250 sf**
Future	Retail 3	15,000		60	1 space per 200 sf for retail 1 space per 300 sf upper office 1 space per 100 sf for eating Establishments; **Assumes average of 1 space per 250 sf**
	Subtotal	**45,000**	**225**	**180**	

TABLE 3: PARKING

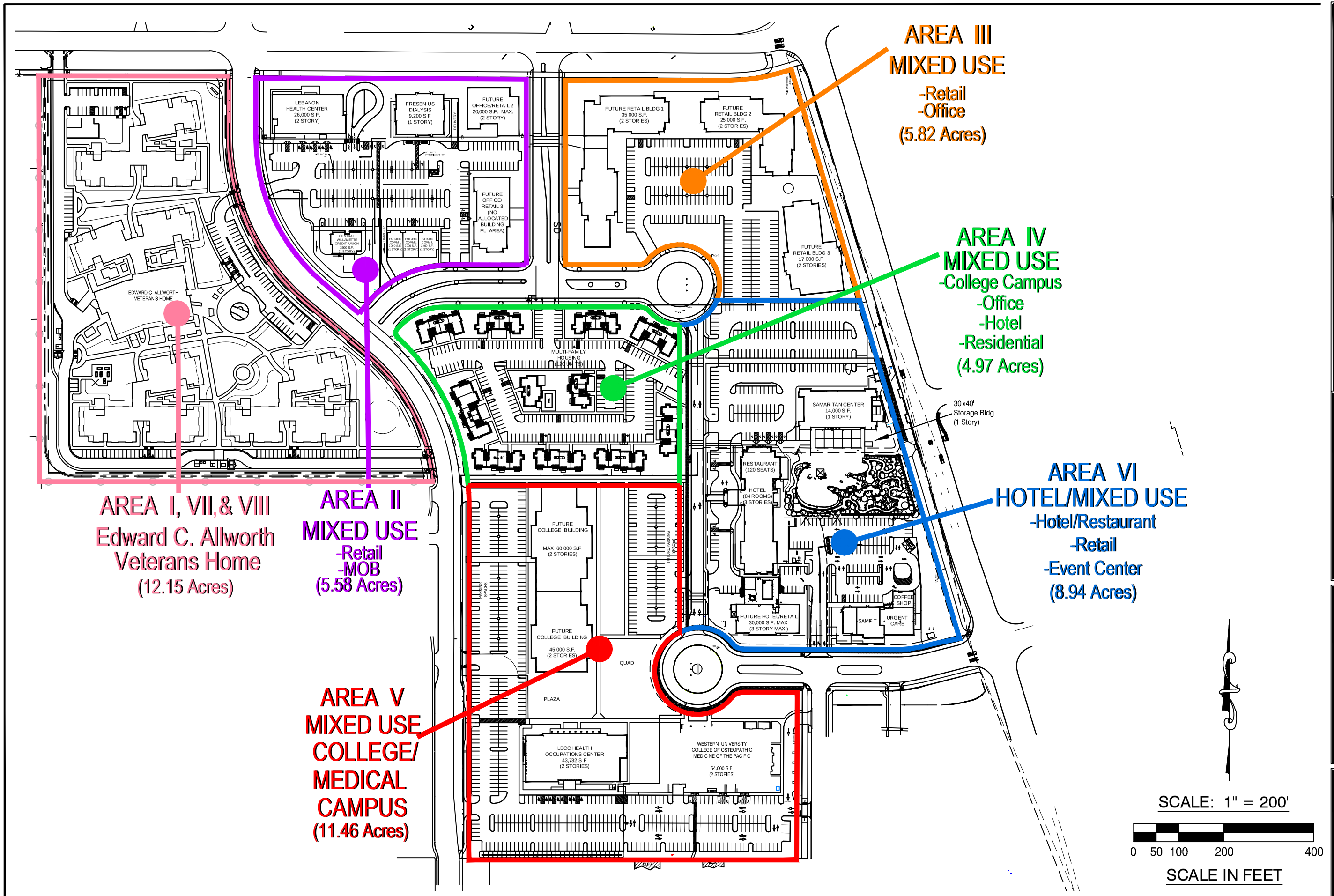
Parcel Reference and Project Status	**Proposed Land Use** (Per General Development Plan) (Updated per Planning File ~~#14-11-69~~) #16-02-06)	**Maximum Total Floor Area** (Expressed in Square Feet)	**Minimum Proposed Parking Per General Development Plan**	**City of Lebanon Parking Space Requirements** (Based on Section 5;.200 of Street Parking Requirements)	**Campus Parking Requirements** (Calculation Assumptions)
Area IV	Mixed Use – Residential				
Constructed	Residential Buildings	137,078	220 ~~224~~	224	**1.87 spaces per unit** 36 one bedroom units; 63 two bedroom units; and 21 three bedroom units
	Subtotal	**137,078**	**220**	**224**	
Area V	Mixed Use College / Medical Campus				
Future	College / Medical Building 1	~~78,400~~ 10,000	46	44	1 space per classroom plus 1 space per Admin. Employee plus 1 space per 3 students; **Assumes 40 classrooms @ 1,500 sf each; 50 employees, 360 students**
Proposed	Health Sciences Building	60,000	359	165	1 space per classroom plus 1 space per Admin. Employee plus 1 space per 3students;
~~**Permitted**~~ **Constructed**	LBCC Health Occupations Center	~~54,000~~ 43,732	196	138	1 space per classroom plus 1 space per Admin. Employee plus 1 space per 3 students; **Assumes 25 classrooms @ 1,500 sf each; 30 employees, 250 students**
Constructed	COMP NW	54,000	127	155	1 space per classroom plus 1 space per Admin. Employee plus 1 space per 3students; **Assumes 25 classrooms @ 1,500 sf each; 30 employees, 300 students**
	Subtotal	**~~186,400~~ 167,732**	**~~590~~ 728**	**502**	

TABLE 3: PARKING					
Parcel Reference and Project Status	**Proposed Land Use** (Per General Development Plan) (Updated per Planning File ~~#14-11-69~~) #16-02-06)	**Maximum Total Floor Area** (Expressed in Square Feet)	**Minimum Proposed Parking Per General Development Plan**	**City of Lebanon Parking Space Requirements** (Based on Section 5;.200 of Street Parking Requirements)	**Campus Parking Requirements** (Calculation Assumptions)
Area VI	Mixed Use – Event Center/Office/ Retail/Hotel	Net Areas			
Constructed	Hotel (84 rooms) Restaurant (120 seats)	54,330 4,700		84 30	Hotel: 1 space per 1 guest room Restaurant: 1 space per 4 seats
Constructed	SamFit / Urgent Care / Pastega Coffee	11,200		41	1 space per 300 sf for Office/Medical/Dental, 1 space per 200 sf for Retail; **Assumes average of 1 space per 275 sf**
Future	Commercial Hotel (36 Rooms)	10,500 19,500		53 36	Retail: 1 space per 200 sf Hotel: 1 space per room
Constructed	Boulder Falls Center	14,000		171	1 space per 35 sf of floor area. Assumes 6,000 square feet of seating area.
	Subtotal	**114,230**	**315**	**415**	
Areas II, III, IV, V, and VI	**Totals**	**~~547,908~~** **529,240**	**~~1,558~~** **1,696**	**1,551**	

TABLE 4: LANDSCAPING

Parcel Reference	Proposed Land Use (Per General Development Plan) (Updated per Planning File #14-11-69)	Planning Area Square Feet (Acres)	Maximum Total Floor Area (Expressed in Square Feet)	Minimum Total Landscaping Including Open Space Areas (Expressed in Square Feet)	Minimum Percent Landscaping By Planning Area	Minimum Setbacks (Front/Side/Rear)
II	Mixed Use – Retail/Office	242,871 sf (5.58 acres)	65,200	75,050	30.9-%	20'/20'/20'
III	Mixed Use-Retail/Office	253,610 sf 5.82 acres	45,000	87,749	34.6%	20'/10'/20'
IV	Mixed Use-Residential	~~205,843 sf~~ 216,493 sf (1) ~~(4.74 acres)~~ (4.97 acres)	137,078	~~67,984 sf~~ 95,708 sf	~~33.0%~~ 44.2%	20'/10'/20'
V	Mixed Use College/ Medical Campus	~~456,201 sf~~ 499,241 sf (1) ~~(10.47 acres)~~ (11.46 acres)	~~186,400~~ 167,732	~~104,926~~ 138,652	~~23.0%~~ 27.8%	20'/10'/20'
VI	Mixed Use – Event Center/Office/Retail/ Hotel	389,664 sf (8.94 acres)	114,230	89,623	23.0%	20'/10'/20'
	Total	**~~1,548,189 sf~~ 1,601,879 sf ~~(35.55 acres)~~ (36.77 acres)**	**~~541,908~~ 529,240**	**~~425,332~~ 486,782**	**~~27.5%~~ 30.4%**	

(1) Adjusted to match recorded and approved land division surveys.



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No.	REVISION:	DATE:

DRAWING STATUS:
- ☐ PRELIMINARY
- ☒ SUBMITTED 02/21/20
- ☐ BID SET
- ☐ PERMIT SET
- ☐ CONST. SET

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PROJECT:
SAMARITAN HEALTH SCIENCE CAMPUS - GENERAL DEVELOPMENT PLAN MODIFICATIONS

PROJECT LOCATION:
LEBANON, OREGON

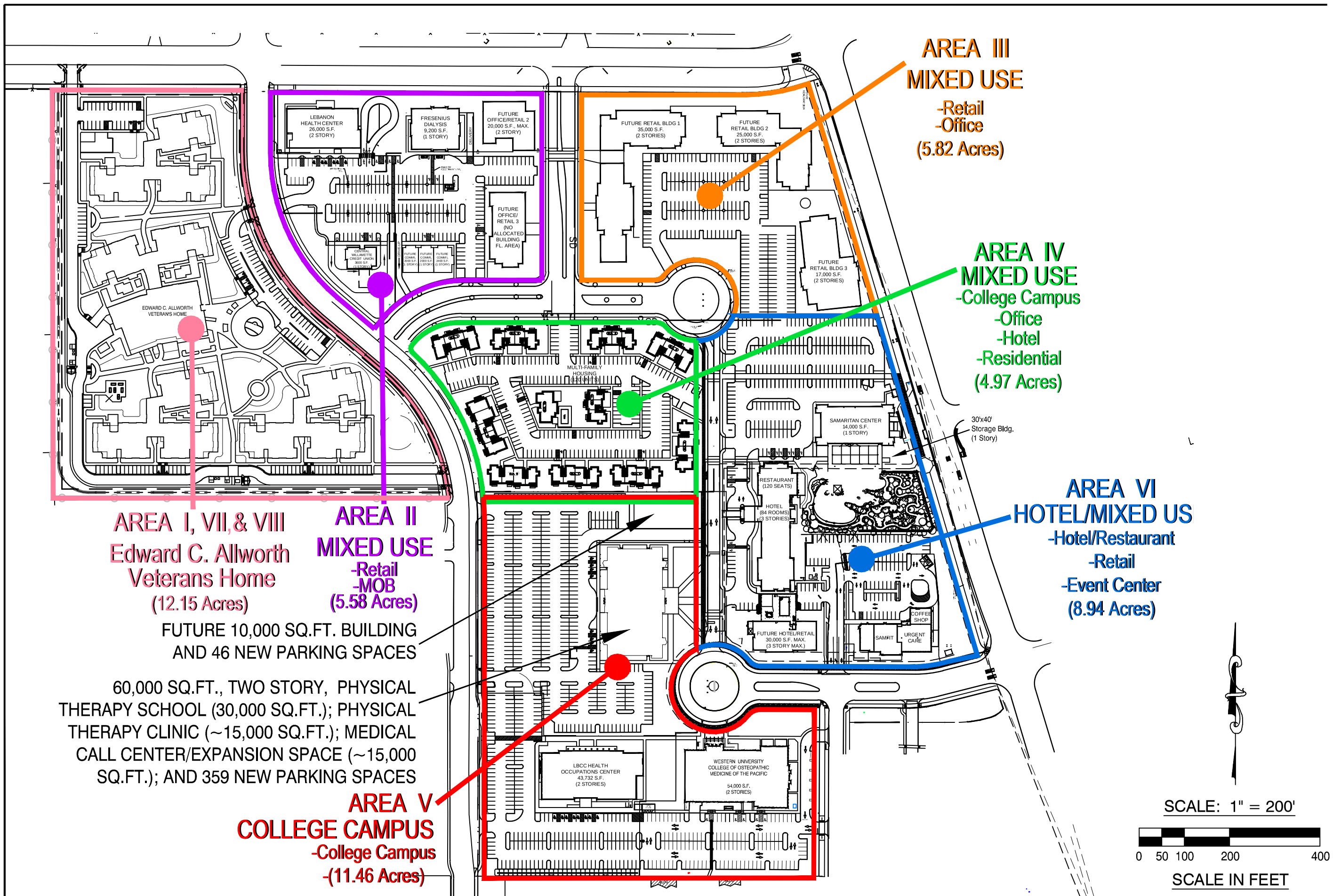
CLIENT:
SAMARITAN HEALTH SERVICES

JOB NO. 18401

DRAWN BY:

SHEET TITLE:
EXISTING GENERAL DEVELOPMENT PLAN

DRAWING:
4.0



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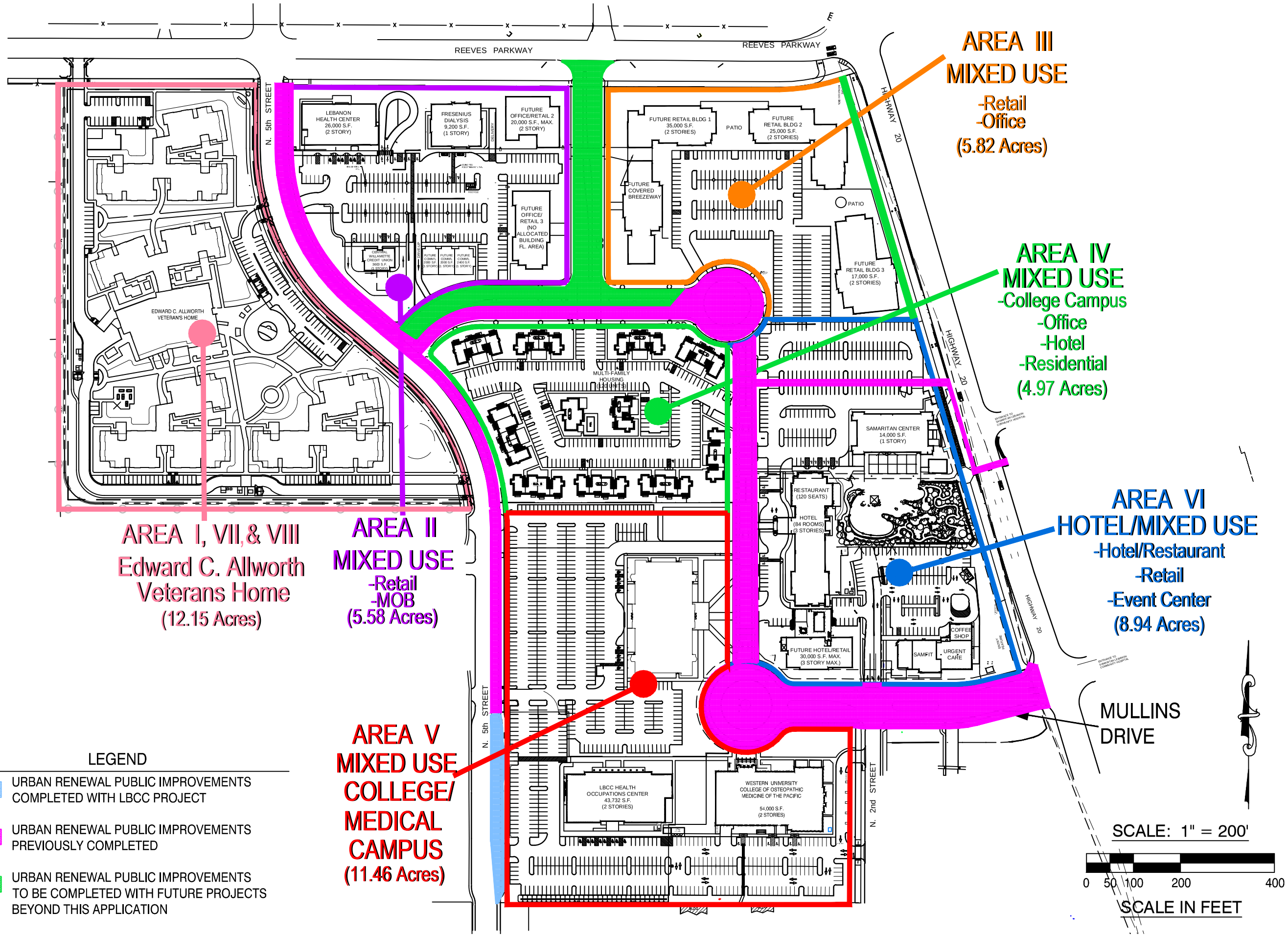
JOB NO. 18401

DRAWN BY:

SHEET TITLE:
PROPOSED GENERAL DEVELOPMENT PLAN

DRAWING:
4.1



LEGEND

- URBAN RENEWAL PUBLIC IMPROVEMENTS COMPLETED WITH LBCC PROJECT
- URBAN RENEWAL PUBLIC IMPROVEMENTS PREVIOUSLY COMPLETED
- URBAN RENEWAL PUBLIC IMPROVEMENTS TO BE COMPLETED WITH FUTURE PROJECTS BEYOND THIS APPLICATION

No.	REVISION:	DATE:

DRAWING STATUS:

- ☐ PRELIMINARY
- ☒ SUBMITTED 02/21/20
- ☐ BID SET
- ☐ PERMIT SET
- ☐ CONST. SET

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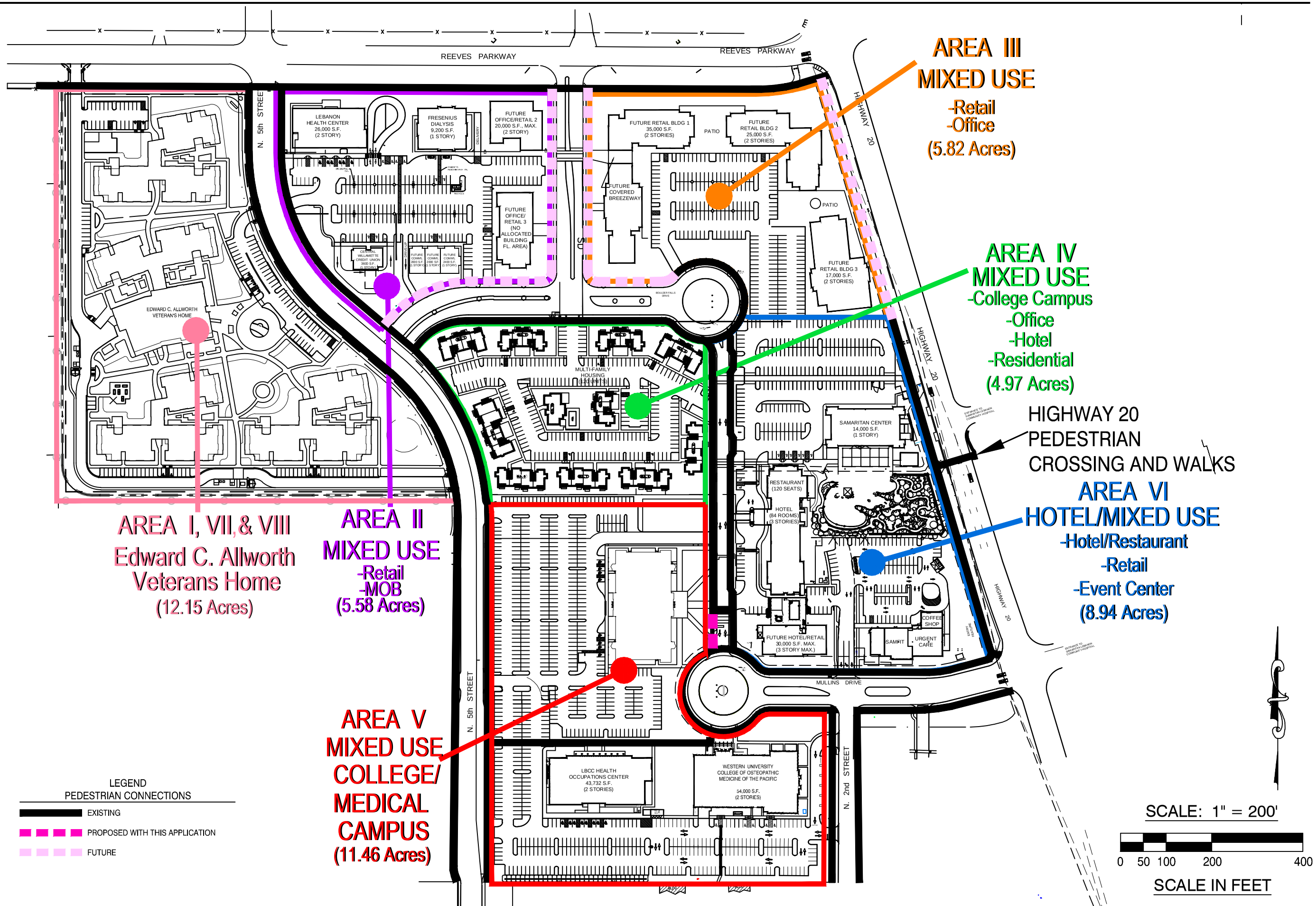
SAMARITAN HEALTH SERVICES

JOB NO. 18401

SHEET TITLE:
EXISTING AND PROPOSED URBAN RENEWAL PUBLIC IMPROVEMENTS

DRAWING:
4.2

FILE: I:\CIVIL3D Projects\18401\Production Drawings\Land-use\18401-15432_GDP_PHASINGPLAN.dwg 2/19/2020 11:35 AM – Linda



FILE: I:\CIVIL3D Projects\18401\Production Drawings\Land-use\18401-15432_GDP_PHASINGPLAN.dwg 2/19/2020 11:35 AM – Linda

No.	REVISION:	DATE:

DRAWING STATUS:
- ☐ PRELIMINARY
- ☒ SUBMITTED 02/21/20
- ☐ BID SET
- ☐ PERMIT SET
- ☐ CONST. SET

DEVCO engineering inc
Corvallis Oregon
(541) 757-8991
245 NW CONNER, P.O. BOX 1221
CORVALLIS, OR. 97339
WWW.DEVCOENGINEERING.COM

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PROJECT:
SAMARITAN HEALTH SCIENCE CAMPUS - GENERAL DEVELOPMENT PLAN MODIFICATION

PROJECT LOCATION:
LEBANON, OREGON

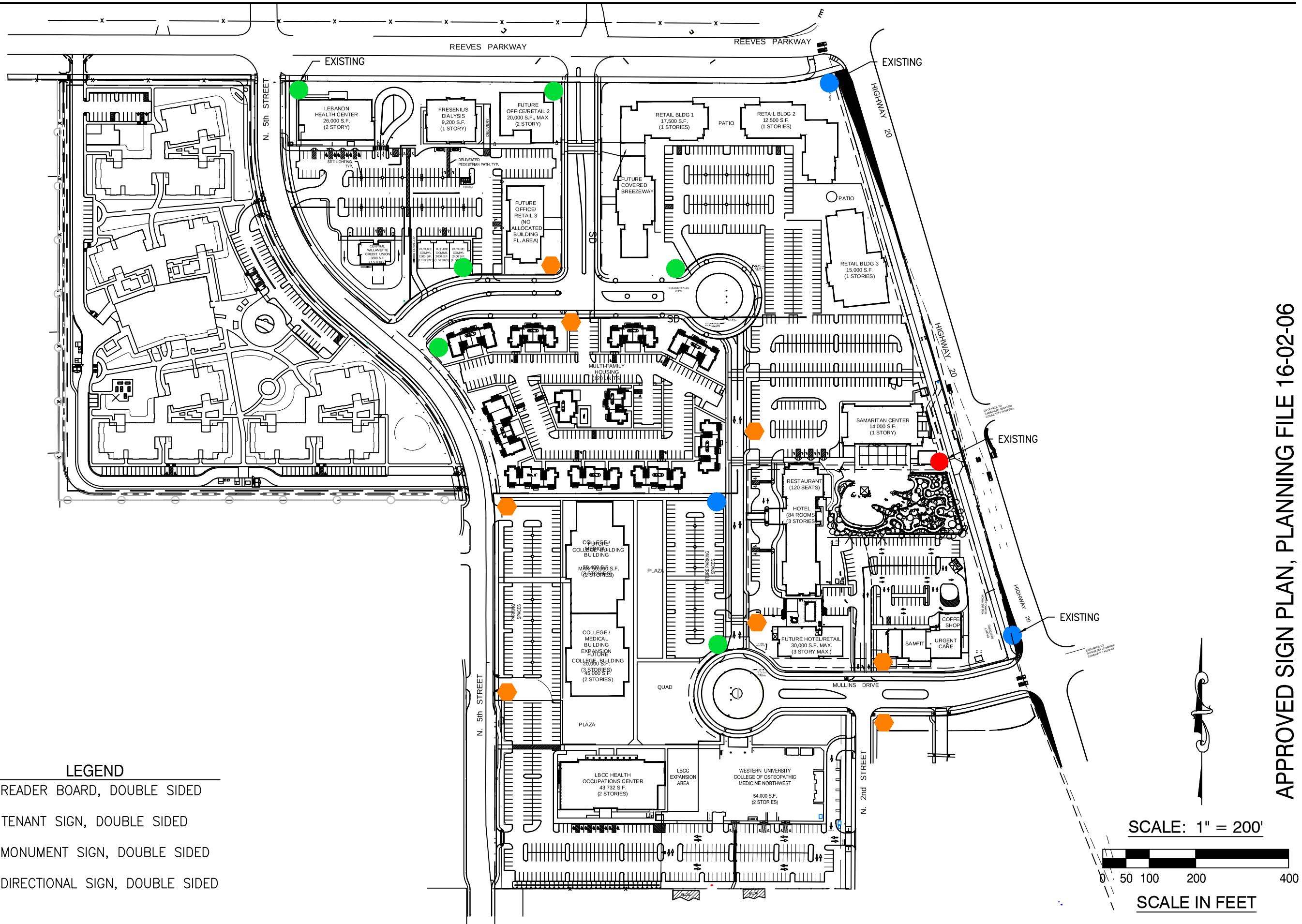
CLIENT:
SAMARITAN HEALTH SERVICES

JOB NO. 18401

DRAWN BY:

SHEET TITLE:
EXISTING & PROPOSED PEDESTRIAN CONNECTIONS

DRAWING:
4.3



LEGEND

- READER BOARD, DOUBLE SIDED
- TENANT SIGN, DOUBLE SIDED
- MONUMENT SIGN, DOUBLE SIDED
- DIRECTIONAL SIGN, DOUBLE SIDED

APPROVED SIGN PLAN, PLANNING FILE 16-02-06

No.	REVISION:	DATE:

DRAWING STATUS:
- ☐ PRELIMINARY
- ☒ SUBMITTED 02/21/20
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- ☐ PERMIT SET
- ☐ CONST. SET

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PROJECT:
SAMARITAN HEALTH SCIENCE CAMPUS - GENERAL DEVELOPMENT PLAN MODIFICATION

PROJECT LOCATION:
LEBANON, OREGON

CLIENT:
SAMARITAN HEALTH SERVICES

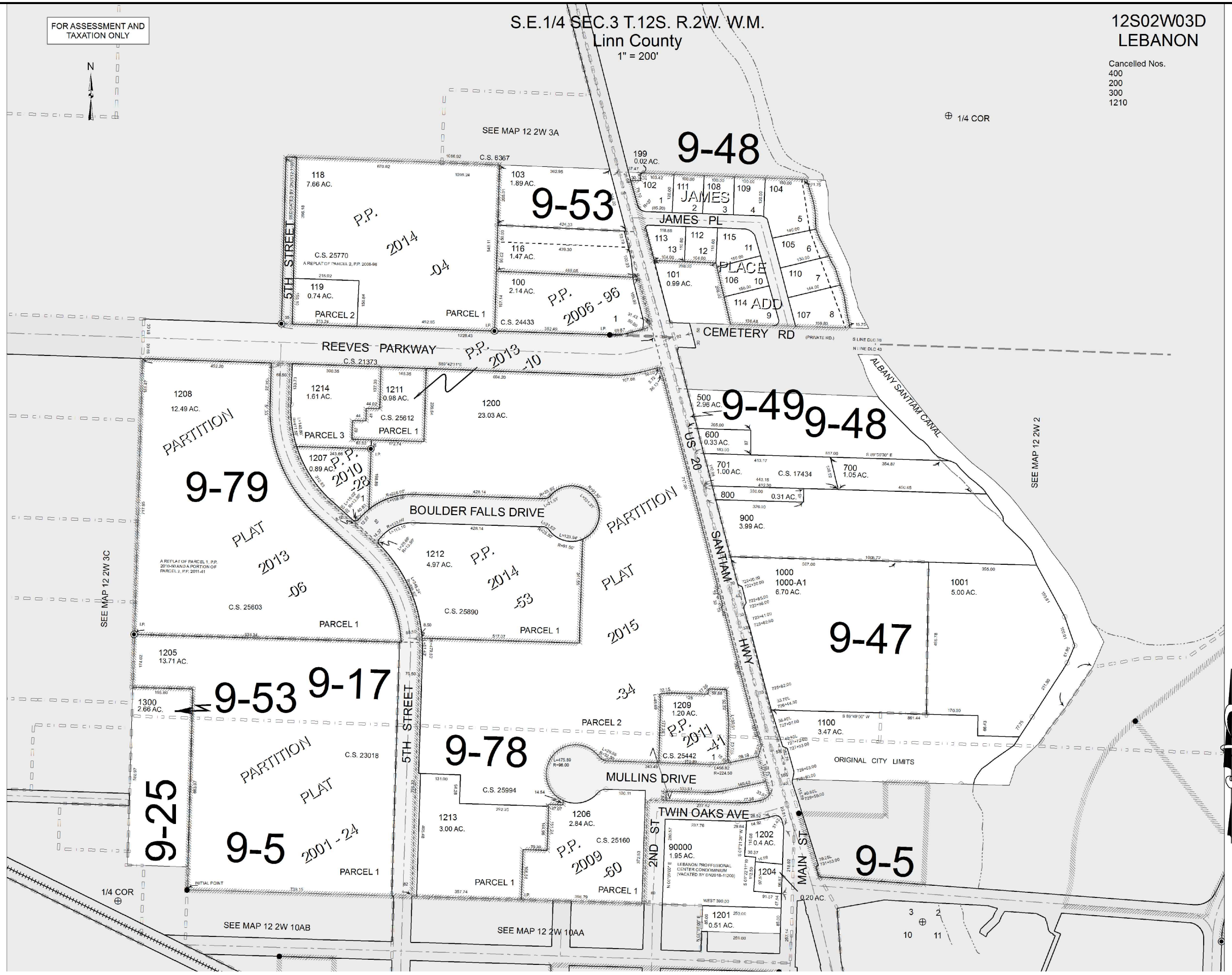
JOB NO. 18401

DRAWN BY:

SHEET TITLE:
EXISTING AND PROPOSED SIGNAGE PLAN

DRAWING:
4.4

FILE: I:\CIVIL3D Projects\18401\Production Drawings\Land-use\18401-15432_GDP_PHASINGPLAN.dwg 2/19/2020 11:35 AM – Linda



No.	REVISION:	DATE:

DRAWING STATUS:	DATE:
☐ PRELIMINARY	
☒ SUBMITTED	02/21/20
☐ BID SET	
☐ PERMIT SET	
☐ CONST. SET	

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245 NE CONIFER, P.O. BOX 1211
CORVALLIS, OR 97339
WWW.DEVCOENGINEERING.COM

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PROJECT:
SAMARITAN HEALTH SCIENCE CAMPUS - GENERAL DEVELOPMENT PLAN MODIFICATION

PROJECT LOCATION:
LEBANON, OREGON

CLIENT:
SAMARITAN HEALTH SERVICES

JOB NO. 18401

DRAWN BY:

SHEET TITLE:
EXISTING LINN COUNTY ASSESSORS MAP
T12S, R02W, 03D

DRAWING:
4.5

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AGENDA ITEM

4.c.

OREGON
Lebanon

THE CITY THAT FRIENDLINESS BUILT

925 S. Main Street
Lebanon, Oregon 97355

TEL: 541.258.4906
cdc@ci.lebanon.or.us
www.ci.lebanon.or.us

MEMORANDUM

Community Development

To: Charmain Salvage and Planning Commissioners Date: July 7, 2020

From: Kelly Hart, Community Development Director

Subject: Development proposal for a 78-unit apartment complex on the south side of the intersection of Russell Drive and Franklin Street (AR-20-09)

I. BACKGROUND

The subject property is located on the south side of the intersection of Russell Drive and Franklin Street. The Applicant, McKinney Land Apartments II, LLC, is proposing to develop the currently vacant property with a 78-unit apartment complex. Under consideration is an application for an Administrative Review (AR-20-09) for the development of the apartment complex.

II. CURRENT REPORT

Project Location and Zoning Designation – The subject parcel is 7.42 acres and located on the south side of the intersection of Russell Drive and Franklin Street. The property is zoned Residential Mixed-Density (Z-RM). Surrounding the property to the north are vacant properties zoned or designated as residential mixed density (Z-RM and C-RM). At the June Planning Commission meeting, an application for a 48-unit apartment complex at the northwest corner of Russell Drive and Franklin Street was approved. To the south are vacant properties zoned Industrial. To the West is the developed first phase of the McKinney Lane apartment complexes, as well as single-family homes in the County. To the east are single-family homes in the County unincorporated are designated for residential low-density (C-RL).

Development Proposal – The Applicant is proposing to develop a 78-unit apartment complex. As indicated on the site plan, there would be a total of six 2-story apartment buildings, and a clubhouse. The clubhouse and one apartment building would be located along the Russell Drive, with the other apartment buildings located to the south, along the internal driveway and parking lot.

In terms of setbacks, per Section 16.05.090 of the Lebanon Development Code (LCD), the minimum observed setbacks shall be a 10-foot front setback, 5-foot side setbacks, and a 20-foot rear setback. As indicated on the site plan, the front setback (on Russell Drive) would be over 12-feet. The side setbacks would be over 13-feet on the western property line, and over 12-feet on the eastern property line. The rear setback would far exceed 20-feet. The subject property contains wetlands, and Buildings 4, 5, and 6 would be located adjacent to the wetland area. A delineation report has been provided and concurred by Department of State Lands (DSL) to verify the wetland boundary. The development proposal would be located beyond the boundary of the delineated wetlands.

For Density, the minimum lot size for a multifamily use in the RM zone is 9,000 square feet. The total site area is 7.42 acres. With the removal of the wetland area and portions of the property not included in the development, the total project area is 175,413 square feet (4.02 acres), exceeding the minimum standard. Section 16.05.160 of the LDC indicates the minimum site area for different unit sizes: 1,100 square feet for a studio; 1,550 square feet for a one-bedroom unit; and 2,000 square feet for a two-bedroom unit.

Unit Type	Number of Units	Total Square Footage
Studio Unit	40	44,000 sq. ft. required
One-Bedroom	26	40,300 sq. ft. required
Two-Bedroom	12	24,000 sq. ft. required
TOTAL		**108,300 sq. ft. or 2.48 acres**

Open space requirements identified in Section 16.05.170 of the LDC include 25% of the project development area to be designated for open space/landscaping. Of this open space area, at least 50% shall be usable open space (i.e., not designated for storm drain facilities, etc.), and at least 25% of this usable open space shall be in one area. In addition, a children's play area shall be provided. The remainder of the open space area may be distributed throughout the site. As proposed, the applicant is providing 29% (50,974 sq. ft.) of the site as landscaping, 41% (21,000 sq. ft.) of the landscaping would be designated for usable open space. Credits, as authorized in Section 16.05.170 of the LDC at a rate of 1:4 ratio are provided for amenities, such as the clubhouse and pool area. With the credits applied, the project exceeds the 50% of the landscape area to be usable. Over 25% of the usable open space is in the northwest portion of the site and would include the area with the clubhouse and the pool. The required children's play area would also be located centrally to the site, adjacent to Building 3 as identified on the site plan. Private patios and balconies will also be provided for each unit. Based on the provided site plan, the development proposal meets and exceeds the minimum requirements for open space.

For parking, Section 16.14.070 of the LDC requires 2.25 vehicle parking spaces per unit, and 0.5 bicycle parking spaces per unit. In addition, Section 16.14.030 identifies authorized parking reduction of up to 15% when additional covered and uncovered bicycle parking is provided. The applicant is only proposing a 10% reduction. With the code authorized reduction, the minimum required vehicle parking would be 158 spaces, and the minimum required bicycle parking would be 112 spaces, 92 covered, and 20 uncovered. The development has proposed to meet the minimum vehicle parking with 158 open parking spaces along the internal drive aisle. Bicycle racks would also be provided throughout the site the meet the 20 uncovered bicycle parking requirements, and a total of 92 covered bicycle parking spaces would be provided including covered racks, and storage in each unit, exceeding the minimum requirements.

Project Access and Transportation – The site would be accessed from a single driveway on Russell Drive. This driveway would provide access to the internal drive aisle and parking lot, as well as providing appropriate internal circulation to meet fire code.

Regarding traffic considerations, Section 16.20.110 identifies the criteria of a project would automatically trigger the requirement of a traffic impact analysis. These criteria include triggering over 300 average daily trips per day, if the project is located near a major intersection on the highway and there are safety concerns, whether there is a change in zoning proposed or if the

driveways proposed do not meet the vision clearance requirements. This project would exceed 300 trips per day. As such, a Traffic Impact Analysis was prepared as part of the planning process and has been included as part of the Agenda. The results of this TIA determined the increased traffic associated in this development can be accommodated within the current transportation system, and no additional off-site improvements would be required. This TIA also took into consideration the anticipated added traffic associated with the recently approved development at the northwest corner of Franklin Street and Russell Drive.

Utilities – Sanitary Sewer, Water, and Storm Drain facilities are all currently available in Russell Drive. There is sufficient capacity available to service the site for all city utilities. A fire hydrant is currently located adjacent to the proposed development driveway to service the site. Additional hydrants may be required within the project area to service the development.

III. REVIEW CRITERIA AND RECOMMENDED FINDINGS

The Applicant is requesting consideration of an Administrative Review for the development of a 78-unit apartment complex. Below is an analysis of the review criteria (Section 16.20.040.D of the LDC) and recommended findings:

1. The proposal shall conform to use, height limits, setbacks and similar development requirements of the underlying zone.

   RECOMMENDED FINDING: The underlying zone of the property is Residential Mixed Density. Minimum setbacks include 10-foot front, 20-foot rear, and 5-foot side setbacks; the maximum height permissible in the zone is 40-feet; and the maximum lot coverage is 60%. For multi-family development, a minimum 25% of the development site shall be open space, including a children's play area and common open space. The development proposal conforms with all these standards, observing setbacks that meet or exceed the minimum standard with a front setback (on Russell Drive) over 12-feet; side setbacks over 13-feet on the western property line, and over 12-feet on the eastern property line; and rear setback well exceeding 20-feet. The lot coverage for the project is 22% which is well below the maximum coverage. The maximum proposed building height within the development is 37-feet, below the maximum permissible. Finally, the development provides 41% of the site as open space.

2. The proposal shall comply with applicable access and street improvement requirements in Chapters 16.12 and 16.13, respectively.

   RECOMMENDED FINDING: The site is accessed from a single driveway on Russell Drive. The driveway would provide access to the internal drive aisle and parking lot. The Fire District has reviewed the development proposal and determined the development meets Fire District requirements for access, circulation and fire suppression. There will be improvements required to the public right-of-way along the frontage of Russell Drive including the construction of new curb, gutter, and sidewalk.

3. The proposal shall comply with applicable parking requirements in Chapter 16.14.

RECOMMENDED FINDING: Section 16.14.070 of the LDC requires 2.25 vehicle parking spaces per unit, and 0.5 bicycle parking spaces per unit. In addition, Section 16.14.030 identifies authorized parking reduction of up to 15% when additional covered and uncovered bicycle parking is provided. With the code authorized reduction, a 10% reduction is identified, with the minimum required vehicle parking would be 158 spaces, and the minimum required bicycle parking would be 112 spaces, 92 covered, and 20 uncovered. The development has proposed to meet the minimum vehicle parking with 158 open parking spaces along the internal drive aisle. Bicycle racks would also be provided throughout the site the meet the 20 uncovered bicycle parking requirements, and a total of 92 covered bicycle parking spaces would be provided with covered racks as well as storage spaces within each unit.

4. The proposal shall comply with applicable screening and landscaping provisions in Chapter 16.15.

   RECOMMENDED FINDING: Open space requirements identified in Section 16.05.170 of the LDC include 25% of the project development area to be designated for open space/landscaping. Of this open space area, at least 50% shall be usable open space (i.e., not designated for storm drain facilities, etc.), and at least 25% of this usable open space shall be in one area. In addition, a children's play area shall be provided. The remainder of the open space area may be distributed throughout the site. As identified on the site plan, the applicant is providing 29% (50,974 sq. ft.) of the site as landscaping, 41% (21,000 sq. ft.) of the landscaping would be designated for usable open space. Credits, as authorized in Section 16.05.170 of the LDC at a rate of 1:4 ratio are provided for amenities, such as the clubhouse and pool area. With the credits applied, the project exceeds the 50% of the landscape area to be usable. Over 25% of the usable open space is in the northwest portion of the site and would include the area with the clubhouse and the pool. The required children's play area would also be located centrally to the site, adjacent to Building 3 as identified on the site plan. Private patios and balconies will also be provided for each unit. A landscape plan has been required as a condition of development to ensure the appropriate number of trees, shrub and ground cover is provided to meet the minimum requirements of Chapter 16.15.

5. Any required public facility improvements shall comply with provisions in Chapter 16.16.

   RECOMMENDED FINDING: There are existing public facilities for utility service within Russell Drive. No additional public facility improvements are required to service the development.

6. Where applicable, the proposal shall comply with development requirements within identified hazard areas and/or overlay zones.

   RECOMMENDED FINDING: There are no identified hazard areas and/or overlay zones within or near the subject site. As such, the development proposal complies with this decision criteria.

7. The proposal shall comply with the supplementary zone regulations contained in Chapter 16.19 or elsewhere in the Development Code.

RECOMMENDED FINDING: All accessory structures, uses, and building projects fully comply within the minimum setback standards identified in Chapter 16.05 and Chapter 16.19.

IV. PUBLIC NOTIFICATION AND COMMENTS

A public notification for this project was originally issued on May 28, 2020. Due to the Covid-19 pandemic, the Planning Commission will be hosting a two-phased public hearing process. The public record for this project will remain open until 5:00pm Monday, June 22, 2020. All public comment received on this application will be presented to the Planning Commission at the June 24, 2020 meeting.

V. CONCLUSION AND RECOMMENDED CONDITIONS FOR DEVELOPMENT

Staff finds the proposal complies with the decision criteria for an Administrative Review, and recommends approval of the application subject to the adoption of the following Conditions of Development:

1. The Planning Department conditions include, but may not be limited to:

    a. Sight obscuring fencing shall be constructed to a minimum of six feet in height along the western and eastern property lines, with the exception of designated vision clearance areas.
    b. A landscape plan shall be submitted and approved prior to the issuance of building permits. The landscape plan shall comply with all the requirements of Chapter 16.15, including identification of landscape design options as identified in Section 16.15.030.
    c. A Children's play area shall be provided in compliance with Section 16.05.170.F. Any and all playground equipment shall comply with the International Play Equipment Manufacturers Association standards. The children's play area shall be included for review as part of the landscape plan.
    d. A minimum of 158 vehicle parking spaces shall be maintained on-site at all times. A minimum of 20 uncovered bicycle spaces and 92 covered bicycle spaces shall be permanently maintained.
    e. All lighting provided on-site shall be oriented internally and directed away from adjacent properties.

2. All requirements of the Lebanon Fire District shall be met, including but not limited to:

    a. Plans shall be submitted for review and approval by the Lebanon Fire Marshal that demonstrates full compliance with the Oregon Fire Code and local amendments. Lebanon Fire Marshal approval shall be obtained prior to issuance of building permits.

3. The Engineering Department conditions include, but may not be limited to:
   General

a. An engineered site plan shall be submitted for review and approval for the site. The site plan must be submitted with an Application for Site Plan Review and associated fee. The site plan shall detail all site improvements necessary for the proposed development together with a grading and drainage plan.
b. All elevations shown on plans submitted to the City must be on the NAVD 88 vertical datum to provide compatibility with the City computer aided mapping system.
c. All private, onsite utilities must be reviewed and approved by the City Building Official.
d. Provide verification of approval by the Lebanon Fire District.
e. Provide approval from ODOT Rail for any improvements adjacent to the rail rights-of-way including fencing and landscaping.

Transportation

a. Site lighting shall not glare or shine onto adjacent public streets or neighboring properties.

b. Provide verification of Republic Services approval.

c. Provide verification of United States Postal Service for community mailbox location.

Water

a. Identify any on-site wells on the engineered drawings.

b. Contact the Lebanon Fire Marshal for additional requirements.

c. Public improvement drawings shale be submitted for review and approval for the extension of water main and public hydrants. The drawing must be submitted with an Application for Public Improvements and associated fee.

Sewer System

a. Identify any on-site septic systems on the engineering drawings.
b. Extend the existing 12” PVC sanitary sewer system along the property’s frontage to the northern property line.

Storm Drainage

a. The drainage system and grading plan shall be designed so as not to adversely impact drainage to or from adjacent properties. Storm drainage facilities must be designed and constructed to ensure historical rates of site discharge are not exceeded. A detailed design including engineering calculations shall be submitted as part of site plan review. With the engineering drawings, provide a grading plan for the sites that indicates existing and proposed elevations. Drainage improvements (ditches and or piping) may be required at the site boundaries to prevent adverse impacts. The engineering drawings must provide a detailed design (including calculations) of the drainage improvements and mitigation of any impacts to adjacent properties.

Landscaping

a. Vision clearance areas shall be provided at intersections of all streets and at intersections of driveways and alleys with streets to promote pedestrian, bicycle, and vehicular safety per Subsection 16.12.030.H of the Lebanon Development Code. A clear-vision area shall contain no plantings, fences, walls, structures, utility pedestals, or temporary or permanent obstruction exceeding 2-1/2 feet in height, measured from

the top of the curb.

V. RECOMMENDED ACTIONS

1. Evaluate the public testimony and the record established before the Planning Commission

2. Commission options:

    1. Approve the proposed Administrative Review (AR-20-09) for the development of a 78-unit apartment complex adopting the written findings for the decision criteria contained in the staff report with the conditions of development; or

    2. Approve the proposed Administrative Review (AR-20-09) for the development of a 78-unit apartment complex, adopting modified findings for the decision criteria and conditions of development; or

    3. Deny the proposed Administrative Review (AR-20-09) for the development of a 78-unit apartment complex, specifying reasons why the proposal fails to comply with the decision criteria; and

    4. Direct staff to prepare an Order of Recommendation for the Chair or Vice Chair's signature incorporating the adopted findings as approved by the Planning Commission.

REVISED NOTICE OF PUBLIC HEARING
LEBANON PLANNING COMMISSION

NOTICE IS HEREBY GIVEN that a public hearing will be held before the Lebanon Planning Commission on **Wednesday, July 15, 2020 at 6:00 p.m. and Wednesday, July 22, 2020 at 6:00 p.m.** through a virtual (online) meeting to afford interested persons and the general public an opportunity to be heard and give testimony concerning the following matter:

Planning Case No.:	AR-20-09
Applicant:	McKinney Lane Apartments II, LLC
Location:	Russell Drive
Map & Tax Lot No.:	12S02W14CA00700 and 12S02W14CD06500
Request:	Administrative Review
Decision Criteria:	Lebanon Development Code Chapters: 16.05 & 16.20

Request: The applicant is requesting Administrative Review approval to construct a 78-unit multifamily development with access from Russell Drive.

Virtual Meeting: Due to the COVID-19 pandemic, the City will be hosting a virtual Planning Commission meeting and following the procedural guidance provided by the Oregon Department of Land Conservation and Development (DLCD) in compliance with Oregon Public Meeting Laws.

The public hearing will occur in two phases: on July 15, 2020 at 6:00 p.m., the Planning Commission will open the public hearing, receive Staff's report, and allow for the applicant to present. The Planning Commission will then postpone the public hearing to a date certain of Wednesday, July 22, 2020 at 6:00 p.m. This will provide time to receive written and verbal comment from the public. The written and verbal comment will be received by City Staff until 5:00 p.m. on Monday, July 20, 2020. The comments will then be read into the record and played for the Planning Commission at the July 22, 2020 meeting. The applicant will then be able to respond to the public comments. Once all comments are recorded as part of the meeting, and the applicant responds, the Planning Commission will close the public hearing, and deliberate on the application.

The public is invited to watch the meeting online through the City of Lebanon's YouTube page at https://www.youtube.com/watch?v=khemP7pALKo on July 15, 2020, and https://www.youtube.com/watch?v=WxnXXSqL2uI on July 22, 2020. The City of Lebanon thanks you for your support in slowing the spread of COVID-19 by attending this public meeting digitally. **In compliance with the Governor's Executive Order No. 20-16, this meeting will only be held virtually, there will be no physical location for persons to attend to participate in the meeting.**

The Agenda and application materials will be available for review on the City's website at https://www.ci.lebanon.or.us/meetings seven days prior to the hearing.

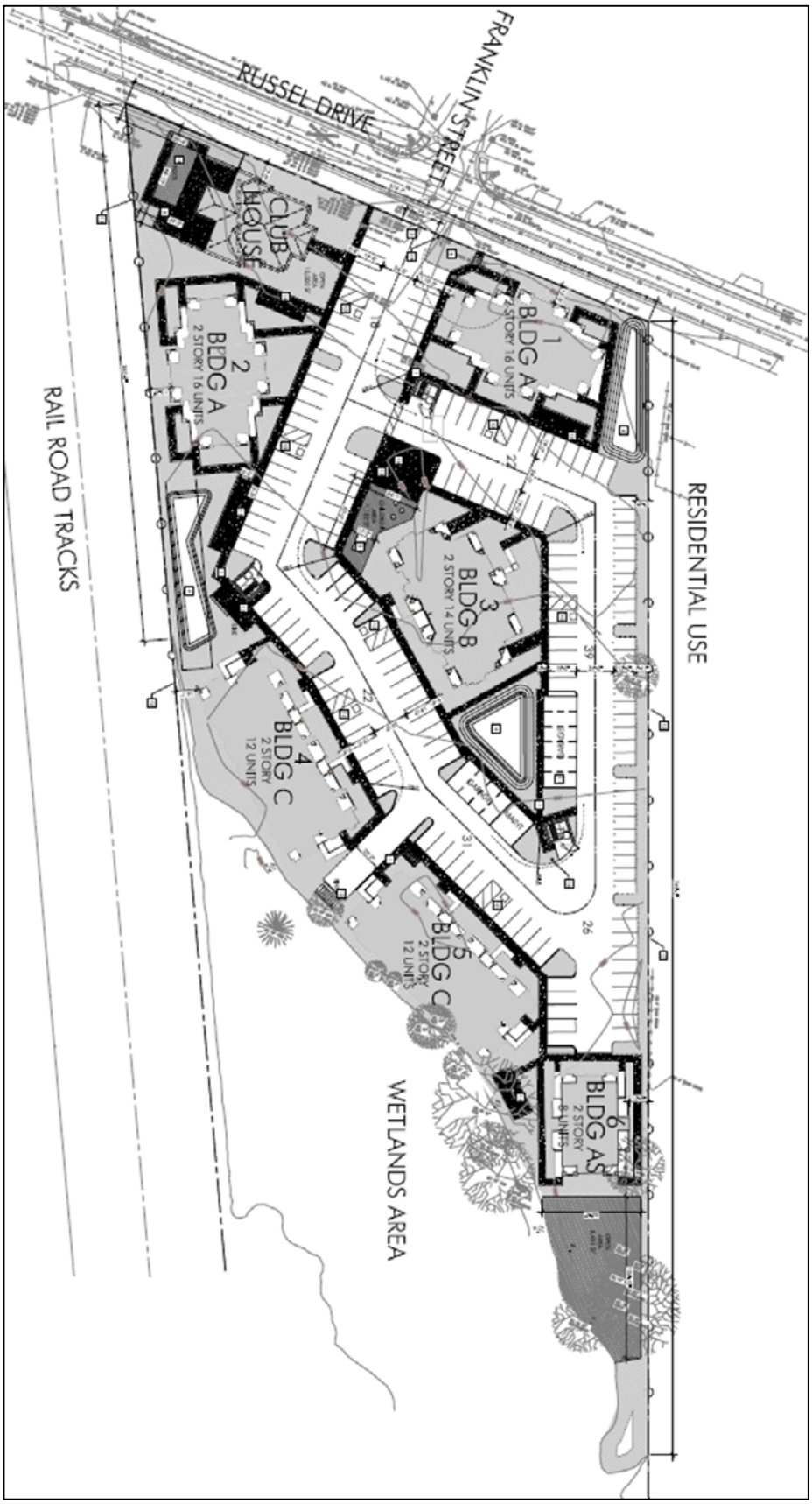
Providing Comments: The City will be accepting public comment on this item in a number of ways to afford interested persons and the general public an opportunity to give testimony on the subject matter. Written and verbal testimony will be accepted upon issuance of this notice, **until 5:00 p.m. on Monday, July 20, 2020**. Written testimony may be emailed to khart@ci.lebanon.or.us, or may be mailed to the City at 925 S. Main Street, Lebanon, OR 97355, or delivered to the City and dropped in the white mail box in front of City Hall. Please note for mailed testimony, the letter must be received by the City no later than 5:00 p.m. on Monday, July 20, 2020. For verbal testimony, a recording may be provided to the City, or you may call (541) 258-4252 and leave a voice message. **There will be no testimony accepted in person.**

CITIZENS ARE INVITED TO PARTICIPATE in the public hearing and give written or oral testimony as described above that address applicable decision criteria during that part of the hearing process designated for testimony in favor of, or opposition to, the proposal. If additional documents or evidence are provided in support of the application subsequent to notice being sent, a party may, prior to the close of the hearing, request that the record remain open for at least seven days so such material may be reviewed.

Appeals: Failure to raise an issue in the hearings, in person or by letter, or failure to provide sufficient specificity to afford the decision makers an opportunity to respond to the issue precludes appeal to the Land Use Board of Appeals based on that issue. Decisions of the Planning Commission may be appealed to the Lebanon City Council within 15 days following the date the Commission's final written decision is mailed. Only the applicant, a party providing testimony, and/or a person who requests a copy of the decision has rights to appeal a land use decision. The appeal must be submitted on the appeals form as prescribed by City Council with appropriate fee paid and must set forth the criteria issues that were raised which the applicant or party deems itself aggrieved. Please contact our office should you have any questions about our appeals process.

Obtain Information: A copy of the application, all documents and evidence relied upon by the applicant, and applicable criteria are available online in the Planning Commission Agenda Packet at https://www.ci.lebanon.or.us/meetings. The materials are also available for inspection in person at no cost and will be provided at the cost of 25 cents per single-sided page. If you have questions, would like additional information, or would like to schedule a time to view the application materials in person, please contact City of Lebanon Community Development Department, 925 Main Street; phone 541-258-4252; email khart@ci.lebanon.or.us.

PROPOSED SITE PLAN



NOTICE OF PUBLIC HEARING
LEBANON PLANNING COMMISSION

NOTICE IS HEREBY GIVEN that a public hearing will be held before the Lebanon Planning Commission on **Wednesday, July 15, 2020 at 6:00 p.m**. in the Santiam Travel Station located at 750 S 3rd Street, to afford interested persons and the general public an opportunity to be heard and give testimony concerning the following matter:

Planning Case No.:	AR-20-09
Applicant:	McKinney Lane Apartments II, LLC
Location:	Russell Drive
Map & Tax Lot No.:	12S02W14CA00700 and 12S02W14CD06500
Request:	Administrative Review
Decision Criteria:	Lebanon Development Code Chapters: 16.05 & 16.20

Request: The applicant is requesting Administrative Review approval to construct a 78-unit multifamily development with access from Russell Drive.

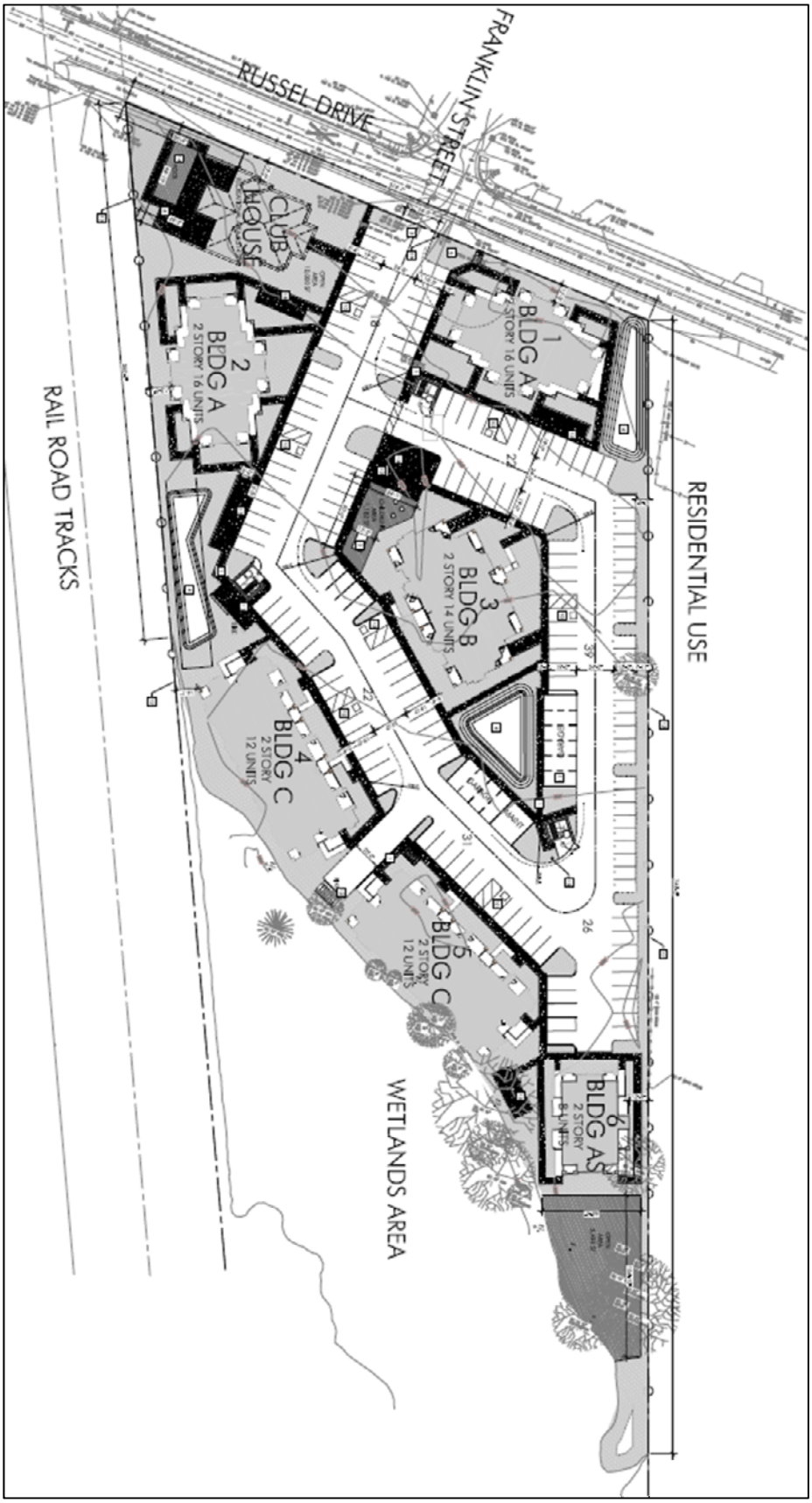
Providing Comments: *CITIZENS ARE INVITED TO ATTEND* the public hearings and give written or oral testimony (after presentation of the staff report) that addresses applicable decision criteria during that part of the hearing process designated for testimony in favor of, or opposition to, the proposal. If additional documents or evidence are provided in support of the application subsequent to notice being sent, a party may, prior to the close of the hearing, request that the record remain open for at least seven days so such material may be reviewed.

Appeals: Failure to raise an issue in the hearings, in person or by letter, or failure to provide sufficient specificity to afford the decision makers an opportunity to respond to the issue precludes appeal to the Land Use Board of Appeals based on that issue. Decisions of the Planning Commission may be appealed to the Lebanon City Council within 15 days following the date the Commission's final written decision is mailed. Only the applicant, a party providing testimony, and/or a person who requests a copy of the decision has rights to appeal a land use decision. The appeal must be submitted on the appeals form as prescribed by City Council with appropriate fee paid and must set forth the criteria issues that were raised which the applicant or party deems itself aggrieved. Please contact our office should you have any questions about our appeals process.

Obtain Information: A copy of the application, all documents and evidence relied upon by the applicant, and applicable criteria are available for inspection at no cost and will be provided at the cost of 25 cents per single-sided page. If you have questions or would like additional information, please contact City of Lebanon Community Development Department, 925 Main Street; phone 541-258-4906; email cdc@ci.lebanon.or.us.

The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours before the meeting to 541-258-4906. <u>Please note there will be limited seating due to social distancing requirements.</u>

PROPOSED SITE PLAN



LAND USE APPLICATION

PROPERTY INFORMATION	
Site Address(es): South of Russel Drive at Frankin Street	
Assessor's Map & Tax Lot No.(s): DN 2017-00365, TL 0700, 12S-2W-14CA & 12S-2W-14CA TL 06500). 12S-2W-15CD TL 1	
Comprehensive Plan Designation / Zoning Designation: RM	
Current Property Use: Vacant Land	
Project Description: 78 unit multifamily development with associated site work.	
APPLICANT / PRIMARY CONTACT INFORMATION	
Applicant: McKinney Lane Apartments II, LLC	Phone: 503-582-8442
Address: c/o Aaron Wigod, 30050 SW Town Center Loop West, #200	Email: aaron@marathonpad.com
City/State/Zip: Wilsonville, Oregon 97070	
I hereby certify that the statements, attachments, exhibits, plot plan and other information submitted as a part of this application are true; that the proposed land use activity does not violate State and/or Federal Law, or any covenants, conditions and restrictions associated with the subject property; and, any approval granted based on this information may be revoked if it is found that such statements are false.	
APPLICANT SIGNATURE	Date: 5/27/20
PROPERTY OWNER INFORMATION (IF DIFFERENT THAN ABOVE)	
Owner: Sally J. Kirkelie Living Trust	Phone: 541-754-7314
Address: c/o Ken Marshall, 2697 Broadway St. NW	Email: Ken@VintageRealtyNW.com
City/State/Zip: Albany, Oregon 97321	
OWNER SIGNATURE Sally J. Kirkelie Trustee	Date: 5/27/20
ADDITIONAL CONTACT INFORMATION	
Engineer / Surveyor: Udell Engineering Brian Vandetta	Phone: 541-451-5125
Address: 63 East Ash Street	Email: brian@udelleng.com
City/State/Zip: Lebanon, OR 97355	

Architect: Studio 3 Architecture, Inc Gene Bolante	Phone: 503-390-6500
Address: 275 Court Street NE	Email: gene@studio3architecture.com
City/State/Zip: Salem, OR 97301	

Other:	Phone:
Address:	Email:
City/State/Zip	

REQUIRED SUBMITTALS

- [x] Application and Filing Fee
- [x] Narrative Describing the Proposed Development and addressing the Decision Criteria
  - LDC Article Two Land Uses and Land Use Zones
  - LDC Article Three Development Standards
  - LDC Article Four Review & Decision Requirements
  - LDC Article Five Exceptions to Standards (eg Variance, Non-Conforming Uses)
- [x] Site Plan(s) drawn to scale with dimensions, Include other drawings if applicable
- [x] Copy of current Property Deed showing Ownership, Easements, Property Restrictions

FOR OFFICE USE

***If more than one review process is required, applicant pays highest priced fee, then subsequent applications charged at half-price.**

Land Use Review Process	Fee	Land Use Review Process	Fee
Administrative Review	$450	Planned Development – Preliminary	$2500
Annexation	$1500	Planned Development – Ministerial	$200
Code Interpretation	$100	Planned Development – Final (Administrative)	$450
Comprehensive Plan Map Amendment	$2000	Planned Development – Final (Quasi-Judicial)	$750
Comprehensive Plan Text Amendment	$2000	Subdivision Tentative	$2000 + $15/lot
Conditional Use	$1500	Subdivision Final	$800 + $15/lot
Historic Preservation Review or Register	Varies	Tree Felling Permit (Steep Slopes only)	$150 + $5/tree
Land Partition	$450	Urban Growth Boundary Amendment	Actual Costs
Ministerial Review	$150	Variance (Class 1 – Minor Adjustment)	$150
Modification of Approved Plan	25% of Application	Variance (Class 2 – Adjustment)	$450
Non-Conforming Use/Development	$450	Variance (Class 3)	$1000
Property (Lot) Line Adjustment	$250	Zoning Map Amendment	$1000

APPLICATION RECEIPT & PAYMENT

Date Received:	Date Complete:	Receipt No.:
Received By:	Total Fee:	**File No.:**

EXHIBIT A – ADMINISTRATIVE REVIEW APPLICATION NARRATIVE

MCKINNEY APARTMENTS PHASE II MULTI-FAMILY DEVELOPMENT - LEBANON, OREGON

GENERAL INFORMATION

NATURE OF REQUEST: Application for a 78-unit Multi-Family Development on Russell Drive in Lebanon, Oregon

The request is to establish:

- (6) apartment buildings
- Total of 78 units
  - 40 Studio Apartments
  - 26 One Bedroom Apartments
  - 12 Two Bedroom Apartments
- Associated parking
- Common Open space
- Children's play area (sport court)
- Clubhouse building

APPLICANT: Marathon Acquisition and Development, Inc.
30050 SW Town Center Loop
Wilsonville, OR 97070

OWNER: Sally J Kirklie Living Trust c/o Ken Marshall
2697 Broadway Street NW
Albany, OR 97321

PROPERTY LOCATION: On the south side of Russell Drive, at the intersection of Franklin Street (DN 2017-00365, TL 0700, 12S-2W-14CA & 12S-2W-14CA TL 06500).
12S-2W-15CD Tax Lot 1900

ZONING: Residential Mixed Density (Z-RM)

CURRENT LAND USE: Vacant

BACKGROUND

The subject property is approximately 7.42 acres. The property is currently vacant and located on the south side of Russell Drive, at Franklin Street. The zoning designation for the property is residential mixed density (RM). The intent of the residential mixed density zone is "to accommodate a wider variety of housing types and more intensive land use then the RL zone".

The applicant is proposing to develop a multi-family project in one phase. The proposed onsite infrastructure improvements include the following:

- Seven buildings (six apartment buildings and one clubhouse building)
- Driveway and parking lot construction as necessary to serve the complex
- Utility construction as necessary to serve each building
- Landscape improvements as necessary to meet City standards and code requirements including yards, common open space and sport court
- Sight obscuring privacy fence as necessary to meet City standards and code requirements

The subject property is well located for multi-family development. It is within walking distance to Santiam Hwy which has multiple stores, recreational opportunities, fast food restaurants, sit-down restaurants, and other shops to meet daily needs in Lebanon. It is also located approximately a ½ mile from Cheadle Lake Park, the Santiam River, Santiam River Park, and Riverview Elementary School. This location will be very convenient for future tenants.

The existing wetlands take up approximately 1.94 acres of the 7.42 acre site and will be maintained. This will create a nice open area with natural vegetation and wildlife.

After the Administrative Review of the land use application is complete, the applicant's professional consultant team will prepare permit level construction documents for the City staff to review in order to obtain a construction permit.

This application is for an Administrative Review under the provisions of LDC 16.20.040.

REQUIRED APPLICATION MATERIALS

16.20.040 ADMINISTRATIVE DECISION-MAKING PROCEDURE

D. Administrative Decision Requirements

1. The applicable decision authority shall make written decisions addressing all of the relevant decision criteria and standards. Based upon the criteria and standards, and the facts contained within the record, the applicable decision authority shall approve, approve with conditions, or deny the requested land use decision application or action.

2. Approval Criteria

a. The proposal shall conform to use, height limits, setbacks, and similar development requirements of the underlying zone.

The proposed development is on land within the Residential Mixed Density (RM) zone.

LDC 16.05.090 – Residential Zones – Development Standards. The development standards in Tables 16.05-7 through 9 apply to all uses, structures, buildings and development and major remodels in the Residential Mixed Density Zone.

Minimum Lot Area Required: 9,000 sf

Applicants' Statement:
The development area of the subject property is 7.42 acres. This exceeds the minimum lot area requirement for the development.

Minimum Lot Width Required: 60 feet

Applicants' Statement:
The minimum lot width proposed is approximately 374+ feet along Russell Drive. This exceeds the minimum lot width requirement.

Maximum Building Height: 40 feet

Applicants' Statement:

The proposed two-story building will have a peak height of approximately 32 feet and an eve height of approximately 22 feet. This is far less than the maximum allowed in the code.

Fences, Retaining/Garden Walls
Maximum Height – Front Yard: 3 feet
Maximum Height – Interior Side: 8 feet
Maximum Height – Rear Yard: 8 feet
Maximum Height –Street Side: 3 feet
Maximum Height – Reverse Frontage Lot Rear: Not Applicable

Applicants' Statement:
The only proposed fencing is a 6-foot sight obscuring fence along all property lines that have proposed buildings adjacent to them including the areas abutting the railroad tracks and the neighboring residential buildings to the NE. This is less than the maximum 8 foot for an interior side and rear yard.

Lot Coverage and Minimum Setbacks
Maximum Lot Coverage: 60%

Applicant's Statement:
The proposed development includes a lot coverage of approximately 8,110 square feet which

equates to 22.2%. The maximum lot coverage in the applicable RM zone is 60%. The proposed development's lot coverage is less than the maximum permitted by the code.

Minimum Landscape Area: See Chapter 16.15

Applicant's Statement:

The landscaping of required yards and open space will be provided per City standards found in Chapter 16.15 of the Development Code. See the Administrative Review Site Plan for reference of areas to be landscaped. A Final Landscape Plan will be submitted with the Construction Drawings as part of the building permit process or as a deferred submittal for the Planning Official to review. All landscaping will be completed prior to certification of final occupancy of the building units.

Minimum Setbacks
Front Setback: 10 feet.
Side Setback: 10 feet
Rear Setback: Dwellings 10 feet.

Applicants' Statement:
The proposed development maintains the required periphery yards as required in the applicable RM zone as follows:

Front Yard: The front yard is adjacent to the existing Russell Drive. A 10-foot setback is required to the buildings and parking area. The proposal includes a 10 foot setback to the proposed parking area, buildings and recreational areas. Refer to the accompanying Administrative Review Site Plan.

Side Yard: The side yard is required to be 10 feet.

A 10-foot setback is proposed adjacent to the buildings along the west property line. Refer to the accompanying Administrative Review Site Plan.

A 5-foot setback is proposed adjacent to the access drive aisle along the east property line. for landscaping. A 10-foot setback is not required along parking areas. A 10-foot setback is proposed adjacent to the one building along the east property line. Refer to the accompanying Administrative Review Site Plan.

Rear Yard: The rear yard is required to be 10 feet.

The rear yard as defined in the Lebanon Development Code is the yard opposite the street. In this case the rear yard is on the other side of the wetlands. A 10-foot setback is met.

LDC 16.05.160. Site Area Standards for Multi-Family Housing. Where multi-family housing is allowed, it shall conform to all of the following standards, which are intended to promote livability for residents and compatibility with nearby uses.

LDC 16.05.160.a. Minimum Site Areas. The minimum site area per dwelling shall be:

1,100 sf for each studio multi-family dwelling;
1,550 sf for each one bedroom multi-family dwelling;
2,000 sf for each two bedroom multi-family dwelling; and
2,425 sf for each three bedroom multi-family dwelling.

Applicants' Statement:
The proposed development will contain 40 studio units, 26 one-bedroom units and 12 two-bedroom units distributed in 6 buildings. The required minimum lot area for this development is 108,300 square feet. The lot size is 323,215 square feet. The proposed development complies with the minimum site area standard.

LDC 16.05.170. Open Space and Site Design Requirements for Multi-Family Housing.

Applicants' Statement:
The LDC Chapter 16.05.170 addresses required open space. The code separates the required open space into the following categories; General Allocation, Common Open Space, Children's Play Areas and Private Open Space.

General Allocation Open Space: The LDC requires that 25% of the total land development area be of this classification of open space. The developable land is 175,413 square feet not including the wetland area and the property south of the wetland. 25% of the 175,413 square feet of developable land results in 43,853 square feet of required open space. The project includes 50,974 sf of landscaped area and18,727 sf of sidewalk area, in total these areas exceeds the 43,853 square feet of required open space.

The LDC allows for the reduction of open space when a developed recreation area is provided that includes a fitness center, social hall, pool and associated outdoor decks. The reduction of 4:1 is provided, with 5,514 sf of developed recreation area, a reduction of 22,056 sf is allowed. This reduces the open space from 43,853 minus 22,056 to 21,797 sf.

Common or Useable Open Space: The LDC requires that the common open space be at minimum a total of 1,000 square feet and that no incremental area be less than 500 square feet in size and that no dimension of that area be less than 20 feet. The LDC code also requires that 25% of the required open space be in one area with its length not exceeding its width by more than 2.5 times unless it's minimum dimension is greater than 30 feet. 25% of the required 21,797 square feet of the General Open space equates to 5,449 square feet of common open space. The proposal includes a Common Open Space of 5,491 sf in the dimension of 65'3" x 106'-10". Therefore, the proposal exceeds the required Common Open Space requirement.

Children's Play Area: The LDC requires that 10% of the required overall General Allocated Open Space be in the form of a developed child's play area. The LDC defines the children's play area as: "an area designated for the recreation of children. Such areas may include sand

boxes, bark chip areas, areas containing play structures, hard surface courts, and wading pools. The proposed development is required to have 5,449 square feet of overall General Allocated Open Space. The children's play area then equates to (0.10 x 5,449) 545 square feet. The proposed development includes 1,182 square foot children's play area which exceeds the 545 square foot requirement.

Private Open Space: The LDC includes a provision that private open space such as decks and patios that meet the minimal dimension requirements will count toward the required overall General Allocated Open Space requirement. The applicant has already demonstrated compliance with the overall General Allocated Open Space requirement, but would like to point out that each unit has private open space in the form of a patio. This area is not counted towards the required overall General Allocated Open Space because some of the proposed patio and deck areas do not meet the minimum dimensional requirements. But it is still worth noting that Private Open Space is provided for each unit. The total area of the patios is roughly 6,240 square feet.

2. Approval Criteria

b. The proposal shall comply with applicable access and street improvement requirements in Chapters 16.12 and 16.13, respectively.

LDC 16.12 Contains the City's standards for Transportation Access, Access Management and Circulation.

Applicants' Statement:
The property will be accessed from Russell Drive. The proposed plan complies with all City access standards and Fire Department requirements.

LDC 16.13 Contains the City's requirements for Transportation Improvements and Design Standards for Streets, Alleys and Pathways.

Applicants' Statement:
Russell Drive requires no additional improvements.

2. Approval Criteria

c. The proposal shall comply with applicable parking requirements in

Chapter 16.14.

LDC 16.14. Off-Street Parking and Loading.

LDC 16.14.040. Location Standards for Parking Lots.

Applicants' Statement:
The proposed parking areas are aligned with the access drive and provide a loop through the development. Parking is not located along the street frontage.

LDC 16.14.050. Landscaping and Visual Buffering Design Standards for Parking Lots.

Applicants' Statement:
Landscaping and visual buffering that complies with the standards in LDC will be provided as shown on the Administrative Review Site Plan.

LDC 16.14.060. Design and Improvement Requirements for Parking Lots.

Applicants' Statements:
The proposal includes 78 units in 6 buildings on one property. As demonstrated later in this document the required number of vehicular parking spaces is 158 with a reduction included for additional covered bike spaces provided on site. The parking is provided on site and in a drive lane loop with a minimum 24-foot wide drive aisle. The parking will be designed to meet the City standards for private parking lots.

LDC16.14.070. Off-Street parking Requirements for Motor Vehicles and Bicycles.

Applicants' Statement:
Each unit is required to have 2.25 onsite parking spaces. There are 78 units proposed for a total of 176 required onsite parking spaces prior to any earned credit vehicular parking reductions. The project is required to provide 39 onsite bicycle parking spaces of which ½ or 20 are required to be covered and 20 uncovered. The proposed project is providing 112 total bicycle parking stalls of which 92 are covered. The following earned vehicular parking reductions are being qualified:

Section 16.14.030 Earned Reductions:

A. 1 vehicular space reduction for every 4 additional covered parking spaces provided. 20 covered bicycle parking stalls are required. 72 additional covered parking spaces are provided which equates to an 18 vehicular space reduction.

B. Total reduction to vehicular parking spaces is 18. Therefore, the required number of vehicular parking spaces is 158.

C. Total bike parking is 20 uncovered spaces and 92 covered spaces (20 required and 72 additional for vehicular reduction.

The parking stall requirement is 176 reduced by 18 for bicycle parking reductions for a total of 158 required parking spaces which is the amount the proposed development provides.

2. Approval Criteria

d. The proposal shall comply with applicable screening and landscaping provisions in Chapter 16.15.

LDC 16.15 Contains the City's standards for Landscaping, Street Trees, Fencing and Walls.

Applicants' Statement:

The landscaping of required yards and open space will be provided per City standards found in Chapter 16.15 of the Development Code. See the Administrative Review Site Plan for reference of areas to be landscaped. A Final Landscape Plan will be submitted with the Construction Drawings as part of the building permit process or as a deferred submittal for the Planning Official to review. All landscaping will be completed prior to certification of final occupancy of the building units.

2. Approval Criteria

e. Any required public facility improvements shall comply with provisions in Chapter 16.16.

LDC 16.16 Contains the City's standards for Public Facilities.

Applicants' Statement:
Utility Service Availability:

Sanitary Sewer:
There is an existing 8-inch diameter sanitary sewer stubbed into the property from Russell Drive. This 8-inch sewer has capacity to serve the proposed development. The 8-inch pipe will be extended throughout the project as private sewer system with a connection to each building. The private sewer system will be designed and constructed in conformance with the current State of Oregon Plumbing Specialty Code.

Water:
There is an existing 8-inch diameter public water stubbed into the property from Russell Drive. This 8-inch water has capacity to provide domestic water, fire water and landscape irrigation water. The domestic water will be accommodated with a new 4-inch service line, 3-inch meter and 3-inch backflow prevention device. The fire water will be accommodated with a new 8-inch service, 8-inch double check detector assembly and an onsite fire hydrant. The irrigation water will either be accommodated through the 3-inch domestic meter or a designated irrigation meter. This will be determined with the building permit submittal plan set.

Storm Drainage:
There is an existing 18-inch diameter storm pipe stubbed into the property from Russell Drive. This 18-inch storm pipe has capacity to provide drainage for the proposed project. The proposed project will be designed per City of Lebanon standards with flow control to limit storm drainage discharge to at or below the rate generated by the pre-development site conditions during a 10-year storm event. Onsite detention will be provided in the form of two above ground dry detention ponds. The neighboring property to the east sheds storm waters onto the subject property. A swale will be installed along the east boundary that will drain to a catch basin that will direct storm waters into a piped system that passes these flows through to the City storm system. This storm drainage system as described will mitigate for potential adverse impacts on upstream or downstream properties and systems as a result of the proposed development.

Franchised Utilities:
The franchised utilities such as NW Natural Gas, Comcast Cable, CenturyLink Cable and Pacific Power are all available in the adjacent Russell Drive. All franchised utilities necessary for this proposed development will be extended into and through the development underground as required by City standards.

Utility Service Summary:
All utilities required to serve the proposed development are readily available and have the required capacity to accommodate the proposal.

2. Approval Criteria

f. where applicable, the proposal shall comply with development requirements within identified hazard areas and/or overlay zones.

Applicants' Statement:
The proposal is not within any known hazard areas or overlay zones.

2. Approval Criteria

g. The proposal shall comply with the supplemental zone regulations contained in Chapter 16.19 or elsewhere in the Development Code.

Applicants' Statement:
There are not supplemental zone regulations contained in Chapter 16.19 or elsewhere in the Development Code that apply to this proposal.

Applicant's Conclusion:
It has been adequately demonstrated in the application that the proposed 78-unit multi-family development has satisfied the approval criteria identified in the Lebanon Development Code Chapter 16.20.040 for an Administrative Review approval.

KITTELSON & ASSOCIATES
851 SW 6th AVENUE, SUITE 600
PORTLAND, OR 97204
P 503.228.5230 F 503.273.8169

MEMORANDUM

Date:	June 9, 2020	Project #: 24995
To:	Shana Olson, City of Lebanon	
Cc:	Kelly Hart, City of Lebanon	
From:	Matt Hughart, AICP, Alec Kauffman, Chris Brehmer, P.E.	
Project:	McKinney Lane Apartments Phase II	
Subject:	Transportation Impact Analysis (TIA)	

Marathon Acquisition & Development is proposing to construct a new apartment complex in Lebanon south of the Russell Drive/Franklin Street intersection. Consistent with the scoping direction provided by Lebanon staff, this memorandum documents the transportation impacts associated with the new apartment complex.

INTRODUCTION

The proposed apartment complex will consist of 78 multi-family dwelling units amongst six separate apartment buildings. Access to the site is proposed via a single full access driveway that would form a southern fourth leg to the existing Russell Drive/Franklin Street intersection. For the purposes of this TIA, the apartment complex is assumed to be completed and open by 2021.

The site location and vicinity are shown in Figure 1, and a site plan is shown in Figure 2.

Figure 1: Site Vicinity and Study Intersection

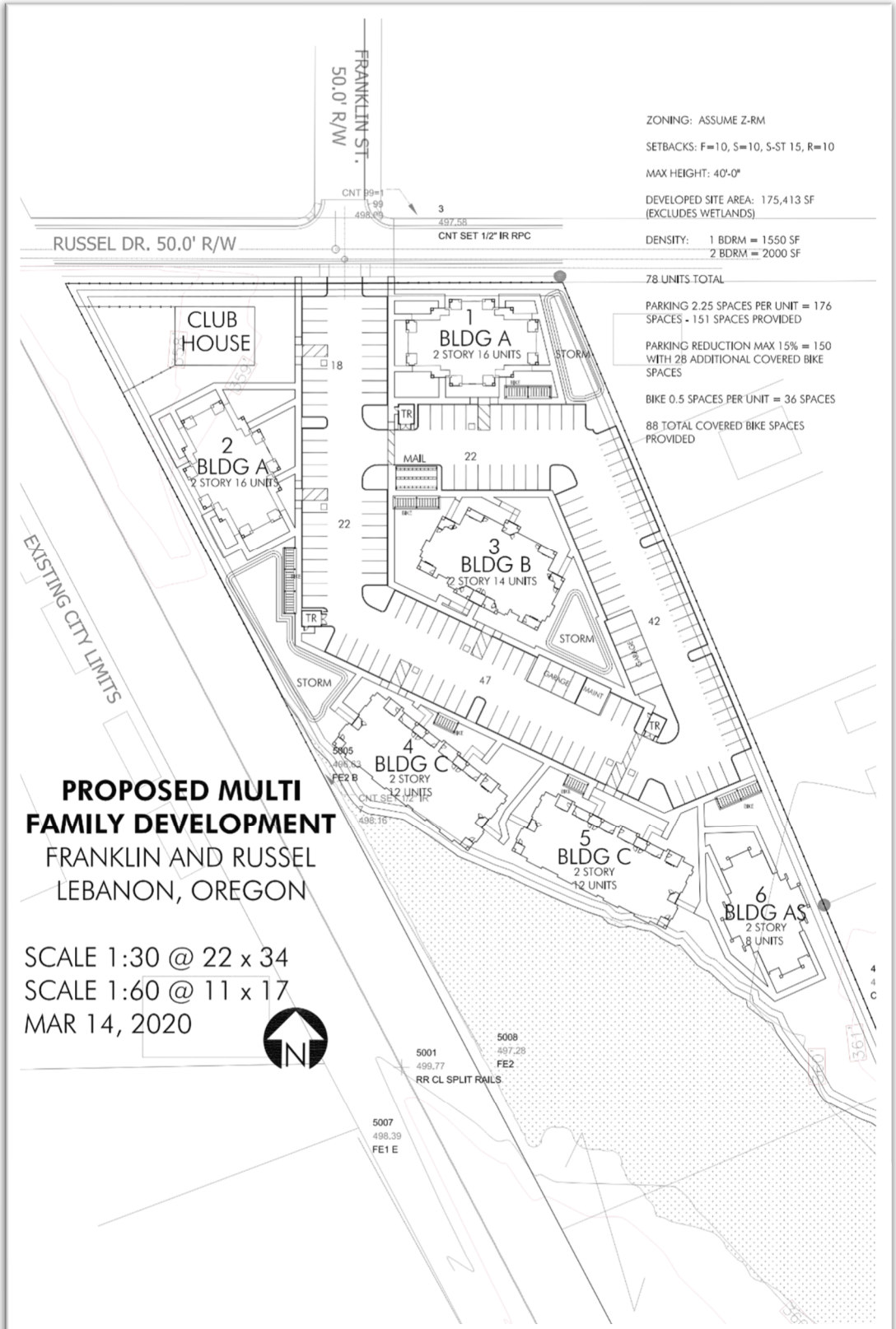


Image Source: Marathon Acquisition & Development

Figure 2: Proposed Site Plan

SCOPE OF THE REPORT

This report identifies the transportation-related impacts associated with the proposed apartment complex and was prepared in accordance with the City of Lebanon Traffic Impact Study requirements. Per agreement with City staff, operational analyses were performed at the Russell Drive/Franklin Street/Proposed Site Access intersection.

This report evaluates the following transportation issues:

- Existing 2020 land use and transportation system conditions within the site vicinity during the weekday PM peak period;
- Forecast year 2021 background traffic conditions during the weekday PM peak period, considering background growth and transportation improvements planned in the study area;
- Trip generation and distribution estimates for the proposed apartment complex;
- Forecast year 2021 total traffic conditions during the weekday PM peak period with build-out of the site; and
- Study recommendations.

Analysis Methodology

All operational analyses described in this report were performed in accordance with the procedures stated in the *Highway Capacity Manual* (HCM). The 6th Edition of the HCM was used to assess study intersection operations during the peak 15 minutes of the peak hour. The peak hour factor (PHF) was derived from the existing raw manual turning movement counts and applied uniformly over each scenario. The operations analysis presented in this report was completed using Vistro analysis software.

Applicable Mobility Standards

The City of Lebanon has adopted the following mobility targets for city-owned/maintained intersections:

Signalized, All-way Stop, or Roundabout Controlled Intersections*: The intersection as a whole must operate with a Level of Service (LOS) "E" or better and a volume to capacity (v/c) ratio not higher than 1.00 during the highest one-hour period on an average weekday (typically, but not always the evening peak period between 4 PM and 6 PM during the spring or fall).*

Two-way Stop and Yield Controlled Intersections*: All intersection approaches during the highest one-hour period on an average weekday (typically, but not always the evening peak period between 4 PM and 6 PM during the spring or fall) shall operate with a v/c ratio not greater than 0.90.*

EXISTING CONDITIONS

This section summarizes the existing characteristics of the transportation system and adjacent land uses in the vicinity of the proposed development, including an inventory of the existing multimodal transportation facilities and options, a summary of recent crash history, and an evaluation of existing intersection operations for motor vehicles at the study intersection.

Site Conditions and Adjacent Land Uses

The site of the proposed McKinney II apartment complex is undeveloped and bounded by Russell Drive to the north, an active rail line to the west, and single-family residences to the east and south.

Transportation Facilities

Table 1 summarizes the attributes of key roadways in the site vicinity. Figure 3 illustrates the existing lane configurations and traffic control devices at the study intersections.

Table 1: Street Characteristics in Site Vicinity

Street	Classification[1]	Motor Vehicle Travel Lanes	Posted Speed	Sidewalks	Striped Bicycle Lanes	On-Street Parking
Russell Drive	Minor Arterial	2	25 MPH	Yes	No	No
Franklin Street	Collector Street	2	25 MPH	No	No	No

[1]Per Lebanon Transportation System Plan
MPH = miles per hour

Multi-Use Facilities

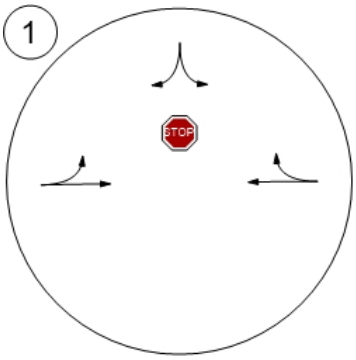
There are sidewalk facilities along both sides of Russell Drive within the site vicinity. These sidewalks extend west to the Highway 20 commercial corridor and west to the Mountain River Drive intersection. There are no sidewalks along the southern extents of Franklin Street. However, future sidewalk improvements are anticipated along the east side of Franklin Street associated with an in-process development project noted later in this report. No bicycle lanes are provided on either Russell Drive or Franklin Street.

Transit Facilities

The Linn Shuttle provides transit service to Sweet Home and Albany and is a fixed bus route operating mostly along OR 20 which is located west of the site. The Linn Shuttle provides Monday to Friday service from 6:50 AM to 7:05 PM with one to two-hour headways throughout the day. The nearest transit stops are located at the Park Street/Oak Street intersection and along OR 20 at the Walmart shopping center.

Figure 3: Existing Lane Configurations & Traffic Control Devices

Franklin St. & Russell Dr.



Crash History Analysis

The Oregon Department of Transportation (ODOT) provided crash history for the five-year period from January 1, 2013 to December 31, 2017. During this time there were no recorded crashes at the Russell Drive/Franklin Street study intersection. *Appendix A provides the ODOT crash report which shows no reported crashes.*

Existing Conditions Operational Analysis

The existing and foreseeable future reduction in overall travel demand on the roadway network does not currently allow for the collection of new traffic counts at the Russell Drive/Franklin Street intersection due to the atypical traffic conditions associated with the COVID-19 pandemic. However, City staff noted that weekday PM peak hour turning movement counts were collected at the intersection in 2016 as part of the City's Transportation System Plan (TSP) development. In addition, the City more recently collected 24-hour roadway volume counts along Russell Drive east of the Russell Drive/Franklin Street intersection. A review of the 2019 Russell Drive roadway volume counts determined that the 2016 intersection turning movement volumes are likely still representative of current traffic conditions. As such, the 4:35-5:35 PM peak hour turning movements volumes (adjusted for seasonal variation) utilized in the TSP were utilized without any growth adjustment for the purposes of developing an existing conditions analysis. *Appendix B contains the traffic count worksheets.*

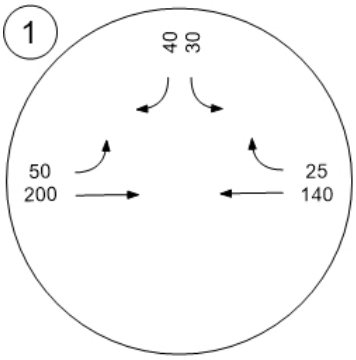
Figure 4 illustrates the existing traffic volumes at the study intersection while Table 2 summarizes the corresponding traffic operations during the weekday PM peak hour. As shown in Table 2 and detailed in *Appendix C* (which includes the existing conditions operations analysis worksheets*)*, the study intersection operations satisfy applicable City standards during the PM peak hour.

Table 2 – Existing Traffic Conditions

Intersection	Critical Approach/Lane	Weekday PM Peak Hour		
		V/C	Approach Delay (sec)	Approach LOS
Russell Drive/ Franklin Street	Southbound	0.07	11.4	B

Figure 4: Existing Traffic Volumes

Franklin St. & Russell Dr.



TRANSPORTATION IMPACT ANALYSIS

The transportation impact analysis identifies how the study area's transportation system will operate in the year 2021 upon occupancy of the apartment complex. This section of the report includes analysis of 2021 background traffic volumes and operations, an estimate of site-generated trips, and analysis of 2021 total traffic volumes and operations with the proposed apartment complex.

2021 Background Operational Analysis

A two percent annual growth rate (consistent with the growth rates forecast in the Lebanon TSP) was applied to the existing study intersection traffic volumes to reflect near-term growth on the local transportation network. In addition to this local growth assumption, one in-process development was identified by City staff that would directly impact the study intersections:

- The Prism Manor multifamily residential project is an approved 48-unit apartment complex located to the northwest corner of the Russell Drive/Franklin Street intersection. This project is anticipated to be under construction soon and will include improvements along the site's Wallace Street and Franklin Street frontages. The in-process trips from this project were added to the 2021 adjusted background growth traffic volumes. A figure representing in-process development trips are included in Appendix D.

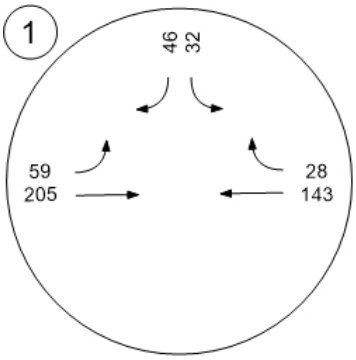
Figure 5 illustrates the resulting 2021 background traffic volumes while Table 3 summarizes the corresponding operational analysis for the weekday PM peak hour. As shown, the study intersection is expected to continue to satisfy City standards under background conditions. *Appendix D includes the 2021 background conditions operations analysis worksheets.*

Table 3 – 2021 Background Traffic Conditions

Intersection	Critical Approach/Lane	Weekday PM Peak Hour		
		V/C	Approach Delay (sec)	Approach LOS
Russell Drive/ Franklin Street	Southbound	0.08	11.7	B

Figure 5: 2021 Background Traffic Volumes

Franklin St. & Russell Dr.



PROPOSED DEVELOPMENT PLAN

The proposed apartment complex will consist of 78 total multi-family dwelling units amongst six separate apartment buildings. Access to the site is proposed via a single full access driveway that would form a southern fourth leg to the existing Russell Drive/Franklin Street intersection. The access driveway is proposed to have a single inbound lane and a single outbound lane and would be stop-controlled along with the existing southbound approach.

Trip Generation Estimate

Trip estimates for the proposed apartment complex were prepared using trip generation rates from the *Trip Generation Manual, 10th Edition* published by the Institute of Transportation Engineers in 2017. Table 4 summarizes the trip estimates.

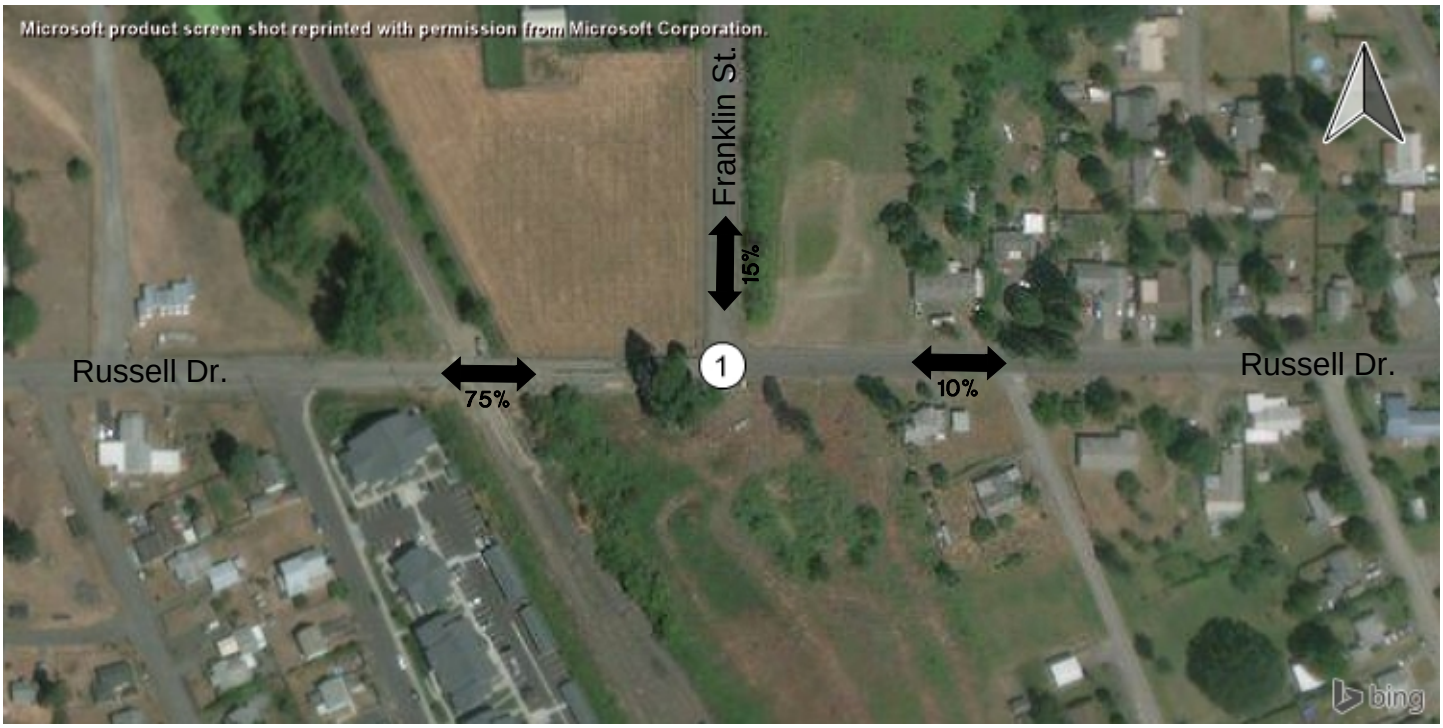
Table 4: Trip Generation

Land Use	ITE Code	Size	Total Daily Trips	Weekday PM Peak Hour		
				Total Trips	In	Total Trips
Multifamily Housing (low-rise)	220	78 Dwelling Units	549	47	30	17

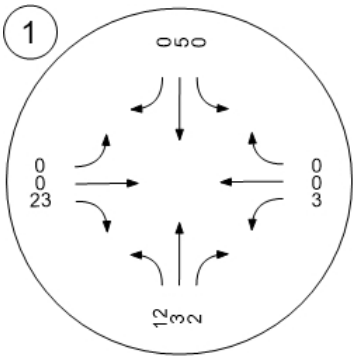
Trip Distribution/Assignment

A trip distribution pattern was identified for the apartment complex based on the Russell Drive/Franklin Street turning movement volumes, the location of major trip origins and destinations in the community, and the location of the site with respect to both local and regional travel corridors. The trip distribution and assignment are illustrated in Figure 6.

Figure 6: Trip Generation and Assignment



Franklin St. & Russell Dr.



Year 2021 Total Traffic Conditions

The total traffic conditions analysis forecasts the operation of the study intersection with the inclusion of traffic generated by the proposed apartment complex. Total traffic conditions were determined by adding the estimated site-generated trips to the year 2021 background volumes for the weekday PM peak hour.

Figure 7 illustrates the 2021 total traffic conditions while Table 5 summarizes the corresponding operational analysis for the weekday PM peak hour. The study intersection operations are projected to continue to satisfy City standards. Accordingly, no on or off-site capacity-based mitigation measures are required to accommodate the proposed development. *Appendix E includes the total conditions operations analysis worksheets.*

Table 5 – 2021 Total Traffic Conditions

Intersection	Critical Approach/Lane	Weekday PM Peak Hour		
		V/C	Approach Delay (sec)	Approach LOS
Russell Drive/ Franklin Street/ Site Access Driveway	Southbound[1]	0.10	12.7	B

[1] The highest approach delay is for the northbound approach. However, to be consistent with the City of Lebanon's volume-to-capacity ratio standard, the higher volume-to-capacity ratio on the southbound approach was reported as the critical approach.

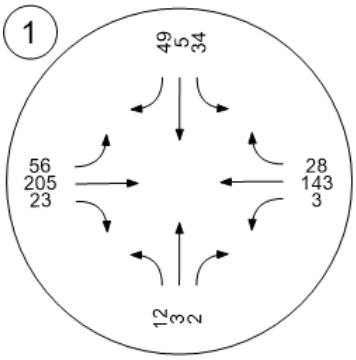
Russell Drive Sight Distance Review

Intersection sight distance was evaluated for the proposed fourth leg to the Russell Drive/Franklin Street intersection. For this assessment, sight distance measurements were evaluated based on an eye height of 3.5 feet, an object height of 3.5 feet, and an observation point located 14.5 feet from the edge of the cross-street travel lane. The posted speed along Russell Drive is 25 mph. As noted in *A Policy on Geometric Design of Highways and Streets* (published by the American Association of State Highway and Transportation Officials, AASHTO in 2018), the minimum intersection sight distance requirement for a 25 mph design speed is 280 feet (left-turn from stop) and 240 feet (right-turn from stop).

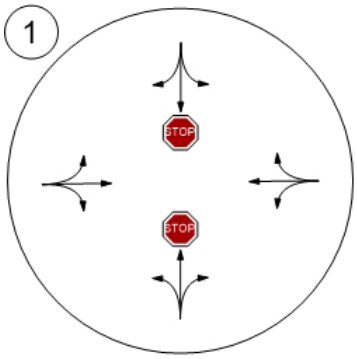
Intersection sight distance was measured at the proposed site access driveway. From this location, Russell Drive has no significant vertical or horizontal curvature, resulting in excess of 500 feet of intersection sight distance to the east and west of the proposed driveway location. As such, adequate intersection sight distance can be provided. We recommend the development place and maintain all vegetation and other above ground objects along the site frontage and driveway to provide adequate sight distance per City standards.

Figure 7: Total Traffic Conditions

Franklin St. & Russell Dr.



Franklin St. & Russell Dr.



FINDINGS AND RECOMMENDATIONS

The primary findings and recommendations of this study are summarized below.

- The Russell Drive/Franklin Street intersection is forecast to meet the City of Lebanon mobility standards during the weekday PM peak hour under existing, 2021 background, and 2021 total traffic conditions (with inclusion of the proposed site access driveway as the fourth leg of the intersection). No capacity-based mitigation needs were identified at the intersection.
- Adequate intersection sight distance is available at the proposed site access driveway.
- We recommend the development place and maintain all vegetation and other above ground objects along the site frontage and driveway to provide adequate sight distance per City standards.

We trust this memorandum adequately addresses the traffic and circulation impacts associated with the proposed McKinney Lane Apartments Phase II project. Please let us know if you have any questions regarding our analyses or need additional information.

Sincerely,
KITTELSON & ASSOCIATES, INC.

Matt Hughart, AICP
Principal Engineer

Alec Kauffman
Analyst

REFERENCES

1. Lebanon*: Transportation System Plan*. 2018.
2. Institute of Transportation Engineers. *Trip Generation, 10th Edition.* 2017.
3. Transportation Research Board. *Highway Capacity Manual, 6th Edition*. 2020.

APPENDICES

Appendix A Crash Data

Appendix B Traffic Count Data

Appendix C Existing Conditions Worksheets

Appendix D 2021 Background Conditions Worksheets

Appendix E 2021 Total Conditions Worksheets

REGISTERED PROFESSIONAL ENGINEER 62836PE OREGON JULY 11, 2000 CHRISTOPHER LYNN BREHMER
Expires: 12-31-2021

Appendix A Crash Data

OREGON DEPARTMENT OF TRANSPORTATION - POLICY, DATA AND ANALYSIS DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Intersectional Crashes at Russell Dr & Franklin St
January 1, 2013 through December 31, 2017

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR:														
TOTAL														
FINAL TOTAL														

Disclaimers: *Effective 2016,* ***collection of "Property Damage Only" (PDO) crash data elements was reduced for vehicles and participants.*** *Age, Gender, License, Error and other elements are no longer available for PDO crash reporting. Please keep this in mind when comparing 2016 PDO crash data to prior years.*

A higher number of crashes may be reported as of 2011 compared to prior years. This does not necessarily reflect an increase in annual crashes. The higher numbers may result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics. For all disclaimers, see https://www.oregon.gov/ODOT/Data/documents/Crash_Data_Disclaimers.pdf.

Appendix B Traffic Count Data

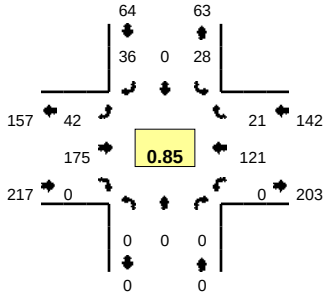
Type of peak hour being reported: User-Defined

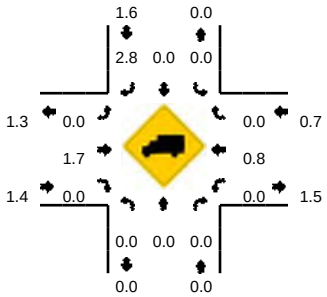
Method for determining peak hour: Total Entering Volume

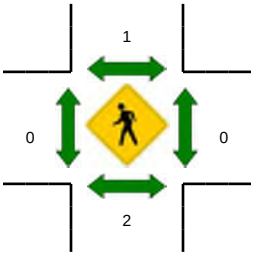
LOCATION: Franklin St -- Russell Dr
CITY/STATE: Linn, OR

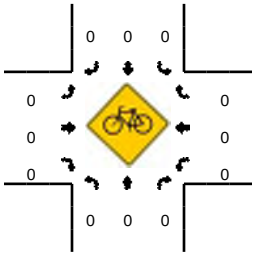
QC JOB #: 13675134
DATE: Wed, Jan 20 2016

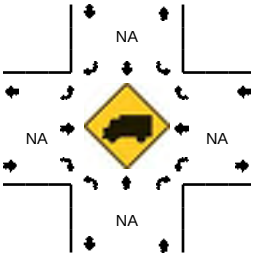
Peak-Hour: 4:35 PM -- 5:35 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

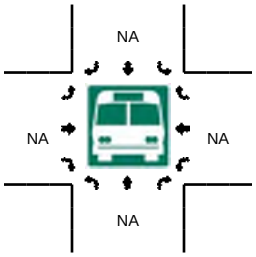












5-Min Count Period Beginning At	Franklin St (Northbound)				Franklin St (Southbound)				Russell Dr (Eastbound)				Russell Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:05 PM	0	0	0	0	1	0	2	0	0	9	0	0	0	10	3	0	25	342
4:10 PM	0	0	0	0	1	0	3	0	4	13	0	0	0	18	6	0	45	364
4:15 PM	0	0	0	0	2	0	4	0	6	8	0	0	0	16	0	0	36	370
4:20 PM	0	0	0	0	1	0	6	0	3	13	0	0	0	12	5	0	40	384
4:25 PM	0	0	0	0	1	0	6	0	4	20	0	0	0	8	6	0	45	399
4:30 PM	0	0	0	0	2	0	2	0	3	12	0	0	0	10	5	0	34	405
4:35 PM	0	0	0	0	3	0	1	0	4	20	0	0	0	11	3	0	42	424
4:40 PM	0	0	0	0	4	0	4	0	4	13	0	0	0	10	0	0	35	427
4:45 PM	0	0	0	0	2	0	2	0	3	14	0	0	0	7	3	0	31	428
4:50 PM	0	0	0	0	0	0	1	0	7	12	0	0	0	9	2	0	31	422
4:55 PM	0	0	0	0	1	0	5	0	6	10	0	0	0	14	1	0	37	433
5:00 PM	0	0	0	0	2	0	2	0	2	26	0	0	0	10	4	0	46	447
5:05 PM	0	0	0	0	5	0	4	0	0	18	0	0	0	8	3	0	38	460
5:10 PM	0	0	0	0	4	0	4	0	5	13	0	0	0	15	0	0	41	456
5:15 PM	0	0	0	0	2	0	4	0	3	11	0	0	0	8	1	0	29	449
5:20 PM	0	0	0	0	3	0	3	0	2	12	0	0	0	12	1	0	33	442
5:25 PM	0	0	0	0	2	0	5	0	3	16	0	0	0	8	0	0	34	431
5:30 PM	0	0	0	0	0	0	1	0	3	10	0	0	0	9	3	0	26	423
5:35 PM	0	0	0	0	1	0	3	0	2	16	0	0	0	6	0	0	28	409
5:40 PM	0	0	0	0	0	0	5	0	1	11	0	0	0	11	2	0	30	404
5:45 PM	0	0	0	0	3	0	1	0	4	18	0	0	0	5	0	0	31	404
5:50 PM	0	0	0	0	1	0	1	0	2	11	0	0	0	11	4	0	30	403
5:55 PM	0	0	0	0	1	0	4	0	5	11	0	0	0	11	0	0	32	398
6:00 PM	0	0	0	0	3	0	1	0	7	13	0	0	0	12	1	0	37	389

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	44	0	40	0	28	228	0	0	0	132	28	0	500
Heavy Trucks	0	0	0		0	0	4		0	4	0		0	4	0		12
Pedestrians		4				4				0				0			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 2/16/2016 11:14 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Appendix C Existing Conditions Worksheets

Intersection Level Of Service Report
Intersection 1: Franklin St. & Russell Dr.

Control Type:	Two-way stop	Delay (sec / veh):	13.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.072

Intersection Setup

Name	Franklin St.		Russell Dr.		Russell Dr.	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Franklin St.		Russell Dr.		Russell Dr.	
Base Volume Input [veh/h]	30	40	50	200	140	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.80	0.00	1.70	0.80	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	40	50	200	140	25
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	12	15	59	41	7
Total Analysis Volume [veh/h]	35	47	59	235	165	29
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.05	0.04	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.20	9.98	7.70	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.43	0.43	0.13	0.13	0.00	0.00
95th-Percentile Queue Length [ft/ln]	10.80	10.80	3.32	3.32	0.00	0.00
d_A, Approach Delay [s/veh]	11.36		1.55		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	2.43					
Intersection LOS	B					

Appendix D 2021 Background Conditions Worksheets

Intersection Level Of Service Report
Intersection 1: Franklin St. & Russell Dr.

Control Type:	Two-way stop	Delay (sec / veh):	13.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.082

Intersection Setup

Name	Franklin St.		Russell Dr.		Russell Dr.	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Franklin St.		Russell Dr.		Russell Dr.	
Base Volume Input [veh/h]	30	40	50	200	140	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	2.80	0.00	1.70	0.80	0.00
Growth Factor	1.0150	1.0230	1.0230	1.0230	1.0230	1.0150
In-Process Volume [veh/h]	2	5	8	0	0	3
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	32	46	59	205	143	28
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	14	17	60	42	8
Total Analysis Volume [veh/h]	38	54	69	241	168	33
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.06	0.05	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.75	10.17	7.74	0.00	0.00	0.00
Movement LOS	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.51	0.51	0.16	0.16	0.00	0.00
95th-Percentile Queue Length [ft/ln]	12.65	12.65	3.93	3.93	0.00	0.00
d_A, Approach Delay [s/veh]	11.65		1.72		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	2.66					
Intersection LOS	B					

Appendix E 2021 Total Traffic Conditions Worksheets

Intersection Level Of Service Report
Intersection 1: Franklin St. & Russell Dr.

Control Type:	Two-way stop	Delay (sec / veh):	15.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.039

Intersection Setup

Name	Franklin St.			Franklin St.			Russell Dr.			Russell Dr.		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	25.00			25.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name	Franklin St.			Franklin St.			Russell Dr.			Russell Dr.		
Base Volume Input [veh/h]	0	0	0	30	0	40	50	200	0	0	140	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	2.80	0.00	1.70	0.00	0.00	0.80	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0230	1.0000	1.0230	1.0230	1.0230	1.0000	1.0000	1.0230	1.0230
In-Process Volume [veh/h]	0	0	0	3	0	8	5	0	0	0	0	2
Site-Generated Trips [veh/h]	12	3	2	0	5	0	0	0	23	3	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	3	2	34	5	49	56	205	23	3	143	28
Peak Hour Factor	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	1	10	1	14	16	60	7	1	42	8
Total Analysis Volume [veh/h]	14	4	2	40	6	58	66	241	27	4	168	33
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.01	0.00	0.10	0.02	0.07	0.05	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	15.52	14.62	10.07	15.31	15.48	10.60	7.73	0.00	0.00	7.76	0.00	0.00
Movement LOS	C	B	B	C	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.16	0.16	0.16	0.66	0.66	0.66	0.15	0.15	0.15	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	4.07	4.07	4.07	16.50	16.50	16.50	3.75	3.75	3.75	0.23	0.23	0.23
d_A, Approach Delay [s/veh]	14.79			12.69			1.53			0.15		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	3.25											
Intersection LOS	C											

Oregon
Kate Brown, Governor

Department of State Lands
775 Summer Street NE, Suite 100
Salem, OR 97301-1279
(503) 986-5200
FAX (503) 378-4844
www.oregon.gov/dsl

State Land Board

Kate Brown
Governor

Dennis Richardson
Secretary of State

Tobias Read
State Treasurer

October 2, 2018

Sally Kirkelie
PO Box 287
Foster, OR 97345

Re: WD #2018-0452 Wetland Delineation Report for Residential Development; Linn County;
T 12S R 2W S 14CA TL 700; S 14CD TL 6500;

Dear Ms. Kirkelie:

The Department of State Lands has reviewed the wetland delineation report prepared by Geo Resources LLC for the site referenced above. Based upon the information presented in the report, we concur with the wetland boundaries as mapped in Figures 6A and 6B of the report. Please replace all copies of the preliminary wetland map with these final Department-approved maps.

Within the study area, two wetlands (Wetland A-B) were identified. Wetland B is subject to the permit requirements of the state Removal-Fill Law. Under current regulations, a state permit is required for cumulative fill or annual excavation of 50 cubic yards or more in the wetland or below the ordinary high-water line (OHWL) of the waterway (or the 2-year recurrence interval flood elevation if OHWL cannot be determined). Wetland A is exempt per OAR 141-085-0515(6) therefore not subject to current state Removal-Fill requirements.

This concurrence is for purposes of the state Removal-Fill Law only. Federal or local permit requirements may apply as well. The Army Corps of Engineers will determine jurisdiction for purposes of the Clean Water Act. We recommend that you attach a copy of this concurrence letter to both copies of any subsequent joint permit application to speed application review.

Please be advised that state law establishes a preference for avoidance of wetland impacts. Because measures to avoid and minimize wetland impacts may include reconfiguring parcel layout and size or development design, we recommend that you work with Department staff on appropriate site design before completing the city or county land use approval process.

This concurrence is based on information provided to the agency. The jurisdictional determination is valid for five years from the date of this letter unless new information necessitates a revision. Circumstances under which the Department may change a determination are found in OAR 141-090-0045 (available on our web site or upon

request). In addition, laws enacted by the legislature and/or rules adopted by the Department may result in a change in jurisdiction; individuals and applicants are subject to the regulations that are in effect at the time of the removal-fill activity or complete permit application. The applicant, landowner, or agent may submit a request for reconsideration of this determination in writing within six months of the date of this letter.

Thank you for having the site evaluated. Please phone me at 503-986-5218 if you have any questions.

Sincerely,

Lauren Brown
Jurisdiction Coordinator

Approved by _____
Peter Ryan, PWS
Aquatic Resource Specialist

Enclosures

ec: Allen Martin, Geo Resources LLC
Linn County Planning Department (Maps enclosed for updating LWI)
Andrea Wagner, Corps of Engineers
Carrie Landrum, DSL

WETLAND DELINEATION / DETERMINATION REPORT COVER FORM

Fully completed and signed report cover forms and applicable fees are required before report review timelines are initiated by the Department of State Lands. Make checks payable to the Oregon Department of State Lands. To pay fees by credit card, go online at https://apps.oregon.gov/DSL/EPS/program?key=4.

Attach this completed and signed form to the front of an unbound report or include a hard copy with a digital version (single PDF file of the report cover form and report, minimum 300 dpi resolution) and submit to: **Oregon Department of State Lands, 775 Summer Street NE, Suite 100, Salem, OR 97301-1279.** A single PDF of the completed cover from and report may be e-mailed to **Wetland_Delineation@dsl.state.or.us.** For submittal of PDF files larger than 10 MB, e-mail DSL instructions on how to access the file from your ftp or other file sharing website.

Contact and Authorization Information

RECEIVED AUG 14 2018

☒ Applicant ☐ Owner Name, Firm and Address:
Sally Kirkelie
PO Box 287
Foster, OR 97345

Business phone # (541) 223-1700
Mobile phone # (optional)
E-mail: nitehk@gmail.com

☐ Authorized Legal Agent, Name and Address (if different):

RECEIVED $ 437.00 DEPARTMENT OF STATE LANDS v.#7994

Business phone #
Mobile phone # (optional)
E-mail:

I either own the property described below or I have legal authority to allow access to the property. I authorize the Department to access the property for the purpose of confirming the information in the report, after prior notification to the primary contact.

Typed/Printed Name: Sally J Kirkelie, Trustee **Signature:** Sally J. Kirkelie Trustee
Date: 7-27-18 Special instructions regarding site access: ____

Project and Site Information

Project Name: Kirkelie property

Latitude: 44.523359° Longitude: -122.899436°
decimal degree - centroid of site or start & end points of linear project

Proposed Use: residential development

Tax Map # 12 02W 14CA 700
Tax Lot(s)

Tax Map # 12 02W 14CD 6500
Tax Lot(s)

Project Street Address (or other descriptive location):
Southwest of intersection of Russell Drive and May Lane

Township 17S Range 02W Section 14 QQ CA, CD
Use separate sheet for additional tax and location information

City: Lebanon County: Linn

Waterway: na River Mile: na

Wetland Delineation Information

Wetland Consultant Name, Firm and Address:
Allen Martin, Geo Resources LLC
PO Box 71852
Springfield, OR 97475

Phone # (541) 946-1013
Mobile phone # (if applicable)
E-mail: georesources@comcast.net

The information and conclusions on this form and in the attached report are true and correct to the best of my knowledge.
Consultant Signature: Allen Martin Date: 7/31/18

Primary Contact for report review and site access is ☒ Consultant ☐ Applicant/Owner ☐ Authorized Agent

Wetland/Waters Present? ☒ Yes ☐ No | Study Area size: 6.98 acres Total Wetland Acreage: 1.94

Check Applicable Boxes Below

☐ R-F permit application submitted
☐ Mitigation bank site
☐ Industrial Land Certification Program Site
☐ Wetland restoration/enhancement project (not mitigation)
☐ Previous delineation/application on parcel
If known, previous DSL #

☒ Fee payment submitted $ $ 437
☐ Fee ($100) for resubmittal of rejected report
☐ Request for Reissuance. See eligibility criteria. (no fee)
DSL # ____ Expiration date ____
☐ LWI shows wetlands or waters on parcel
Wetland ID code ____

For Office Use Only

DSL Reviewer: LB Fee Paid Date: 8 / ____ / ____ DSL WD # 2018-0452

Date Delineation Received: 8 / 14 / 18 Scanned: ☐ Electronic: ☐ DSL App.# ____

P#60506

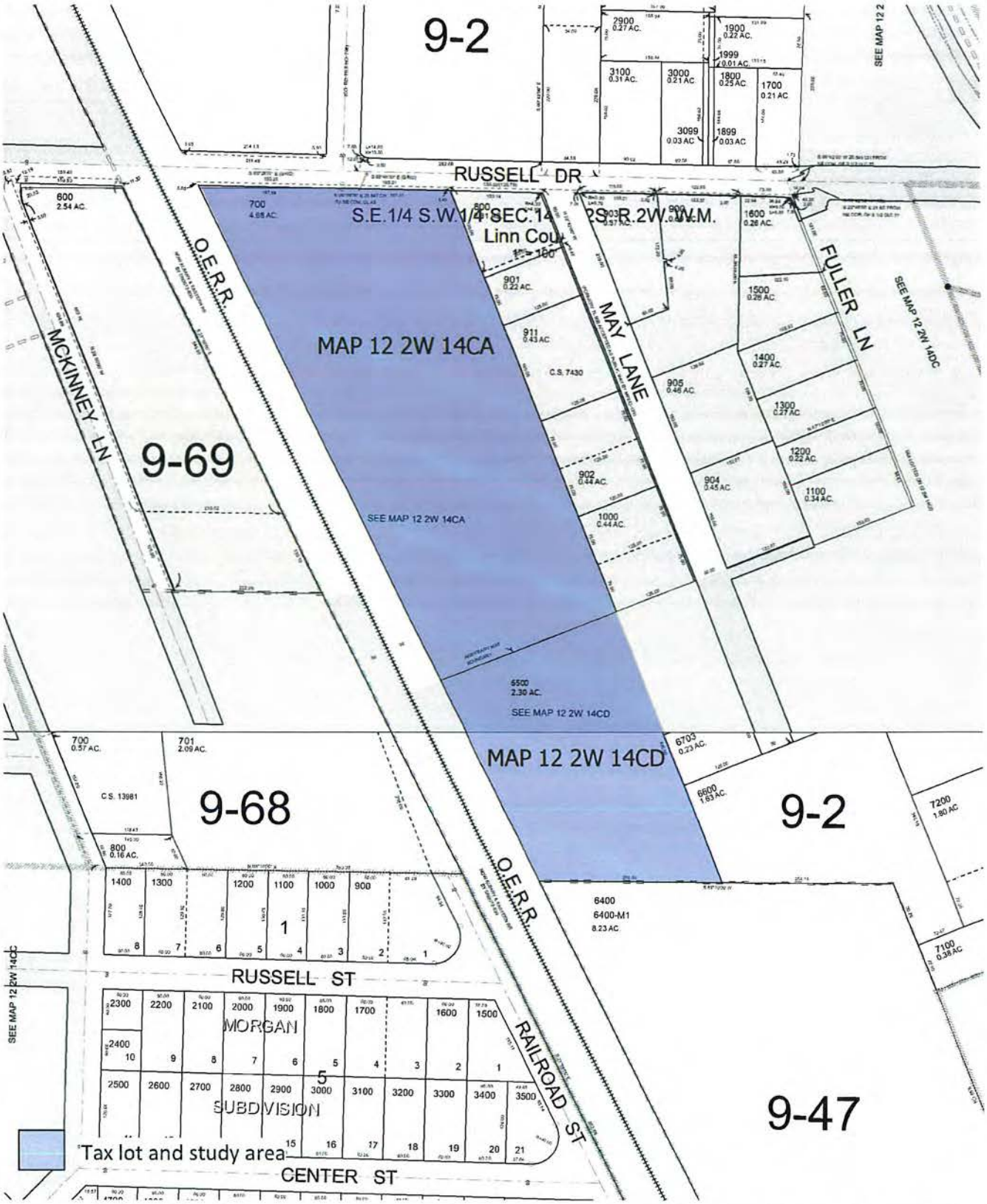
Kirkelie Parcels
Linn County Tax Lots
12S02W14CA00700
12S02W14CD06500
Lebanon, OR 97355

1600 0 1600 3200
Feet
Scale: 1:24,000

FIGURE 1: LOCATION MAP
Scale: 1" = 2,000'
Source: MapInfo StreetPro, USGS
10 meter DEM
Drafted: 3/38/18

NORTH

Geo Resources LLC



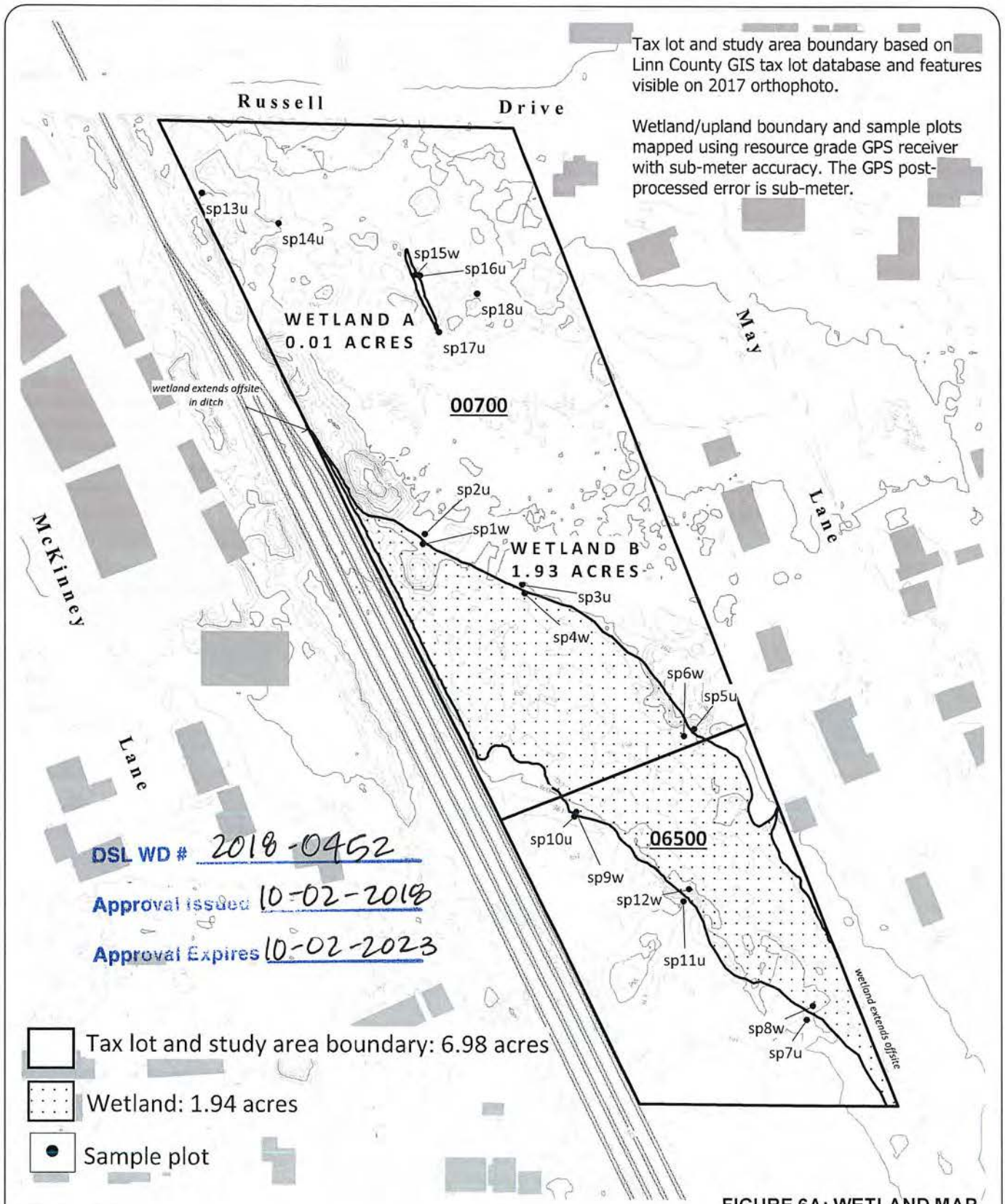
Kirkelie Parcels
Linn County Tax Lots
12S02W14CA00700
12S02W14CD06500
Lebanon, OR 97355

200 0 200 400
Feet
Scale: 1:2,400

FIGURE 2: TAX LOT MAP
Scale: 1" = 200'
Source: Linn County Tax Assessor
Drafted: 3/38/18

NORTH

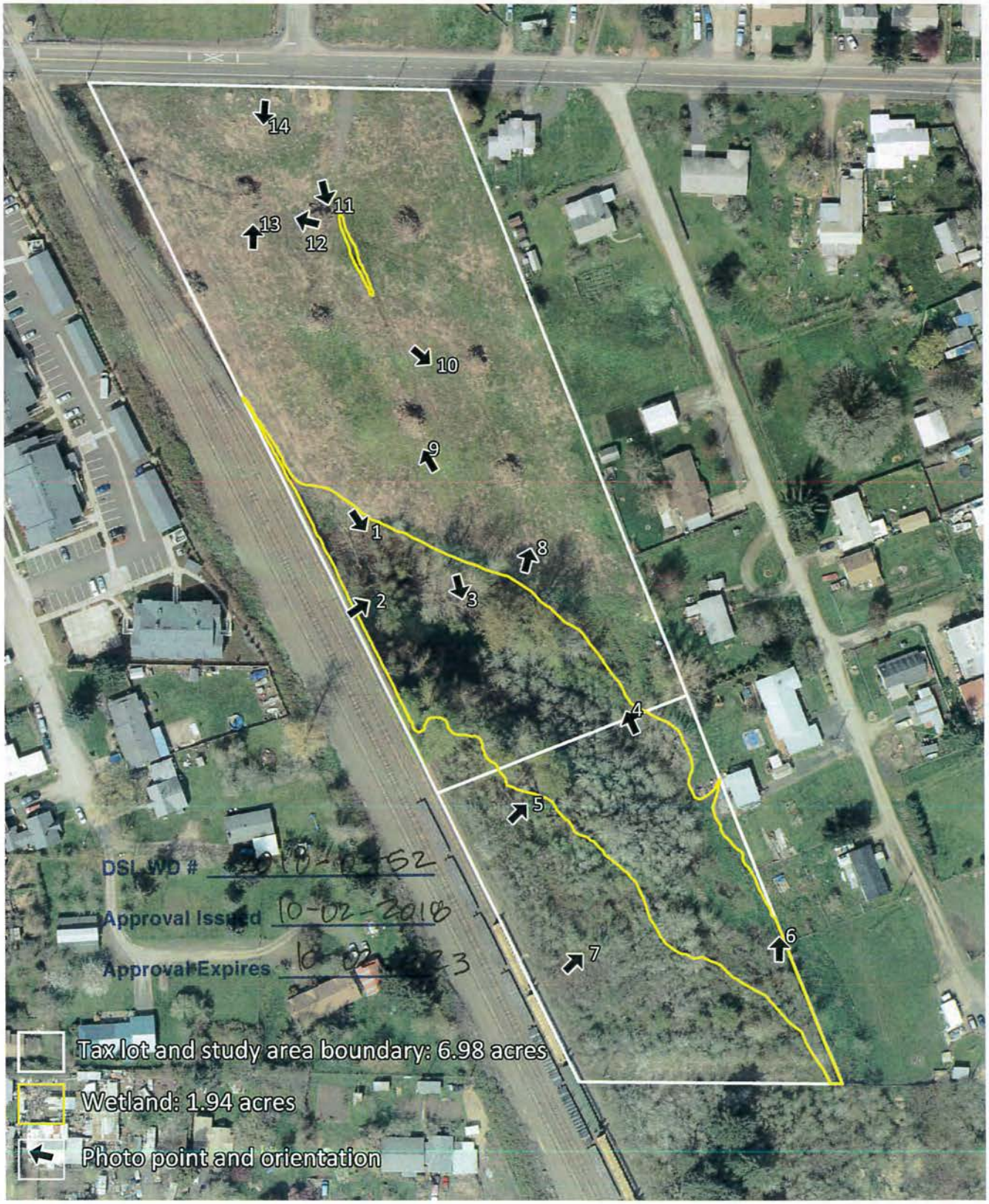
Geo Resources LLC



Kirkelie Parcels
Linn County Tax Lots
12S02W14CA00700
12S02W14CD06500
Lebanon, OR 97355

Geo Resources LLC

FIGURE 6A: WETLAND MAP
Scale: 1" = 140'
Source: Linn County tax assessor
OR Lidar Consortium bare earth
Vertical datum: NAVD88
Drafted: 3/28/18



Kirkelie Parcels
Linn County Tax Lots
12S02W14CA00700
12S02W14CD06500
Lebanon, OR 97355

140 0 140 280
Feet
Scale: 1:1,680

FIGURE 6B: PHOTOGRAPHS
Scale: 1" = 140'
Source: City of Lebanon orthophoto
Flown: April 2, 2017, 3" resolution
Drafted: 3/28/18

Geo Resources LLC

NORTH

SITE PLAN NOTES:

1. NEW CONCRETE SIDEWALK- SEE CIVIL FOR EXTENT.
2. OUTDOOR CHILDRENS PLAY AREA WITH EUIPMENT, PROVIDE EDGING AND CHIPS WITHIN ALLOCATED SPACE
3. NEW CURB CUT, SEE CIVIL DRAWINGS
4. STORM WATER DETENTION AREA, SEE CIVIL
5. PROVIDE SECURITY WROUGHT IRON FENCE AROUND POOL AREA WITH LOCKABLE GATE
6. NEW UNDERGROUND UTILITY VAULTS, SEE CIVIL
7. MINIMUM 36" WIDE ACCESSIBLE ROUTE STRIPED ON PAVEMENT
8. TRASH ENCLOSURE PER 1/A1.5
9. GARAGE PER 1/A1.5 4/A1.5
10. ACCESSIBLE PARKING STALL, PROVIDE STRIPING, SIGN AND CLEARANCE 1/A1.2 2/A1.2
11. ACCESSIBLE GARAGE STALL
12. NEW WOOD FENCE 12/A1.5
13. BICYCLE ENCLOSURE PER 1/A1.2
14. EXTERIOR POOL
15. PEDESTAL MAIL BOXES.
16. PROPOSED TRANSFORMER LOCATION
17. SITE SIGN WITH UP LIGHTING, SEE 7/A1.2 AND ELECTRICAL DRAWINGS.
18. BICYCLE RACKS ON CONCRETE PAVEMENT, NO COVER
19. FIRE HYDRANT LOCATION, SEE CIVIL

ZONING:

ZONING: Z-RM

SETBACKS: F=10, S=10, R=20

MAX HEIGHT: 40-0"

DEVELOPED SITE AREA: 175,413 SF (INCLUDES AREA TO BE DEVELOPED ONLY)

78 UNITS TOTAL

PARKING 2.25 SPACES PER UNIT = 176 SPACES - 158 SPACES PROVIDED

PARKING REDUCTION ADDITIONAL COVERED BIKE SPACES (18 VEHICLE SPACE REDUCTION @ 4 BIKE COVERED STALLS PER VEHICLE STALL = 72 ADDITIONAL COVERED BIKE STALLS)

29 COMPACT STALLS 18%
129 FULL SIZE 82%

BIKE 0.5 SPACES PER UNIT = 39 SPACES REQUIRED
PROVIDED 20 UNCOVERED BIKE STALLS (HALF OF THE REQUIRED 39)
92 COVERED BIKE STALLS (INCLUDES HALF OF THE REQUIRED 39 PLUS ADDITIONAL TO OFFSET VEHICLE PARKING STALL REDUCTIONS)

TOTAL 112 BICYCLE PARKING SPACES

AREA SUMMARY:

TOTAL SITE AREA	323,215 SF	100%
SITE DEVELOPMENT AREA	175,413 SF	100%
BUILDING FOOTPRINT	33,050 SF	%
LANDSCAPED AREAS	50,974SF	%
SIDEWALKS	18,727 SF	%
PAVEMENT	72,662 SF	%

GENERAL OPEN AREA 25% REQUIRED (175,413 * 0.25 = 43,853 SF)
PROVIDED (50,974 + 18,727 / 175,413) = 40%

ON SITE RECREATION AREA PROVIDED CLUBHOUSE, POOL AND DECK 5,514 SF EQUATES TO A REDUCTION IN OPEN SPACE BY 22,056 SF, TOTAL OPEN SPACE REQUIRED IS 21,797 SF.

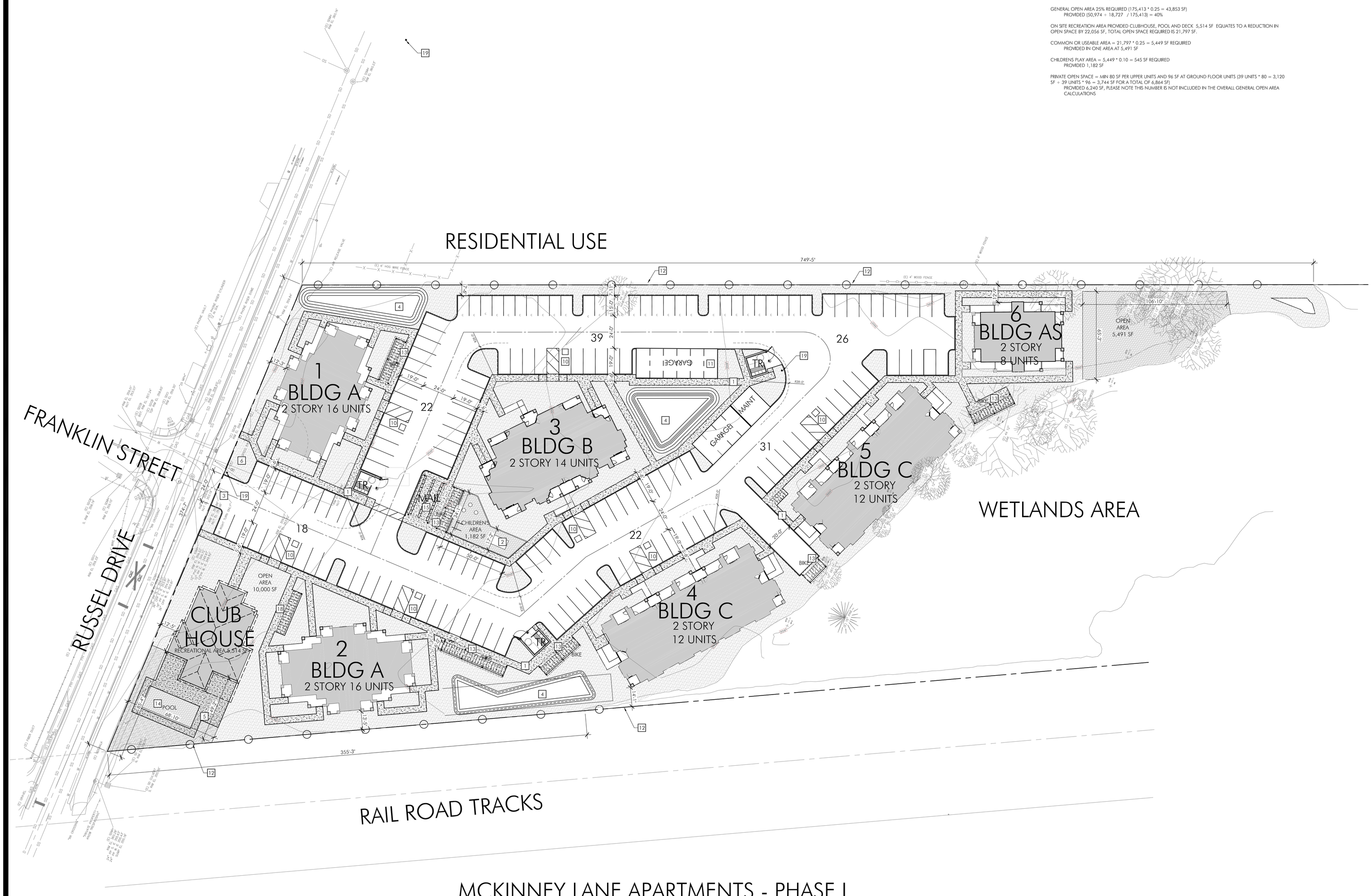
COMMON OR USEABLE AREA = 21,797 * 0.25 = 5,449 SF REQUIRED
PROVIDED IN ONE AREA AT 5,491 SF

CHILDRENS PLAY AREA = 5,449 * 0.10 = 545 SF REQUIRED
PROVIDED 1,182 SF

PRIVATE OPEN SPACE = MIN 80 SF PER UPPER UNITS AND 96 SF AT GROUND FLOOR UNITS (39 UNITS * 80 = 3,120 SF + 39 UNITS * 96 = 3,744 SF FOR A TOTAL OF 6,864 SF)
PROVIDED 6,240 SF, PLEASE NOTE THIS NUMBER IS NOT INCLUDED IN THE OVERALL GENERAL OPEN AREA CALCULATIONS

GENERAL SITE NOTES:

1. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVES. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTORS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.
2. REFER TO CIVIL DRAWINGS FOR GRADING. SITE IS REQUIRED TO MEET THE LAWS OF FHA AND ADA. ACCESSIBLE ROUTES SHALL NOT EXCEED 5% (1 IN 20) OR CROSS SLOPES SHALL NOT EXCEED 2% (1 IN 50). ALL AT GRADE SIDEWALKS ARE ACCESSIBLE ROUTES.
3. PROVIDE CONSTRUCTION FENCING AS REQUIRED TO SECURE SITE AND BUILDING DURING CONSTRUCTION.
4. JOINTS IN CONCRETE WALKS NOTED AS E.J. ARE TO BE CONSTRUCTED AS EXPANSION JOINTS. ALL OTHER JOINTS SHOWN, TO BE TOOLED CONTROL JOINTS, SEE CIVIL.
5. EXTREME CARE SHOULD BE TAKEN TO PRESERVE EXISTING ROOTS OF TREES TO REMAIN.
6. SEE LANDSCAPE DRAWINGS FOR LANDSCAPE AND IRRIGATION ELEMENTS. LANDSCAPE IRRIGATION DRAWINGS SHOW EXTENT OF IRRIGATION SYSTEM REPLACEMENT.
7. SEE ELECTRICAL DRAWINGS FOR SITE LIGHTING.



1 ARCHITECTURAL SITE PLAN
SCALE: 1:30

0' 10' 20' 30' 60' 90'

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STUDIO 3 ARCHITECTURE INCORPORATED
275 COURT ST. NE
SALEM, OR 97301-3410
503-390-6500
www.studio3architecture.com

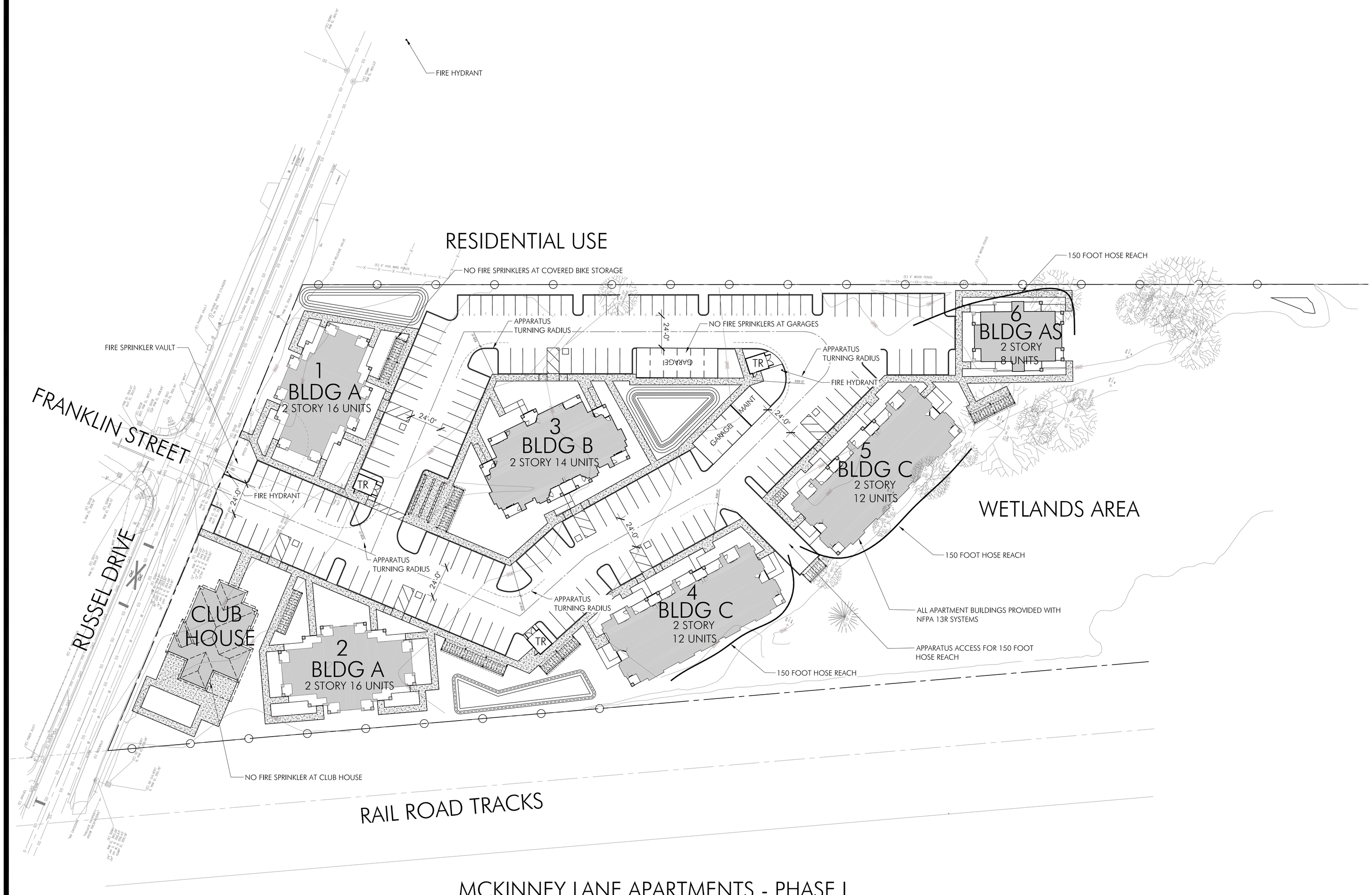
IN THE EVENT CONFLICTS ARE DISCOVERED BETWEEN THE ORIGINAL SIGNED AND SEALED DOCUMENTS PREPARED BY THE ARCHITECTS AND/OR THEIR CONSULTANTS, AND ANY COPY OF THE DOCUMENTS TRANSMITTED BY MAIL, FAX, ELECTRONICALLY OR OTHERWISE, THE ORIGINAL SIGNED AND SEALED DOCUMENTS SHALL GOVERN.

PROJECT # 2019-179
DATE: 4 JUNE 2020

REVISIONS

McKINNEY LANE APARTMENTS PHASE II
RUSSELL DRIVE & McKINNEY LANE
LEBANON, OREGON 97355

SHEET
A1.1



1 FIRE SITE PLAN
SCALE: 1:30

0' 10' 20' 30' 60' 90'

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275 COURT ST. NE
SALEM, OR 97301-3410
503-390-6500
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PROJECT # 2019-179
DATE: 25 MAY 2020

REVISIONS

McKINNEY LANE APARTMENTS PHASE II
RUSSELL DRIVE & McKINNEY LANE
LEBANON, OREGON 97355

SHEET
FIRE

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AGENDA ITEM

4.d.

OREGON
Lebanon

925 S. Main Street
Lebanon, Oregon 97355

TEL: 541.258.4906
cdc@ci.lebanon.or.us
www.ci.lebanon.or.us

MEMORANDUM

Community Development

To: Lebanon Planning Commission Date: July 8, 2020

From: Kelly Hart, Community Development Director

Subject: Draft Mill Race Urban Renewal Plan and Report Accompanying the Mill Race Urban Renewal Plan

I. INTRODUCTION

The Lebanon Planning Commission is being asked to make a recommendation to the City Council regarding the Council's consideration and adoption of the proposed Mill Race Urban Renewal Plan (Plan). The Plan is designed for the Mill Race Area (Area), an area of 51.45 acres. The Plan creates a single development tax increment finance zone to provide developer incentives to reimburse the developer for infrastructure required to facilitate development.

The focus of the Planning Commission's review is the conformance of the Plan with the Lebanon Comprehensive Plan. This action does not require a public hearing, and the Planning Commission is not being asked to approve the Plan, but rather make a recommendation to the Lebanon City Council on the conformance to the Lebanon Comprehensive Plan issue. There are no explicit review criteria for a Planning Commission for the review of an urban renewal plan. The Oregon Revised Statute (ORS) ORS 457.085(4) states that "An urban renewal plan and accompanying report shall be forwarded to the planning commission of the municipality for recommendations, prior to presenting the plan to the governing body of the municipality for approval under ORS 457.095". The generally accepted practice is for the Planning Commission to provide input on the relationship of the Plan to the Local Goals and Objectives (Section XI of the Plan), and particularly to its conformance to the City of Lebanon Comprehensive Plan.

II. CURRENT REPORT & RECOMMENDED FINDINGS

MAXIMUM INDEBTEDNESS

The proposed maximum indebtedness, the limit on the amount of funds that may be spent on administration, projects and programs in the Area is $9,652,364. This MI will be reimbursed to cover administrative expenses and to reimburse developer infrastructure improvements.

RELATIONSHIP TO LOCAL OBJECTIVES

The Plan relates to local planning and development objectives contained within the Lebanon Comprehensive Plan. The following section describes the purpose and intent of the plan, the goals to which the proposed Plan relates, and an explanation of how the Plan relates to these goals. The numbering of the goals will reflect the numbering that occurs in the original document. Italicized text is text that *has* been taken directly from an original planning document.

This is not a comprehensive list of all parts of the Lebanon Comprehensive Plan that are supported by this Plan. This list includes the major Goals from the comprehensive plans that are in conformance with the urban renewal Plan. However, there may be other Goals that are not listed, but are still in conformance with this Plan.

City of Lebanon Comprehensive Plan

Chapter 4 - Land Use

The City's Land Use Goals include:

G-2: Promoting the orderly development and conservation of lands for urban uses, such as homes, businesses, industries, and streets, as well as parks, open space, and wetlands.

G-3: Encouraging land developments that utilize innovative design and technology, energy conservation, and the protection and conservation of cultural and natural resources. Examples of innovative residential developments include: common wall or "zero lot line" dwellings (e.g., row houses and townhouses), dwellings designed and sited to utilize solar energy, and planned developments that provide for variety in housing types and uses.

G-4: Promoting and encouraging planned development methods for special lands that display the following characteristics: property of large sizes or those that are well situated in relation to the street and traffic circulation network; properties that have natural features that limit development potential; and properties that involve significant natural or cultural resources, particularly active or passive recreational opportunities.

Recommended Finding: The Plan conforms to the Land Use goals of the Comprehensive Plan as providing incentives for new development within the Area will promote the orderly development of lands for urban uses, incorporate a variety of housing types and uses and promote orderly development of a large sized property. The development is planned to include single family residences, multi-use complexes, apartment buildings, a senior care center, retail buildings, a fueling station, restaurant and industrial uses.

Chapter 5 - Population and Economy

The City's Economic Goals include the following:

G-1 Providing employment opportunities for its citizens.

G-2: Providing a viable tax base for the community in order to pay for essential community services.

G-3: Encouraging a diversified economic base for the community which broadens and improves long-term employment opportunities in all sectors, including, retail, service, and industrial.

G-4: Providing the opportunity for a full range of commercial, cultural, recreational, educational, health services, and other professional services to meet the needs of the City's residents and visitors.

G-5: Supporting the establishment of new employment and the expansion of existing employment to strengthen the City's economic base in order to provide adequate employment opportunities and maintain community livability.

G-6: Seeking balanced, concurrent growth in the commercial, industrial and residential sectors that are within the carrying capacity of community resources.

Recommended Finding: The Plan conforms to the Population and Economy goals of the Comprehensive Plan as providing incentives for new development within the Area will provide employment opportunities, help to provide a viable tax base by encouraging new development, encourage a diversified economic base, provide for a full range of uses, support the establishment of new employment by both construction jobs and long term jobs in the commercial and industrial uses in the Area and seek balanced concurrent growth in the commercial, industrial and residential sectors. The development is planned to include single family residences, multi-use complexes, apartment buildings, a senior care center, retail buildings, a fueling station, restaurant and industrial uses.

Chapter 6 - Housing

The City's Housing Goals include:

G-1: Providing housing policies and practices that increase housing opportunities for all citizens.

G-2: Encouraging the availability of adequate numbers of needed housing units at price ranges and rent levels that are commensurate with the financial capabilities of community households, and to allow flexibility of housing location, type and density.

G-4: Providing for connectivity in new developments and to promote efforts to extend trails, pedestrian ways, and bikeways through existing residential areas.

G-5: Cooperating with builders, developers, and others involved in the provision of housing in creating a positive image of the City as a desirable place to live, work, and do business.

Recommended Finding: The Plan conforms to the Housing goals of the Comprehensive Plan as providing incentives for new development within the Area will provide new housing options for existing and new residents to Lebanon, increasing the availability of needed housing units in a variety of price ranges including single family residences, multi-use complexes, apartment buildings and a senior care center. The development will provide connectivity through the residential area. By encouraging the development, the City will be cooperating with developers in the provision of housing creating a positive image of the City as a desirable place to live, work, and do business.

Chapter 7 - Community Friendly Development

The City's Community Friendly Development Goals include:

G-1: Encouraging development patterns that make efficient use of land and energy resources, provide a variety of housing choices, and create multiple transportation options.

G-2: Supporting infill development and other development options on large or underutilized residential or commercial lots guided by clear and objective neighborhood compatibility standards.

G-3: Encouraging policies and ordinances that lead to well-designed, aesthetically pleasing neighborhoods that foster a sense of community and personal interaction.

G-5: Developing streets whose purpose is not solely to move automobiles safely and efficiently, but also to create pedestrian and bicycle friendly environment.

G-6: Developing sidewalks, crosswalks, and multi-use paths that not only meet ADA standards, but also enhance a pedestrian and bicycle friendly environment throughout the community

G-8: Promoting denser development in select locations in order to realize potential savings on infrastructure provision and maintenance.

G-9: Providing density bonuses for developers who incorporate specific design amenities into their developments.

G-10: Allowing appropriately scale neighborhood commercial centers, subject to provisions of the Zoning Ordinance, and residential zones in order to: (1) provide ease of access to basic daily household needs, to eliminate unnecessary automobile trips, and to provide convenience centers for neighborhood social interaction; and, (2) within the Mixed Density Residential Zones in order to allow for commercial activity closer to the source of the customers and to allow the pedestrian access to retail services.

Recommended Finding: The Plan conforms to the Community Friendly Development goals of the Comprehensive Plan as the development will be on a parcel that is in the city limits but is presently undeveloped, encouraging development patterns that make efficient use of land and energy resources, provide a variety of housing choices, and create multiple transportation options, supporting development on large parcels, developing streets for automobiles, bicyclists and pedestrians, enhancing a pedestrian and bicycle friendly environment, supplying denser development to realize savings on infrastructure provision and maintenance and allowing for appropriately scaled neighborhood commercial centers. The development will be a planned development and meet the requirements of the City of Lebanon. The development is planned to include single family residences, multi-use complexes, apartment buildings, a senior care center, retail buildings, a fueling station, restaurant and industrial uses

Chapter 8 - Transportation

The City's Transportation Goals include:

G-1: An equitable, balanced and well-connected multi-modal transportation system.

G-2: Convenient facilities for pedestrians and bicyclists.

G-3: Transit service and amenities that encourage a higher level of readership.

G-4: Efficient travel to and through the City.

G-5: Safe and active residents.

G-6: A sustainable transportation system.

G-7: A transportation system that supports a prosperous and competitive economy.

G-8: Coordinate with local and state agencies and transportation plans.

Recommended Finding: The Plan conforms to the Transportation goals of the Comprehensive Plan as the development will be on a parcel that is in the city limits but is presently underserved by a transportation network. The development will provide improved transportation networks for all modes, helping to create a transportation system providing convenient facilities for

pedestrians and bicyclists and efficient travel to and through the city that is safe and sustainable. The transportation system improvements will help support a prosperous and competitive economy, will be in a planned development and meet the requirements of the City of Lebanon and the requirements of the Lebanon Transportation System Plan.

Chapter 10 - Public Facilities and Services

The City's Public Facilities and Services Goals include:

G-1: Providing Public Facilities Policies and Plans as a guide for the location and development of future community facilities and utilities consistent with long-range community needs.

G-2: Planning and developing a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban development for both existing and planned land uses.

G-3: Continuing and enhancing coordination and cooperation between the City and other public and private providers of public services to maximize the orderly and efficient development and provision of all services.

G-4: Ensuring that essential public facilities and service capabilities (transportation, storm drainage, sewer and water service) are either in place before new development occurs and/or are constructed concurrently with such development.

G-5: Ensuring that the extensions of essential public facilities and services to a development site is accomplished either by the city through the implementation of the Capital Improvement Program, or by the site developer at their expense with cost sharing and oversizing reimbursement options.

G-6: Promoting water conservation.

Recommended Finding: The Plan conforms to the Public Facilities and Services goals of the Comprehensive Plan as the development will be on a parcel that is in the city limits but is presently underserved by public facilities and services. The development will be a planned development and meet the requirements of the City of Lebanon to ensure the essential public facilities and service capabilities are either in place before new development occurs and/or are constructed concurrently with such development.

III. PUBLIC NOTIFICATION

The review of the Mill Race Urban Renewal Plan, and determination of conformance with the adopted Comprehensive Plan is not a public hearing, and per State statute is not subject to public notice. However, a public notification for this review was originally issued on June 25, 2020. The notice was mailed to all property owners within the new Urban Renewal Area boundary, as well as posted to the City's website.

IV. RECOMMENDATION

Staff recommends that the Planning Commission:

1. Review and discuss the proposed Mill Race Urban Renewal Plan

2. Find that the Plan conforms to the Lebanon Comprehensive Plan, and optionally recommend the Plan's adoption to the Lebanon City Council
3. Direct Staff to draft an Order of Recommendation based on the approved and/or modified findings

Recommendation/Suggested Motion(s):

"I move that the Lebanon Planning Commission finds, based upon the information provided in the staff report and the provided attachments, that the Mill Race Urban Renewal Plan conforms with the Lebanon Comprehensive Plan, and further recommend that the Lebanon City Council adopt the proposed Mill Race Urban Renewal Plan."

Attachments:
1. Mill Race Urban Renewal Plan
2. Report Accompanying the Mill Race Urban Renewal Plan

Mill Race Urban Renewal Plan

DRAFT

Mill Race Urban Renewal District Plan Adopted by the City of Lebanon

Date

Ordinance No.____

If Amendments are made to the Plan, the Resolution or Ordinance Number and date will be listed here. The amendment will be incorporated into the Plan and noted through a footnote.

OREGON
Lebanon
THE CITY THAT FRIENDLINESS BUILT

LIST OF PARTICIPANTS

Mayor
Paul R. Aziz

City Council
Robert Furlow, Ward 1
Wayne Rieskamp, Ward 1
Rebecca Grizzle, Ward 2
Karin Stauder, Ward 2
Jason Bolen, Ward 3
Michelle Steinhebel, Ward 3

Urban Renewal Agency
Same as City Council

Planning Commission
Jeremy Salvage, Chair
Don Robertson, Vice-Chair
Joshua Galka
David McClain
Josh Port
Todd Prenoveau
Samuel Brackeen (alternate)

Interim City Manager/City Engineer
Ron Whitlatch

Community Development Director
Kelly Hart

Finance Director
Matt Apken

Consulting Team
Elaine Howard Consulting, LLC
Elaine Howard
Scott Vanden Bos

Tiberius Solutions LLC
Nick Popenuk
Ali Danko
Rob Wyman

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I. DEFINITIONS

"Agency" is the City of Lebanon Urban Renewal Agency created under ORS 457.035 and 457.045. The Agency is responsible for administration of this Mill Race Urban Renewal Plan and other urban renewal plans previously adopted in the City of Lebanon.

"Annual report" is the ORS 457.460 requirement for the production of an annual report that gets distributed to the taxing districts.

"Area" means the tax increment finance area established for this Plan pursuant to ORS 457, and described in Section XIII of the Plan including the properties and rights-of-way located therein.

"Assessed value" means the total assessed value as of real, personal, utility and manufactured structures assessed value as determined by the county assessor.

"Blight" is defined in ORS 457.010(1)(A-E) and identified in the ordinance adopting an urban renewal plan.

"Board of Commissioners" means the Linn County Board of Commissioners.

"City" means the City of Lebanon, Oregon.

"City Council" or "Council" means the Lebanon City Council.

"Comprehensive Plan" means the City of Lebanon Comprehensive Plan and its implementing ordinances, policies, and standards.

"County" means Linn County, Oregon.

"Fiscal Year" means the year commencing on July 1 and closing on June 30.

"Fiscal Year End" or "Fiscal Year Ending" of "FYE" means the year that the fiscal year ends.

"Frozen base" means the total assessed value including all real, personal, manufactured, and utility values within an urban renewal area at the time of adoption. The county assessor certifies the assessed value after the adoption of an urban renewal plan.

"Increment Value" means that part of the assessed value of a taxing district attributable to any increase in the assessed value of the property located in an urban renewal area, or portion thereof, over the frozen base assessed value specified in the certified statement.

"Maximum Indebtedness" means the amount of the principal of indebtedness included in a plan pursuant to ORS 457.190 and does not include indebtedness incurred to refund or refinance existing indebtedness.

“Municipality” means any county or any city in the state of Oregon.

“ORS” means the Oregon Revised Statutes and specifically Chapter 457, which relates to urban renewal and tax increment financing.

“Plan” or “Urban Renewal Plan” means the official plan for the urban renewal area pursuant to ORS 457.

“Plan Area” or “Area” means a blighted area included in an urban renewal plan or an area included in an urban renewal plan under ORS 457.160.

“Planning Commission” means the Lebanon Planning Commission.

“Project(s)” or “Urban Renewal Project(s)” means any work or undertaking carried out under an urban renewal plan.

“Report Accompanying the Mill Race Urban Renewal Plan” or “Report” means the official report that accompanies Plan pursuant to ORS 457.085(3).

“Revenue sharing” means sharing tax increment proceeds as defined in ORS 457.470.

“Tax increment finance” or “tax increment financing” or “TIF” means the funds that are associated with the division of taxes accomplished through the adoption of an urban renewal plan. “Tax increment revenues” means the funds allocated by the assessor to an urban renewal area due to increases in assessed value over the frozen base within the area.

“TSP” is the City of Lebanon Transportation System Plan.

“Urban Renewal” means the statutory authority provided in ORS 457.

“URA” means urban renewal area and in this document refers to the urban renewal areas that exist in the City of Lebanon.

II. INTRODUCTION

The Mill Race Urban Renewal Plan ("Plan") was developed for the Lebanon City Council ("City Council"). Pursuant to the Lebanon City Charter, this Plan will go into effect when it has been adopted by the City Council.

A. Background

The Plan creates a single development tax increment finance zone to provide developer incentives to reimburse the developer for infrastructure required to facilitate development. The Plan includes input from the community received at public meetings at the Agency and hearings before the City of Lebanon Planning Commission ("Planning Commission"), and the Lebanon City Council.

Mill Race Urban Renewal Plan Area ("Plan Area"), shown in Figure 1, consists of approximately 51.45 acres, 48.16 acres in tax lots and 3.29 acres in right-of-way.

The Plan is estimated to last 8 years, resulting in seven years of tax increment collections.

The Plan is to be administered by the Lebanon Urban Renewal Agency ("Agency"). Substantial amendments to the Plan must be approved by City Council as outlined in Section VII of this Plan. All amendments to the Plan are to be listed numerically on the cover of the Plan and then incorporated into the Plan document and noted by footnote with an amendment number and adoption date.

The relationship between the sections of the Plan and the ORS 457.085 requirements is shown in Table 1. The specific reference in the table below is the section of this Plan that primarily addresses the statutory reference. There may be other sections of the Plan that also address ORS 457.

Table 1 - Statutory References

Statutory Requirement	Plan Section
ORS 457.085(2)(a)	V, VI
ORS 457.085(2)(b)	V, VI
ORS 457.085(2)(c)	XIII
ORS 457.085(2)(d)	XI
ORS 457.085(2)(e)	XI
ORS 457.085(2)(f)	IX
ORS 457.085(2)(g)	VIII
ORS 457.085(2)(h)	III
ORS 457.085(2)(i)	VII

B. Mill Race Urban Renewal Overview

Urban renewal allows for the use of tax increment financing, a financing source that is unique to urban renewal, to fund its projects. Tax increment revenues— the amount of property taxes generated by the increase in total assessed values in the urban renewal area from the time the urban renewal area is first established— are used to repay borrowed funds. The borrowed funds are used to pay for urban renewal programs and projects. The amount of funds used for projects, programs and administration cannot exceed the maximum indebtedness amount set by the urban renewal plan.

The Mill Race Urban Renewal Area meets the definition of blight due to its infrastructure deficiencies and underdeveloped properties. These blighted conditions are specifically cited in the ordinance adopting the Plan and described in detail in the Report Accompanying Mill Race Urban Renewal Plan ("Report").

The Report contains the information required by ORS 457.085, including:

- A description of the physical, social, and economic conditions in the area;
- Expected impact of the plan, including fiscal impact in light of increased services;
- Reasons for selection of the area;
- The relationship between each project to be undertaken and the existing conditions;
- The estimated total cost of each project and the source of funds to pay such costs;
- The estimated completion date of each project;
- The estimated amount of funds required in the area, and the anticipated year in which the debt will be retired;
- A financial analysis of the plan;
- A fiscal impact statement that estimates the impact of tax increment financing upon all entities levying taxes upon property in the area; and,
- A relocation report.

III. MAXIMUM INDEBTEDNESS

Maximum Indebtedness (”MI”) is the total amount of money that can be spent on projects, programs and administration throughout the life of the Plan. The maximum amount of indebtedness that may be issued or incurred under the Plan, based upon the redevelopment agreement between the developer of the site and good faith estimates of the scope and costs of projects in the Plan is $9,652,364 (Nine Million, Six Hundred Fifty-Two Thousand, Three Hundred Sixty-Four Dollars). This amount is the principal of such indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebtedness or interest earned on debt proceeds.

IV. PLAN GOALS

The goals of the Plan represent its basic intent and purpose. Accompanying the goal is an objective, which describes how the Agency intends to meet the goal. The projects identified in Sections V and VI of the Plan are the specific means of meeting the objective. The goal and objective will be pursued as economically as is feasible and at the discretion of the Agency.

A. Development Incentives

To provide job development, attraction of new businesses and new residents, provide an increase in community wealth and the development of housing and commercial opportunities.

Objectives:

1. Provide financial incentives for the reimbursement of expenditures on infrastructure to facilitate development of the Area.

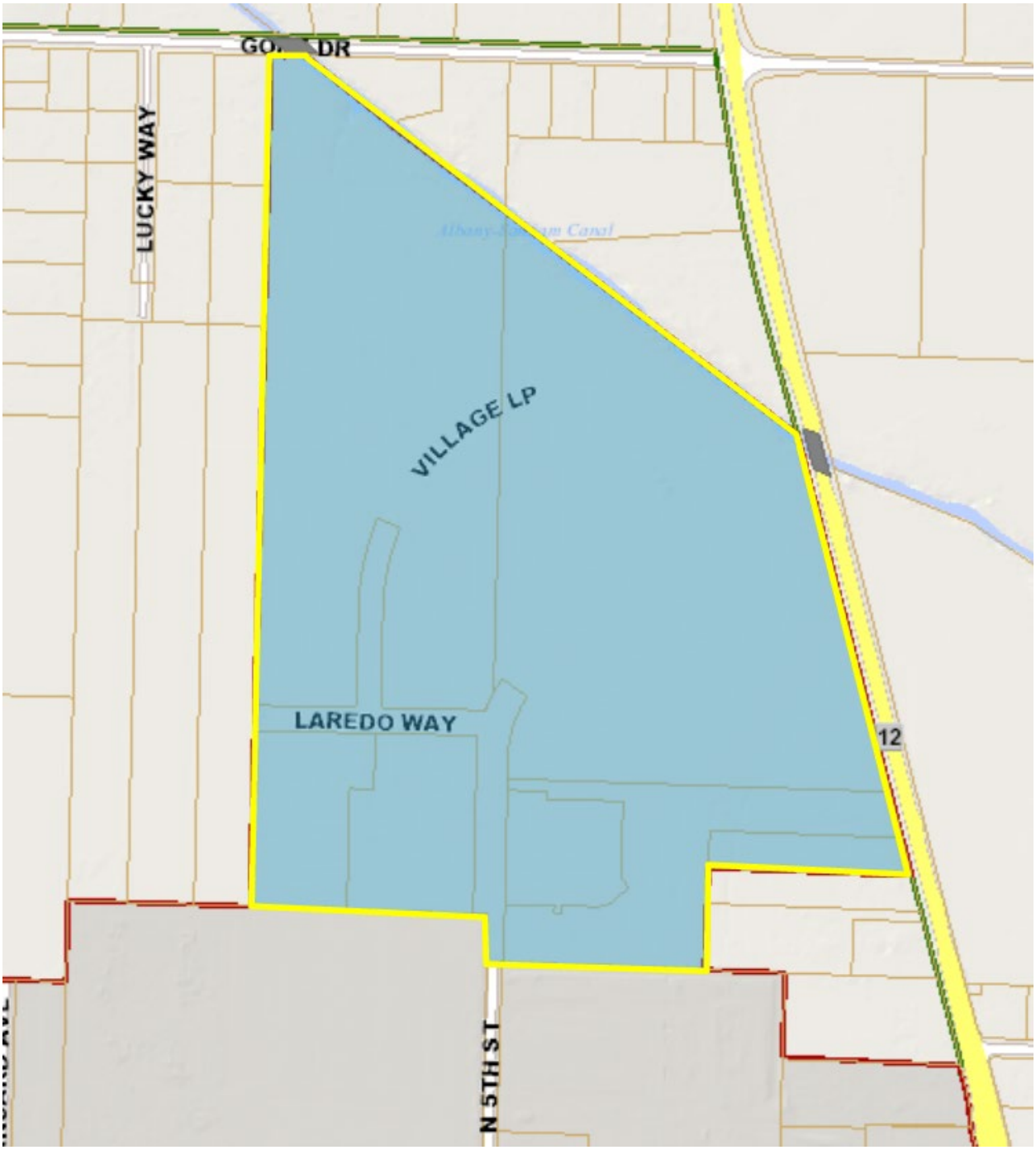
B. Administration

To provide administrative support for the implementation of the Plan.

Objectives:

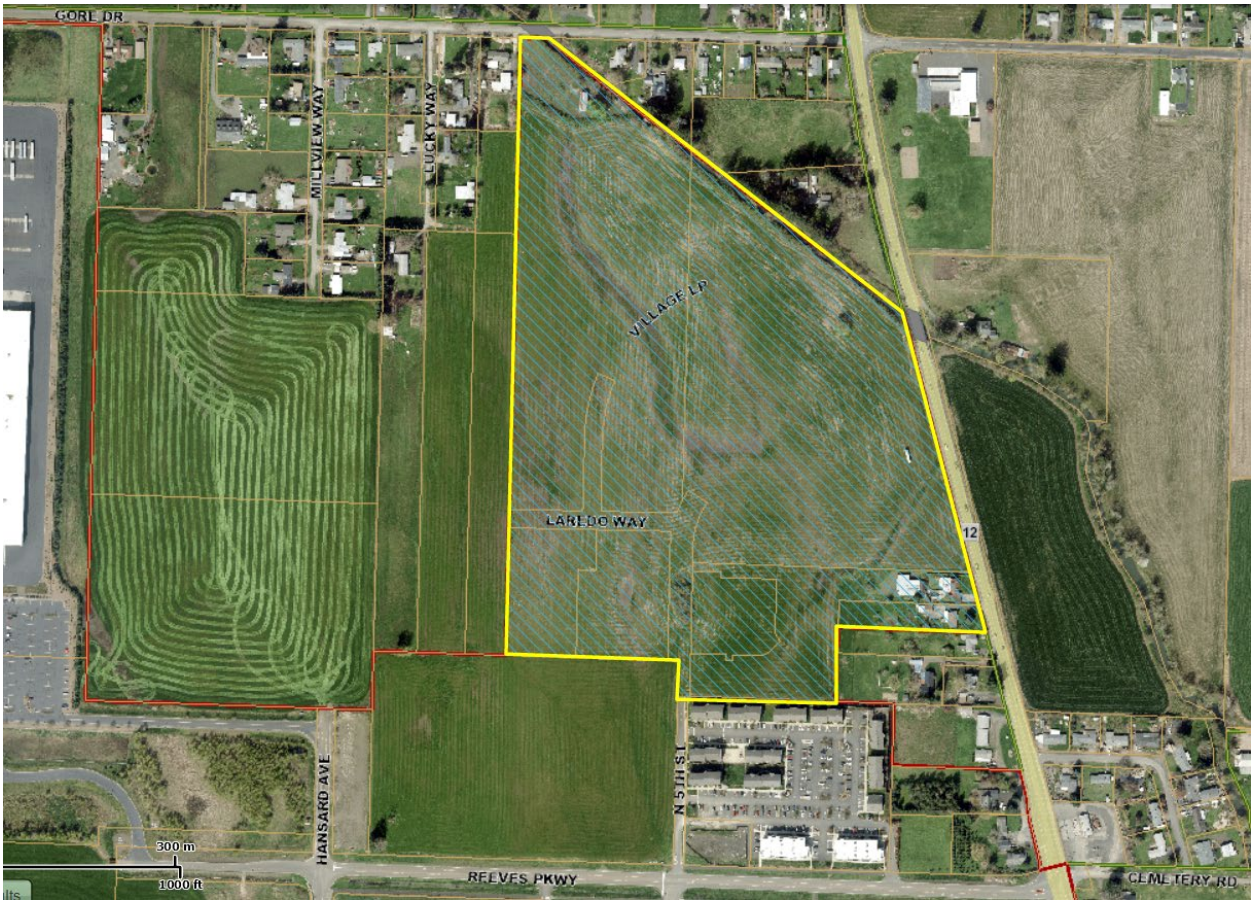
1. Provide resources to administer Development Incentives of the Plan.
2. Provide for ongoing administration of the Plan.

Figure 1 – Mill Race Urban Renewal Area Boundary - 51.45 acres



Source: City of Lebanon

Figure 2 – Mill Race Urban Renewal Plan Boundary Aerial View



Source: City of Lebanon

V. PROJECT CATEGORIES

The projects within the Plan Area fall into the following categories:

A. Development Incentives

B. Administration

VI. PROJECTS

TIF District projects authorized by the Plan are described below.

A. Development Incentives

The Agency may provide incentives to developers for the provision of infrastructure required to facilitate development in the Plan Area. This will be completed through a development agreement with the developer/builder/property owner that stipulates the amount and timing of the incentive. These incentives will be a rebate based on of the property taxes paid within the Plan Area and in conformance to the Economic Development Agreement.

The amount of incentive is established in the Report Accompanying the Plan and in the Economic Development Agreement.

B. Administration

The Agency may provide administration of the Plan including but not limited to reimbursement of costs associated with preparing the Plan, staff support, legal counsel assistance, review of annual payments, financial statements, budget preparation and annual reports pursuant to ORS 457.460.

VII. AMENDMENTS TO PLAN

The Plan may be amended as described in this section.

A. Substantial Amendments

Substantial Amendments, in accordance with ORS 457.085(2)(i), shall require the same notice, hearing, and approval procedure required of the original Plan, under ORS 457.095, including public involvement, consultation with taxing districts, presentation to the Agency, the Planning Commission, and adoption by the City Council by non-emergency ordinance after a hearing. Notice of such hearing shall be provided to individuals or households within the City of Lebanon, as required by ORS 457.120. Notice of adoption of a Substantial Amendment shall be provided in accordance with ORS 457.095 and 457.115.

Substantial Amendments are amendments that:[1]

1. Add land to the Area except for an addition of land that totals not more than 1% of the existing area of the Area; or
2. Increase the maximum amount of indebtedness that can be issued or incurred under the Plan.

B. Minor Amendments

Minor Amendments are amendments that are not Substantial Amendments as defined in this Plan and in ORS 457. Minor Amendments require approval by the Agency by resolution.

C. Amendments to the Lebanon Comprehensive Plan and/or Lebanon Municipal Code, Title 16: Development Code

Amendments to the Lebanon Comprehensive Plan ("Comprehensive Plan") and/or Lebanon Municipal Code, Title 16: Development Code that affect the Plan and/or the Plan Area shall be incorporated automatically within the Plan without any separate action required by the Agency or City Council. When a substantial amendment is completed, the Relationship to Local Objectives section will be updated.

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[1] Unless otherwise permitted by state law, no land equal to more than 20 percent of the total land area of the original Plan shall be added to the urban renewal area by amendments, and the aggregate amount of all amendments increasing the Maximum Indebtedness may not exceed 20 percent of the Plan's initial maximum indebtedness, as adjusted, as provided by law.

VIII. PROPERTY ACQUISITION AND DISPOSITION

The Plan does not anticipate property acquisition and disposition as an eligible activity.

IX. RELOCATION METHODS

As acquisition is not an eligible activity, relocation is not a part of this Plan.

X. TAX INCREMENT FINANCING OF PLAN

Tax increment financing consists of using annual tax increment revenues to make payments on debt. In this Plan, the debt is a contractual obligation to provide developer incentives and agreement to reimburse the Agency for administration of the Plan.

Tax increment revenues equal the annual permanent rate property taxes imposed on the cumulative *increase* in assessed value within an Area over the total assessed value at the time a plan is adopted. (Under current law, the property taxes for general obligation (GO) bonds and local option levies are not part of the tax increment revenues.)

A. General Description of the Proposed Financing Methods

The Plan will be financed using tax increment revenues. Revenues obtained by the Agency will be used to pay or repay the costs, expenses, advancements, and indebtedness incurred in (1) developer incentives (2) planning or undertaking project activities, or (3) otherwise exercising any of the powers granted by ORS Chapter 457 in connection with the planning and implementation of this Plan, including preparation of the Plan.

B. Tax Increment Financing

The Plan may be financed, in whole or in part, by tax increment revenues allocated to the Agency, as provided in ORS Chapter 457. The ad valorem taxes, if any, levied by a taxing district in which all or a portion of the Plan Area is located, shall be divided as provided in Section 1c, Article IX of the Oregon Constitution, and ORS 457.440. Amounts collected pursuant to ORS 457.440 shall be deposited into the unsegregated tax collections account and distributed to the Agency based upon the distribution schedule established under ORS 311.390.

C. Under-levy

The Agency may determine to under-levy pursuant to ORS 457.455 notwithstanding any of the foregoing provisions. The Agency may determine alternate ways to reimburse taxing districts for excess tax increment revenues collected.

XI. RELATIONSHIP TO LOCAL OBJECTIVES

ORS 457.085 requires that the Plan conform to local objectives. This section provides that analysis. Relevant local planning and development objectives are contained within the *Lebanon Comprehensive Plan*. Further, this section addresses the *City of Lebanon Municipal Code, Title 16: Development Code* and the *Lebanon 2040 Vision*.

The following section describes the purpose and intent of these plans, the main applicable goals and policies within each plan, and an explanation of how the plans relate to the applicable goals and policies.

The numbering of the goals and policies within this section reflects the numbering that occurs in the original document. *Italicized text* is text that has been taken directly from an original document.

The zoning designation is Mixed Use and the Comprehensive Plan designation for the area is Mixed Use. Density requirements and development standards for all land in the Plan Area are contained in the *City of Lebanon Municipal Code, Title 16: Development Code*, shown in Section B below.

A. Lebanon Comprehensive Plan

Chapter 4 - Land Use

The City's Land Use Goals include:

G-2: Promoting the orderly development and conservation of lands for urban uses, such as homes, businesses, industries, and streets, as well as parks, open space, and wetlands.

G-3: Encouraging land developments that utilize innovative design and technology, energy conservation, and the protection and conservation of cultural and natural resources. Examples of innovative residential developments include: common wall or "zero lot line" dwellings (e.g., row houses and townhouses), dwellings designed and sited to utilize solar energy, and planned developments that provide for variety in housing types and uses.

G-4: Promoting and encouraging planned development methods for special lands that display the following characteristics: property of large sizes or those that are well situated in relation to the street and traffic circulation network; properties that have natural features that limit development potential; and properties that involve significant natural or cultural resources, particularly active or passive recreational opportunities.

Finding:

The Plan conforms to the Land Use goals of the Comprehensive Plan as providing incentives for new development within the Area will promote the orderly development of lands for urban uses, incorporate a variety of housing types and uses and promote orderly development of a large sized property. The development is planned to include single family residences, multi-use complexes, apartment buildings, a senior care center, retail buildings, a fueling station, restaurant and industrial uses.

Chapter 5 - Population and Economy

The City's Economic Goals include the following:

G-1 Providing employment opportunities for its citizens.

G-2: Providing a viable tax base for the community in order to pay for essential community services.

G-3: Encouraging a diversified economic base for the community which broadens and improves long-term employment opportunities in all sectors, including, retail, service, and industrial.

G-4: Providing the opportunity for a full range of commercial, cultural, recreational, educational, health services, and other professional services to meet the needs of the City's residents and visitors.

G-5: Supporting the establishment of new employment and the expansion of existing employment to strengthen the City's economic base in order to provide adequate employment opportunities and maintain community livability.

G-6: Seeking balanced, concurrent growth in the commercial, industrial and residential sectors that are within the carrying capacity of community resources.

Finding:

The Plan conforms to the Population and Economy goals of the Comprehensive Plan as providing incentives for new development within the Area will provide employment opportunities, help to provide a viable tax base by encouraging new development, encourage a diversified economic base, provide for a full range of uses, support the establishment of new employment by both construction jobs and long term jobs in the commercial and industrial uses in the Area and seek balanced concurrent growth in the commercial, industrial and residential sectors. The development is planned to include single family residences, multi-use complexes, apartment buildings, a senior care center, retail buildings, a fueling station, restaurant and industrial uses.

Chapter 6 - Housing

The City's Housing Goals include:

G-1: Providing housing policies and practices that increase housing opportunities for all citizens.

G-2: Encouraging the availability of adequate numbers of needed housing units at price ranges and rent levels that are commensurate with the financial capabilities of community households, and to allow flexibility of housing location, type and density.

G-4: Providing for connectivity in new developments and to promote efforts to extend trails, pedestrian ways, and bikeways through existing residential areas.

G-5: Cooperating with builders, developers, and others involved in the provision of housing in creating a positive image of the City as a desirable place to live, work, and do business.

Finding:

The Plan conforms to the Housing goals of the Comprehensive Plan as providing incentives for new development within the Area will provide new housing options for existing and new residents to Lebanon, increasing the availability of needed housing units in a variety of price ranges including single family residences, multi-use complexes, apartment buildings and a senior care center. The development will provide connectivity through the residential area. By encouraging the development, the City will be cooperating with developers in the provision of housing creating a positive image of the City as a desirable place to live, work, and do business.

Chapter 7 - Community Friendly Development

The City's Community Friendly Development Goals include:

G-1: Encouraging development patterns that make efficient use of land and energy resources, provide a variety of housing choices, and create multiple transportation options.

G-2: Supporting infill development and other development options on large or underutilized residential or commercial lots guided by clear and objective neighborhood compatibility standards.

G-3: Encouraging policies and ordinances that lead to well-designed, aesthetically pleasing neighborhoods that foster a sense of community and personal interaction.

G-5: Developing streets whose purpose is not solely to move automobiles safely and efficiently, but also to create pedestrian and bicycle friendly environment.

G-6: Developing sidewalks, crosswalks, and multi-use paths that not only meet ADA standards, but also enhance a pedestrian and bicycle friendly environment throughout the community.

G-8: Promoting denser development in select locations in order to realize potential savings on infrastructure provision and maintenance.

G-9: Providing density bonuses for developers who incorporate specific design amenities into their developments.

G-10: Allowing appropriately scaled neighborhood commercial centers, subject to provisions of the Zoning Ordinance, and residential zones in order to: (1) provide ease of access to basic daily household needs, to eliminate unnecessary automobile trips, and to provide convenience centers for neighborhood social interaction; and, (2) within the Mixed Density Residential Zones in order to allow for commercial activity closer to the source of the customers and to allow the pedestrian access to retail services.

Finding:

The Plan conforms to the Community Friendly Development goals of the Comprehensive Plan as the development will be on a parcel that is in the city limits but is presently undeveloped, encouraging development patterns that make efficient use of land and energy resources, provide a variety of housing choices, and create multiple transportation options, supporting development on large parcels, developing streets for automobiles, bicyclists and pedestrians, enhancing a pedestrian and bicycle friendly environment, supplying denser development to realize savings on infrastructure provision and maintenance and allowing for appropriately scaled neighborhood commercial centers. The development will be a planned development and meet the requirements of the City of Lebanon. The development is planned to include single family residences, multi-use complexes, apartment buildings, a senior care center, retail buildings, a fueling station, restaurant and industrial uses.

Chapter 8 - Transportation

The City's Transportation Goals include:

G-1: An equitable, balanced and well connected multi-modal transportation system.

G-2: Convenient facilities for pedestrians and bicyclists.

G-3: Transit service and amenities that encourage a higher level of ridership.

G-4: Efficient travel to and through the City.

G-5: Safe and active residents.

G-6: A sustainable transportation system.

G-7: A transportation system that supports a prosperous and competitive economy.

G-8: Coordinate with local and state agencies and transportation plans.

Finding:

The Plan conforms to the Transportation goals of the Comprehensive Plan as the development will be on a parcel that is in the city limits but is presently underserved by a transportation network. The development will provide an improved transportation network for all modes of travel, helping to create a transportation system providing convenient facilities for pedestrians and bicyclists and efficient travel to and through the city. The transportation system improvements will help support a prosperous and competitive economy and will be in a planned development and meet the requirements of the City of Lebanon and the requirements of the Lebanon Transportation System Plan.

Chapter 10 - Public Facilities and Services

The City's Public Facilities and Services Goals include:

G-1: Providing Public Facilities Policies and Plans as a guide for the location and development of future community facilities and utilities consistent with long-range community needs.

G-2: Planning and developing a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban development for both existing and planned land uses.

G-3: Continuing and enhancing coordination and cooperation between the City and other public and private providers of public services to maximize the orderly and efficient development and provision of all services.

G-4: Ensuring that essential public facilities and service capabilities (transportation, storm drainage, sewer and water service) are either in place before new development occurs and/or are constructed concurrently with such development.

G-5: Ensuring that the extensions of essential public facilities and services to a development site is accomplished either by the city through the implementation of the Capital Improvement Program, or by the site developer at their expense with cost sharing and oversizing reimbursement options.

G-6: Promoting water conservation.

Finding:

The Plan conforms to the Public Facilities and Services goals of the Comprehensive Plan as the development will be on a parcel that is in the city limits but is presently underserved by public facilities and services. The development will be a planned development and meet the requirements of the City of Lebanon to ensure the essential public facilities and service capabilities are either in place before new development occurs and/or are constructed concurrently with such development.

B. City of Lebanon Municipal Code Title 16: Development Code

The *City of Lebanon Municipal Code Title 16: Development Code* provides general descriptions of zoning designations within the Area. The requirements on the land uses, maximum densities and building requirements can be found in the *Development Code*. General descriptions are included herein.

As the *Development Code* is updated, this document will be updated by reference. If a substantial amendment is completed in the future, this section will be updated to match the current zoning designations. Zoning descriptions are shown in *italics.*

Chapter 16.06 Mixed-Use Land Use Zone

A. *The purpose of the Mixed-Use Zone is to provide lands that possess potential for several types of land use or combinations of different land uses. The intent of this designation is to achieve an environment in which different land uses can co-exist by providing building groupings for privacy, usable and attractive open spaces, and safe circulation, thus promoting the general well being of the residents, businesses, and other occupants. Effective mixed-use zones not only allow the co-location of various types of uses, but they also promote compatible architectural design and connectivity of buildings to streets and paths. Residential mixed-use encourages planners and developers to look beyond the traditional subdivision design and think about new and efficient utilization of land. Such innovative designs can provide residents access to commercial services as well as amenities such as parks, trails, and open spaces, and hence promote community-friendly development that is highly compatible with surrounding uses and promotes a sense of community.*

B. *Mixed-Use lands are open to all types of development including residential, commercial, and light (Class I and II Impacts) industrial land uses.*

C. *The Mixed-Use Zone is intended to:*

   1. *Promote efficient use of land and urban services.*
   2. *Create a mixture of land uses that encourages employment and housing options in close proximity to one another.*
   3. *Encourage pedestrian-oriented development in all mixed-use areas.*
   4. *Provide connections to and appropriate transitions between residential areas and commercial areas.*
   5. *Promote independence of movement, especially for the youn*g and the *elderly who can conveniently walk, cycle, or ride transit.*

C. Lebanon 2040 Vision Plan

The Lebanon 2040 Vision (Vision) and the Lebanon Community Strategic Action Plan (Strategic Action Plan) constitute the community's aspirations for what Lebanon should look and feel like by the year 2040, and a plan for how to get there. The Vision and the Strategic Action Plan were developed over nearly two years with extensive public input to ensure the community's values and priorities provided the foundation for the future physical, economic, and social attributes that will define the community. The Vision and the Strategic Action Plan serve as two constituent parts of a comprehensive process of public engagement. First, the Vision represents the citizens' overarching description of the community they aspire to attain by 2040. The first element of the Vision, the Vision Statement, expresses this aspiration succinctly: The Vision is supported by seven focus areas that expand the Vision Statement concept, elaborating on the specific elements that comprise the community's ambitions for the future. Each focus area provides a brief narrative description of a topic (e.g., education, jobs, arts, etc.) that supports and delineates the intent of the Vision Statement. Second, the Strategic Action Plan charts a course for implementing the Vision over the next five years. It identifies 17 strategies that provide direction for accomplishing the Vision and offers guidance for community leaders helping to achieve its realization. Each strategy includes one or more actions to help move it forward. Each action provides a tangible project, program, or activity to implement the strategy it supports. The Strategic Action Plan was developed as a direct outgrowth of the Vision, allowing each part of the plan to be traced back to the Vision Statement, ensuring fidelity and maintaining the integrity of the Vision as originally conceived.

Vision Statement: Lebanon is a friendly and thriving community.

Focus Areas:
JOBS & GROWTH
Industry & Business: Lebanon encourages and supports a variety of new and existing businesses that provide local jobs and living wages.
Managed Growth: Lebanon welcomes growth and reinforces its plans for the future.
Infrastructure: Lebanon sustains an infrastructure system (transportation, telecommunications, power, water and sewer) that supports future growth plans.

Finding:
The Plan conforms to the *Lebanon 2040 Vision and Community Strategic Action Plan* as the project in the Plan provides for development incentives and facilitates development that will foster local jobs and growth in the community and manages growth by providing infrastructure to support the new development. The proposed

development includes commercial and industrial uses and provides increased housing opportunities for Lebanon citizens. .

XII. ANNUAL REPORT

The Agency shall file Annual Reports in compliance with ORS 457.460.

XIII. LEGAL DESCRIPTION

AN AREA OF LAND IN THE NORTHEAST, NORTHWEST, SOUTHEAST AND SOUTHWEST QUARTERS OF SECTION 3 IN TOWNSHIP 12 SOUTH OF RANGE 2 WEST OF THE WILLAMETTE MERIDIAN, CITY OF LEBANON, LINN COUNTY, OREGON BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF PARCEL 1 OF LINN COUNTY PARTITION PLAT NO. 2019-34 AS RECORDED ON JUNE 19, 2019 IN THE LINN COUNTY RECORD OF PLATS; THENCE ALONG THE WEST BOUNDARY OF PARCEL 1 AND PARCEL 2 OF SAID PLAT, NORTH 00° 35' 00" WEST 1367.41 FEET TO A POINT; THENCE CONTINUING ALONG THE WEST BOUNDARY OF SAID PARCEL 2, NORTH 00° 36' 26" WEST 635.05 FEET TO A POINT ON THE SOUTH RIGHT OF WAY OF GORE DRIVE (COUNTY ROAD NO. 701); THENCE ALONG THE SOUTH RIGHT OF WAY OF GORE DRIVE, SOUTH 89° 59' 38" EAST 82.45 FEET TO A POINT IN THE CENTER OF THE ALBANY SANTIAM CANAL; THENCE LEAVING SAID SOUTH RIGHT OF WAY AND FOLLOWING THE CENTER OF SAID CANAL, SOUTH 53° 41' 03" EAST 204.98 FEET TO A POINT; THENCE CONTINUING ALONG THE CENTER OF SAID CANAL, SOUTH 54° 20' 09" EAST 1313.95 FEET TO A POINT ON THE CENTERLINE OF US HIGHWAY NO. 20; THENCE ALONG THE CENTERLINE OF SAID US HIGHWAY NO. 20, SOUTH 16° 41' 36" EAST 1,030.67 FEET TO A POINT; THENCE LEAVING SAID CENTERLINE, SOUTH 89° 57' 42" WEST 510.03 FEET TO A POINT; THENCE SOUTH 00° 22' 34" EAST 239.72 FEET TO A POINT; THENCE SOUTH 89° 55' 13" WEST 520.21 FEET TO A POINT; THENCE NORTH 00° 32' 31" WEST 114.16 FEET TO A POINT; THENCE SOUTH 89° 53' 46" WEST 560.79 FEET TO THE POINT OF BEGINNING.

SUBJECT TO A CANAL EASEMENT RECORDED IN LINN COUNTY DEED RECORDS IN BOOK K, PAGE 789.

CONTAINS 51.45 ACRES ±

Report Accompanying the Mill Race Urban Renewal Plan

DRAFT

Mill Race Urban Renewal District Plan Adopted by the City of Lebanon

Date

Ordinance No.____

OREGON
Lebanon
THE CITY THAT FRIENDLINESS BUILT

LIST OF PARTICIPANTS

Mayor
Paul R. Aziz

City Council
Robert Furlow, Ward 1
Wayne Rieskamp, Ward 1
Rebecca Grizzle, Ward 2
Karin Stauder, Ward 2
Jason Bolen, Ward 3
Michelle Steinhebel, Ward 3

Urban Renewal Agency
Same as City Council

Planning Commission
Jeremy Salvage, Chair
Don Robertson, Vice-Chair
Joshua Galka
David McClain
Josh Port
Todd Prenoveau
Samuel Brackeen (alternate)

Interim City Manager/City Engineer
Ron Whitlatch

Community Development Director
Kelly Hart

Finance Director
Matt Apken

Consulting Team
Elaine Howard Consulting, LLC
Elaine Howard
Scott Vanden Bos

Tiberius Solutions LLC
Nick Popenuk
Ali Danko
Rob Wyman

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I. DEFINITIONS

"Agency" is the City of Lebanon Urban Renewal Agency created under ORS 457.035 and 457.045. The Agency is responsible for administration of this Mill Race Urban Renewal Plan and other urban renewal plans previously adopted in the City of Lebanon.

"Annual report" is the ORS 457.460 requirement for the production of an annual report that gets distributed to the taxing districts.

"Area" means the tax increment finance area established for this Plan pursuant to ORS 457, and described in Section XIII of the Plan including the properties and rights-of-way located therein.

"Assessed value" means the total assessed value as of real, personal, utility and manufactured structures assessed value as determined by the county assessor.

"Blight" is defined in ORS 457.010(1)(A-E) and identified in the ordinance adopting an urban renewal plan.

"Board of Commissioners" means the Linn County Board of Commissioners.

"City" means the City of Lebanon, Oregon.

"City Council" or "Council" means the Lebanon City Council.

"Comprehensive Plan" means the City of Lebanon Comprehensive Plan and its implementing ordinances, policies, and standards.

"County" means Linn County, Oregon.

"Fiscal Year" means the year commencing on July 1 and closing on June 30.

"Fiscal Year End" or "Fiscal Year Ending" of "FYE" means the year that the fiscal year ends.

"Frozen base" means the total assessed value including all real, personal, manufactured, and utility values within an urban renewal area at the time of adoption. The county assessor certifies the assessed value after the adoption of an urban renewal plan.

"Increment Value" means that part of the assessed value of a taxing district attributable to any increase in the assessed value of the property located in an urban renewal area, or portion thereof, over the frozen base assessed value specified in the certified statement.

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“ORS” means the Oregon Revised Statutes and specifically Chapter 457, which relates to urban renewal and tax increment financing.

“Plan” or “Urban Renewal Plan” means the official plan for the urban renewal area pursuant to ORS 457.

“Plan Area” or “Area” means a blighted area included in an urban renewal plan or an area included in an urban renewal plan under ORS 457.160.

“Planning Commission” means the Lebanon Planning Commission.

“Project(s)” or “Urban Renewal Project(s)” means any work or undertaking carried out under an urban renewal plan.

“Report Accompanying the Mill Race Urban Renewal Plan” or “Report” means the official report that accompanies Plan pursuant to ORS 457.085(3).

“Revenue sharing” means sharing tax increment proceeds as defined in ORS 457.470.

“Tax increment finance” or “tax increment financing” or “TIF” means the funds that are associated with the division of taxes accomplished through the adoption of an urban renewal plan. “Tax increment revenues” means the funds allocated by the assessor to an urban renewal area due to increases in assessed value over the frozen base within the area.

“TSP” is the City of Lebanon Transportation System Plan.

“Urban Renewal” means the statutory authority provided in ORS 457.

“URA” means urban renewal area and in this document refers to the urban renewal areas that exist in the City of Lebanon.

II. INTRODUCTION

The Report on Mill Race Urban Renewal Plan ("Report") contains background information and project details that pertain to Mill Race Urban Renewal Plan ("Plan"). The Report is not a legal part of the Plan but is intended to provide public information and support the findings made by the Lebanon City Council ("City Council") as part of the approval of the Plan.

The Report provides the analysis required to meet the standards of ORS 457.085(3), including financial feasibility. The Report accompanying the Plan contains the information required by ORS 457.085, including:

- A description of the physical, social, and economic conditions in the area; (ORS 457.085(3)(a))
- Expected impact of the Plan, including fiscal impact in light of increased services; (ORS 457.085(3)(a))
- Reasons for selection of the area; (ORS 457.085(3)(b))
- The relationship between each project to be undertaken and the existing conditions; (ORS 457.085(3)(c))
- The estimated total cost of each project and the source of funds to pay such costs; (ORS 457.085(3)(d))
- The estimated completion date of each project; (ORS 457.085(3)(e))
- The estimated amount of funds required in the area and the anticipated year in which the debt will be retired; (ORS 457.085(3)(f))
- A financial analysis of the Plan; (ORS 457.085(3)(g))
- A fiscal impact statement that estimates the impact of tax increment financing upon all entities levying taxes upon property in the urban renewal area; (ORS 457.085(3)(h)) and
- A relocation report. (ORS 457.085(3)(i))

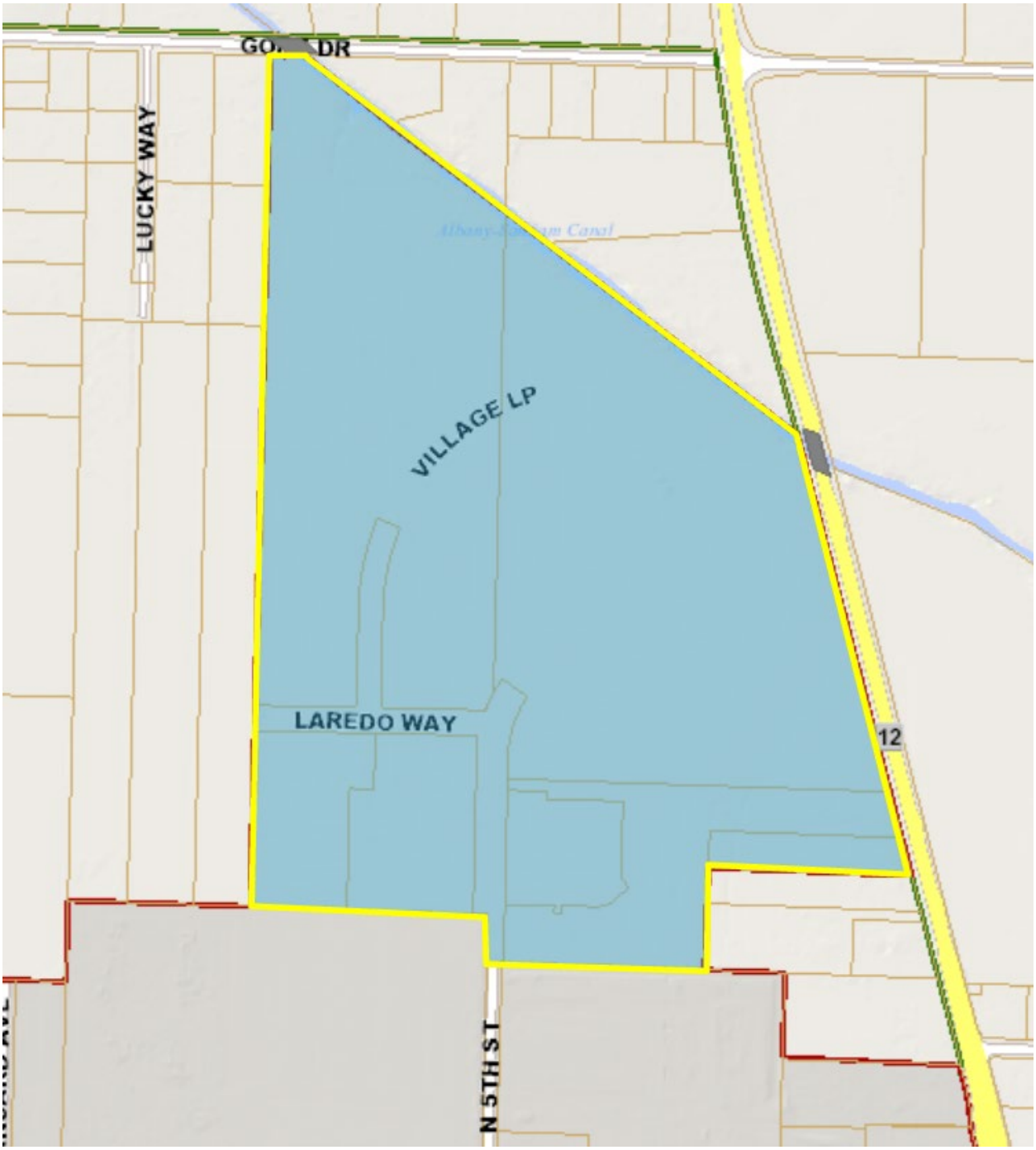
The relationship of the sections of the Report and the ORS 457.085 requirements is shown in Table 1. The specific reference in the table below is the section of this Report that most addresses the statutory reference. There may be other sections of the Report that also address the statute.

Table 1 - Statutory References

Statutory Requirement	**Report Section**
ORS 457.085(3)(a)	X
ORS 457.085(3)(b)	XI
ORS 457.085(3)(c)	III
ORS 457.085(3)(d)	IV
ORS 457.085(3)(e)	VI
ORS 457.085(3)(f)	IV,V
ORS 457.085(3)(g)	IV,V
ORS 457.085(3)(h)	VIII
ORS 457.085(3)(i)	XII

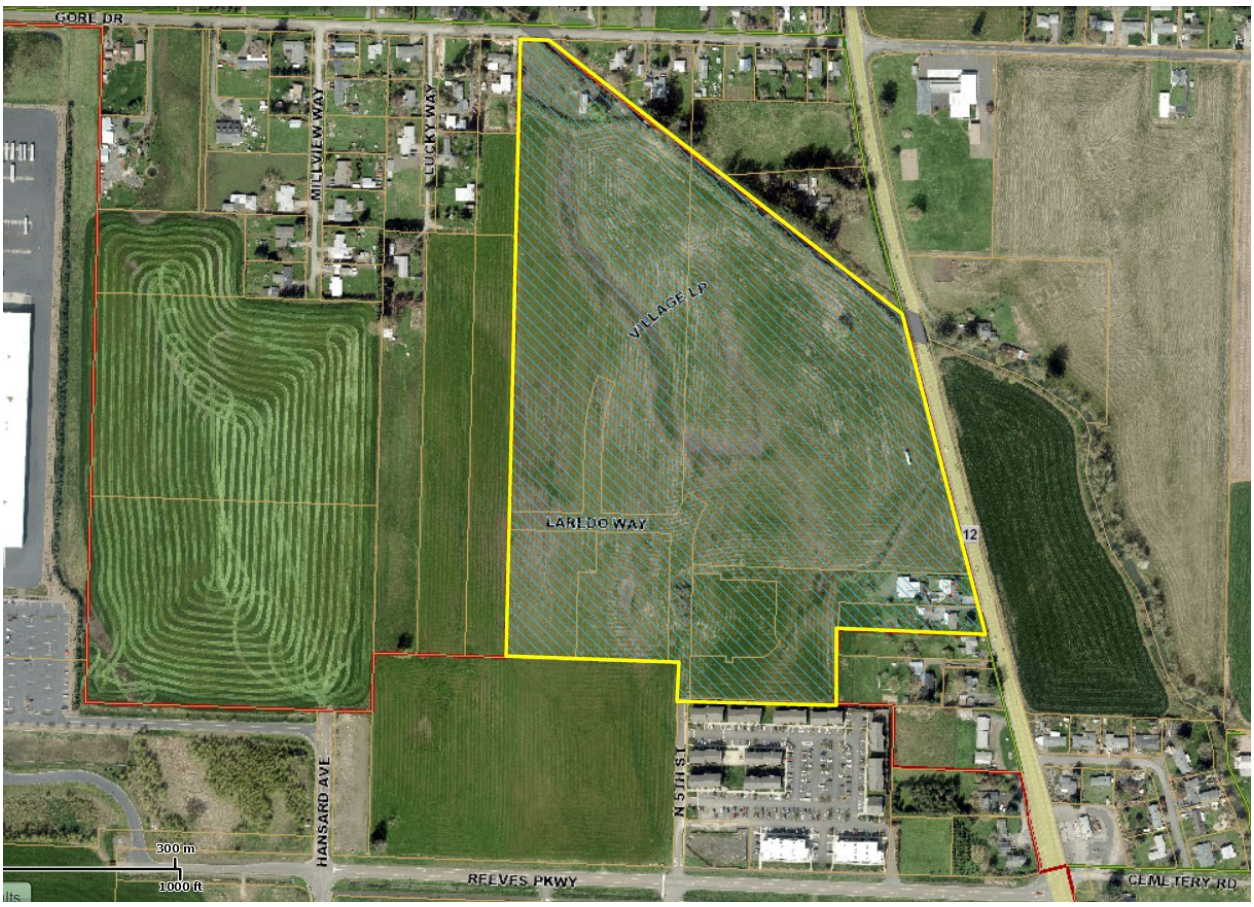
The Report provides guidance on how the Plan might be implemented. As the Lebanon Urban Renewal Agency ("Agency") reviews revenues and potential projects each year, it has the authority to adjust the implementation assumptions in this Report. The Agency may allocate budgets differently, adjust the timing of the projects and make other adjustments to the financials as determined by the Agency. The Agency may also make changes as allowed in the Amendments section of the Plan. These adjustments must stay within the confines of the overall maximum indebtedness of the Plan.

Figure 1 – Mill Race Urban Renewal Area Boundary - 51.45 acres



Source: City of Leban

Figure 2 – Mill Race Urban Renewal Plan Boundary Aerial View



Source: City of Lebanon

III. THE PROJECTS IN THE AREA AND THE RELATIONSHIP BETWEEN URA PROJECTS AND THE EXISTING CONDITIONS IN THE URA

The projects identified for the Mill Race Urban Renewal Area ("Plan Area" or "Area") are described below, including how they relate to the existing conditions in the Plan Area.

A. Developer Incentives

The Agency may provide incentives to developers for the provision of infrastructure required to facilitate development in the Plan Area. This will be completed through an economic development agreement with the developer/builder/property owner that stipulates the amount and timing of the incentive. These incentives will be a rebate based on of the property taxes paid within the Plan Area and in conformance to the Economic Development Agreement.

> **Existing Conditions:** The property is currently underdeveloped. There are plans for full development of the property, but only approximately one-third of the infrastructure has been completed and a very small portion of the planned development has been completed (storage units). The infrastructure needs include streets, sidewalks, water, sewer and storm drainage to serve the new development.

B. Administration

The Agency may provide administration of the Plan including but not limited to reimbursement of costs associated with preparing the Plan, staff support, legal counsel assistance, review of annual payments, financial statements, budget preparation and annual reports pursuant to ORS 457.460.

> **Existing Conditions:** These parcels are presently in the Northwest Lebanon Urban Renewal Area, so administration is allocated in the Northwest Lebanon Urban Renewal Plan. Once this is removed from the Northwest Lebanon Urban Renewal Plan, there will be no administrative dollars allocated until it is put into this new Mill Race Urban Renewal Area.

A table showing the projects and total estimated costs is shown in Table 2. The total costs are estimated based on the projected future assessed value of the project.

IV. THE ESTIMATED TOTAL COST OF EACH PROJECT AND THE SOURCES OF MONEYS TO PAY SUCH COSTS

The total cost estimates for the projects are shown in Table 2 below. These costs include both the maximum agreed upon cost stipulated in the Economic Development Agreement, and the anticipated portion of those costs that would actually be incurred based on a forecast of planned development activities in the Area.

These are all estimates acknowledging that these project activities must not exceed the maximum indebtedness. These costs are shown in nominal, year of expenditure ("YOE") dollars, and do not exceed the maximum indebtedness of $9,652,364. Any remaining tax increment funds beyond what is necessary to fund the developer rebate and administration of the Plan will be returned to taxing districts through an underlevy of TIF or similar mechanism. The estimated amount of developer incentives were calculated based on a development schedule provided by Lebanon city staff that estimated construction timelines. See Table 3 for a summary of the forecast assessed value from new construction in the Area over time. As the Economic Development Agreement set a higher limit of potential rebate to the developer, the urban renewal plan's maximum indebtedness authority will match that limit, but the projected amount of tax increment revenues that would be used is much lower.

As per the Economic Development Agreement dated September 25, 2015, the Agency shall reimburse the Developer for the actual cost of the construction of the Public Infrastructure improvements described in the Economic Development Agreement subject to the provisions of the Economic Development Agreement limiting reimbursement to incremental tax revenue actually received by the Agency. The Agency shall reimburse the Developer in an amount equal to 80% of the incremental property tax directly attributable to the Development of the Developer's Property for five (5) years and seventy-five percent (75%) of the incremental property tax directly attributable to the Development of the Developer's Property thereafter through FYE 2028.

The Agency will use the amount shown in Table 2 for administration of the Plan. The amount is equivalent to an annual administration cost of $2,000 (adjusted annually for assumed 3% inflation) plus repayment to the Agency of $33,500 for the costs associated with preparation of the Plan. These cumulative administrative costs are estimated to total $46,249 in YOE dollars.

The Agency will be able to review and update fund expenditures and allocations on an annual basis when the annual budget is prepared.

Table 2 - Estimated Cost of Each Project

Project	Estimated Cost	Maximum Cost
Developer Incentives	$2,249,598	$9,606,105
Administration	$46,249	$46,249
TOTAL	**$2,295,857**	**$9,652,354**

Source: City of Lebanon and Tiberius Solutions

Table 3 - Estimated Annual Construction Values

Year of Completion	FYE On Tax Roll	Total Value (2020 $)
2019	2021	$1,445,400
2020	2022	$0
2021	2023	$0
2022	2024	$10,894,400
2023	2025	$14,012,350
2024	2026	$5,940,000
2025	2027	$13,417,000
2026	2028	$2,166,500
2027	2029	$0
TOTAL		$47,875,650

V. FINANCIAL ANALYSIS OF THE PLAN

The estimated tax increment revenues through fiscal year ending ("FYE") 2028 are calculated based on projections of the growth in assessed value of new development within the Area and the consolidated tax rate that will apply in the Area.

Table 3 shows the incremental assessed value, tax rates, and tax increment financing revenues each year ("Gross TIF"), adjusted for discounts ("Net TIF"). In Oregon, when the full amount of the property tax bill is paid by November 15, the taxpayer gets a 3 percent discount. If the taxpayer pays two thirds of the tax by November 15, they get a 2 percent discount. To get a discount on the current year's tax bill, all delinquent taxes, penalty, and interest must first be paid in full.[1]

The first year of tax increment collections is anticipated to be FYE 2022. Gross TIF is calculated by multiplying the tax rate times the increment. Increment is the increased assessed value over the frozen base. The tax rate is expressed per thousand dollars of assessed value, so the calculation is "tax rate times excess value used divided by one thousand."

The rebate amount is tied to the terms stipulated in the Economic Development Agreement. The terms of that agreement are outlined in the previous section of this Report. Given the projected development schedule, the total amount of rebate to the developer is anticipated to be less than the allowed amount in the Economic Development Agreement. The total anticipated rebate is $2,249,598.

The Plan is financially feasible because the only project, other than administration, is the rebate to the developer, and the amount of the rebate is contractually obligated to only be a portion of annual TIF revenue.

The maximum indebtedness ("MI") of the Plan is equal to the amount of TIF that would need to be generated to provide the developer with the not-to-exceed amount of the rebate as identified in the Economic Development Agreement.

The financial projections, based on assumed development for the Area, suggest that the Area will not reach that MI figure, and instead would generate $3,007,115 in gross TIF revenue, and have impacts to taxing districts of $2,295,857 including developer rebates and administrative costs. The remainder of these TIF proceeds would be returned to affected taxing districts through an underlevy or other similar approach.

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[1] www.oregon.gov/dor, Property Tax Payment Procedure

However, in the event that the development was on a faster schedule and/or more valuable than anticipated and the Area did achieve the full amount of MI, then impacts to taxing districts could be as high as $9,652,364 as shown in Table 7.

Table 4 - Projected Incremental Assessed Value, Tax Rates, and Tax Increment Revenues

FYE	Total AV	Frozen Base	Increment	Tax Rate	Gross TIF	Net TIF	Rebate to Developer	To Agency for Admin.	Returned to Taxing Districts
2020	$438,235	$438,235	$0	14.7793	$0	$0	$0	$0	$0
2021	$451,382	$438,235	$0	14.7793	$0	$0	$0	$0	$0
2022	$464,924	$438,235	$1,560,113	14.7793	$23,057	$22,366	$17,893	$2,122	$2,351
2023	$478,871	$438,235	$1,620,064	14.7793	$23,943	$23,225	$18,580	$2,185	$2,460
2024	$493,237	$438,235	$13,943,556	14.7793	$206,076	$199,894	$159,915	$32,251	$7,728
2025	$508,034	$438,235	$30,619,164	14.7793	$452,530	$438,954	$351,163	$2,319	$85,472
2026	$523,276	$438,235	$38,643,556	14.7793	$571,125	$553,991	$443,193	$2,388	$108,410
2027	$538,974	$438,235	$56,317,228	14.7793	$832,329	$807,359	$605,519	$2,460	$199,380
2028	$555,143	$438,235	$60,764,349	14.7793	$898,055	$871,113	$653,335	$2,534	$215,244
Total					**$3,007,115**	**$2,916,902**	**$2,249,598**	**$46,259**	**$621,045**

Source: Tiberius Solutions

Total AV:	Total Assessed Value
Frozen Base:	The Assessed Value of the properties in the Area at the time the urban renewal area is established
Increment:	The Assessed Value of development in the Area after it is established
Tax Rate:	The tax rate is $14.7793 per thousand dollars of assessed value.
Gross TIF:	The total amount of tax increment proceeds when multiplying the increment times the tax rate
Net TIF:	The amount of tax increment proceeds after estimates for discounts, delinquencies, truncation loss, and receipt of delinquent taxes from prior years
Rebate:	The amount to be paid to the developer for reimbursement for infrastructure costs
To URA:	The amount to be paid to the Agency for administrative costs
To Tax Districts:	The amount that will be rebated to the impacted taxing districts

The maximum indebtedness is $9,652,364 (Nine Million, Six Hundred Fifty-TwoThousand, Three Hundred Sixty-Four Dollars). This is also the estimated total amount of tax increment revenues that could be required to service the maximum indebtedness as no formal borrowings or interest payments are anticipated in the Plan. The indebtedness will be retired or terminated in FYE 2029. The last year of tax increment revenues is FYE 2028.

VI. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT

The schedule for projects will be based on the availability of funding. No rebate to the developer will occur unless there is new development in the Area that provides for tax increment collections. The estimated rebate is shown in Table 4. Annual expenditures for program administration are shown in Table 2.

The Agency is anticipated to complete the project and to terminate the Plan in FYE 2029, a seven (7) year tax rebate program.

VII. REVENUE SHARING

Revenue sharing targets, as prescribed in ORS 457.470, are **not** projected to be reached during the life of the Plan. However, the financial analysis shows a voluntary under-levy amount each year, shown in the final column of Table 4, *Returned to Taxing Districts*. This amount will be predicated on the terms of the Economic Development Agreement as applied to the actual development in the Area.

Revenue sharing is defined in ORS 457.470 and requires that the impacted taxing jurisdictions will receive a share of the incremental growth in the Plan Area at specifically defined thresholds. The first threshold is when annual tax increment finance revenues exceed 10% of the original maximum indebtedness of the Plan (10% = $965,236). At the 10% threshold, the Agency will receive the full 10% of the initial maximum indebtedness plus 25% of the increment above the 10% threshold and the taxing jurisdictions will receive 75% of the increment above the 10% threshold.

The second threshold is set at 12.5% of the maximum indebtedness. If this threshold is met, revenue for the district would be capped at 12.5% of the original maximum indebtedness, with all additional tax revenue being shared with affected taxing districts.

VIII. IMPACT OF THE TAX INCREMENT FINANCING

This section describes the impact of tax increment financing of the maximum indebtedness, both until and after the indebtedness is repaid, upon all entities levying taxes upon property in the Area.

The impact of tax increment financing on overlapping taxing districts consists primarily of the property tax revenues foregone on permanent rate levies as applied to the growth in assessed value in the Area. These projections are for impacts estimated through FYE 2028 and are shown in Table 5 and Table 6.

The Lebanon Community School District #9 and the Linn-Benton-Lincoln Education Service District are not *directly* affected by the tax increment financing, but the amounts of their taxes divided for the Plan are shown in the following tables. Under current school funding law, property tax revenues are combined with State School Fund revenues to achieve per-student funding targets. Under this system, property taxes foregone, due to the use of tax increment financing, are substantially replaced with State School Fund revenues, as determined by a funding formula at the state level. If new school aged students move into these units and attend the local schools, the funding through the State School Fund would increase.

In this Plan, the property is largely an undeveloped site. The costs of the infrastructure will impede full development of the site. The urban renewal concept known as “but for urban renewal” means that the development and increased property tax revenue would not have happened but for the ability of urban renewal to lower the costs of development. So, although there are projected impacts to the permanent rate levies, the property value increases and resulting property taxes would not have happened but for the incentives provided through the urban renewal area.

Table 5 and Table 6 show the projected impacts to permanent rate levies of taxing districts as a result of this Plan. Table 5 shows the general government levies, and Table 6 shows the education levies. Table 5 and Table 6 indicate the impacts to taxing districts based on the projected development schedule. However, the Economic Development Agreement calls for a higher level of payment to the developer. If those values are met, the impacts to the taxing districts could be higher, shown in Table 7. The maximum indebtedness of the Plan is set according to the Economic Development Agreement.

Table 5- Projected Impact on Taxing District Permanent Rate Levies - General Government

General Government						
FYE	**Linn County**	**City of Lebanon**	**Lebanon Fire District**	**Lebanon Aquatic**	**4H Extension District**	***Subtotal***
2022	$1,725	$6,956	$3,061	$325	$95	*$12,161*
2023	$1,789	$7,217	$3,175	$337	$98	*$12,617*
2024	$16,560	$66,785	$29,385	$3,121	$910	*$116,761*
2025	$30,461	$122,849	$54,053	$5,740	$1,674	*$214,778*
2026	$38,398	$154,857	$68,137	$7,236	$2,110	*$270,738*
2027	$52,392	$211,297	$92,970	$9,873	$2,880	*$369,412*
2028	$56,519	$227,941	$100,293	$10,651	$3,106	*$398,510*
Total	**$197,844**	**$797,902**	**$351,075**	**$37,282**	**$10,874**	***$1,394,978***

Source: Tiberius Solutions

Table 6 - Projected Impact on Taxing District Permanent Rate Levies – Education

	Education				
FYE	**Linn-Benton-Lincoln ESD**	**LBCC**	**Lebanon Community Schools**	***Subtotal***	**Total General Government and Education**
2022	$413	$680	$6,761	*$7,854*	$20,015
2023	$428	$705	$7,015	*$8,148*	$20,765
2024	$3,964	$6,526	$64,914	*$75,405*	$192,166
2025	$7,292	$12,004	$119,408	*$138,704*	$353,482
2026	$9,192	$15,132	$150,519	*$174,843*	$445,581
2027	$12,543	$20,647	$205,378	*$238,567*	$607,979
2028	$13,531	$22,273	$221,555	*$257,359*	$655,869
Total	**$47,364**	**$77,967**	**$775,549**	***$900,879***	**$2,295,857**

Source: Tiberius Solutions

Table 7 - Projected Impact on Taxing District Permanent Rate Levies of Economic Development Agreement

Taxing District	Cumulative Impact
General Government	
Linn County	$831,788
City of Lebanon	$3,354,584
Lebanon Fire District	$1,476,007
Lebanon Aquatic	$156,744
4H Extension District	$45,717
Subtotal	*$5,864,840*
Education	
Linn-Benton-Lincoln ESD	$199,130
LBCC	$327,791
Lebanon Community Schools	$3,260,603
Subtotal	*$3,787,524*
Total	**$9,652,364**

Source: Tiberius Solutions

Note: The financial projections do not anticipate this level of development happening; this scenario is tied to the Economic Development Agreement.

Table 8 shows the projected increased revenue to the taxing jurisdictions after tax increment proceeds are projected to be terminated. These projections are for FYE 2029.

The frozen base is the assessed value of the Plan Area established by the county assessor at the time the Plan is established. Excess value is the increased assessed value in the Plan Area above the frozen base.

Table 8 - Additional Revenues Obtained after Termination of Tax Increment Financing in FYE 2029 (Year after Termination)

	Tax Revenue in FYE 2029 (Year after Termination)		
Taxing District	**From Frozen Base**	**From Increment**	**Total**
General Government			
Linn County	$558	$79,728	$80,286
City of Lebanon	$2,251	$321,541	$323,792
Lebanon RFD	$990	$141,477	$142,467
Lebanon Aquatic	$105	$15,024	$15,129
4H Extension District	$31	$4,382	$4,413
Subtotal	*$3,935*	*$562,152*	*$566,087*
Education			
Linn-Benton-Lincoln ESD	$134	$19,087	$19,221
LBCC	$220	$31,419	$31,639
Lebanon Comm SD #9	$2,188	$312,533	$314,721
Subtotal	*$2,541*	*$363,039*	*$365,580*
Total	**$6,477**	**$925,190**	**$931,667**

Source: Tiberius Solutions

IX. COMPLIANCE WITH STATUTORY LIMITS ON ASSESSED VALUE AND SIZE OF URBAN RENEWAL AREA

State law limits the percentage of both a municipality's total assessed value and the total land area that can be contained in an urban renewal area at the time of its establishment to 25% for municipalities under 50,000 in population. As noted below, the frozen base of the Mill Race Urban Renewal Area (assumed to be FYE 2020 values) is projected to be $438,235. The total assessed value of the City is $1,261,832,878. To calculate the total percentage of assessed value in urban renewal, the frozen base assessed values of the urban renewal areas are divided by the total assessed value of the City minus the increment of the urban renewal areas, also called excess value. In Lebanon, this results in 6.77% of the City's assessed value being located in the urban renewal, which is below the 25% threshold. This is shown in Table 9**.** The acreages of the existing urban renewal areas and the Mill Race Urban Renewal Area are also shown in Table 9. Lebanon has 24.25% of its acreage in urban renewal, below the statutory restriction of 25%.

Table 9a - Assessed Value Statutory Limit Verification

Urban Renewal Area	**Frozen Base Assessed Value**	**Acreage**	**Excess Value**
Northwest Lebanon	$10,818,045	570.15	$174,940,514
North Gateway	$8,365,939	144.16	$55,520,925
Cheadle Lake	$23,436,198	295.45	$25,631,124
Downtown	$25,048,733	51.30	$80,225
Mill Race	$438,235	51.45	0

Table 9b - Assessed Value Statutory Limit Verification

	Assessed Value	**Acreage**
Total in URA Frozen Base = A	$68,107,150	1,112.51
City of Lebanon = B	$1,261,832,878	4,603.86
UR Excess = C	$256,172,788	
City less UR Excess = B-C	$1,005,660,090	
Percent of Total A/(B-C)	6.77%	24.25%

Source: Compiled by Elaine Howard Consulting, LLC with data from City of Lebanon and Linn County Department of Assessment and Taxation (FYE 2020) AV – assessed value, Frozen base – assessed value the urban renewal area at the time it is established Increment – increased assessed value over the frozen base URA – urban renewal area

X. EXISTING PHYSICAL, SOCIAL, AND ECONOMIC CONDITIONS AND IMPACTS ON MUNICIPAL SERVICES

This section of the Report describes existing conditions within the Plan Area Area and documents the occurrence of “blighted areas,” as defined by ORS 457.010(1).

A. Physical Conditions

1. Land Use

The Plan Area measures 51.45 total acres in size. The present land use is largely vacant with some small residential uses and a new storage unit facility.

2. Zoning and Comprehensive Plan Designations

The zoning designation is Mixed Use and the Comprehensive Plan designation for the area is Mixed Use.

B. Infrastructure

This section identifies the existing conditions in the Plan Area to assist in **establishing blight in the ordinance adopting the Plan. This does not mean that all of these projects are included as projects to be undertaken in the Plan.** The specific projects that are included in the Plan are listed in Section II of this Report.

1. Transportation

About one-third of the transportation network has been completed in the Area. The other two-thirds of the network is yet to be completed.

2. Other Utilities

About one third of the water, sewer and storm water lines have been completed in the Area. The other two-thirds of the water, sewer and storm water lines area yet to be completed.

C. Social Conditions

The Plan Area contains six parcels, two of which have some residential property. The remainder of the property is undeveloped.

D. Economic Conditions

1. Taxable Value of Property within the Plan Area

The majority of the Area is presently vacant and not contributing its fair share to the overall tax base of the City. The assessed value in the Area according to the Linn Councy FYE 2020 assessment data is $438,235.

2. Improvement to Land Values within the Plan Area

As of this report, the Assessor's office shows five tax lots. One of those tax lots has been divided, but the Assessor does not yet show that as a separate tax lot. Of the five tax lots, three of the tax lots representing 41.32 acres, or 86% of the tax lot acreage, are undeveloped. One parcel has an improvement to land value ratio of .48, indicating it is highly underdeveloped. This parcel was recently divided, however the overall land to improvement value does not change with this division. The remaining parcel has a land to improvement value of 2.6, but it represents just under an acre of the total Area. The majority of the Area is un/underdeveloped, not contributing its fair share of property tax revenues to the City or other taxing districts.

E. Impact on Municipal Services

The fiscal impact of tax increment financing on taxing districts that levy taxes within the Plan Area (affected taxing districts) is described in Section VII of this Report. This subsection discusses the fiscal impacts resulting from potential increases in demand for municipal services.

The projects being considered for future use of urban renewal funding are for developer incentives to assist in development in Lebanon and administration of this project.

Development in the Plan Area will require City services. This development is inside the urban growth boundary and the City is expecting to provide services to the property. There is an existing building permit for the property and the city has proceeded with its typical review of the potential development through review of plans. As the development will be new construction, it will be up to current building code and will aid in any fire protection needs.

The financial impacts from tax increment collections will be countered by construction jobs, new long term employment opportunities, additional housing opportunities and, in the future, adding future increases in assessed value to the tax bases for all taxing jurisdictions, including the City.

XI. REASONS FOR SELECTION OF EACH PLAN AREA IN THE PLAN

The reason for selecting the Plan Area is to provide the ability to fund developer incentives necessary to cure blight within the Plan Area. The area is underdeveloped and has a prevalence of depreciated values to such an extent that the capacity to pay taxes is reduced and tax receipts are inadequate for the cost of public services rendered.

XII. RELOCATION REPORT

There is no relocation report required for the Plan. No specific acquisitions that would result in relocation benefits have been identified. However, if property is acquired that requires relocation, the Agency shall comply with applicable relocation requirements.