



Public Comments for Planning Commission Meeting
June 17, 2020 and June 24, 2020



Planning Application AR-20-05
Public Comment

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

From:



Subject:

Public Comment for AR-20-05

Date:

Sunday, June 21, 2020 8:47:31 AM

Attachments:

[Neighborhood Letter - Final Draft 6-20-2020.docx](#)

[Neighborhood Signatures.pdf](#)

[Proposed Wall and Trees.pdf](#)

[Neighborhood Survey 2019.pdf](#)

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Public Planning Commission,

This letter of public comment has been created by the neighbors of Oak Loop, Wagon Wheel Drive, and Lebanite Drive. I have attached signatures of all the residents who contributed to the creation of this letter. I have attached a rough drawing of the proposed wall/trees referenced in the letter. I have attached a copy of a survey that was completed in 2019 that we would like the Planning Commission to reference. We would appreciate your careful consideration of the concerns raised in this letter, before moving forward with the approval of the proposed apartment complex adjoining our neighborhood. We are open to collaborative communication about this project prior to its approval. Please send confirmation that this letter has been received.

Respectfully,

The neighbors of Oak Loop, Wagon Wheel Drive, and Lebanite Drive

To: Lebanon Planning Commission

June 17, 2020

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

First phase of a 110-unit complex by completion of development

We are grateful for the opportunity to have open discussion during this planning process. We are open to continuing this conversation in hopes that we can minimize the impact of this development on our long existing neighborhood. We understand the Lebanon community has a need for low-income housing, but we want to make sure that we are moving forward in a thoughtful manner.

Public Comment:

1. While staff has recommended approval with adoption of conditions of development (Section V), we believe additional consideration should be given to the effect such a development will have on the adjoining single family dwelling neighborhood to the south including Lebanon Drive, Oak Loop, and Wagon Wheel Drive. Streets are used in this area for a considerable amount of pedestrian and bike traffic by residents and visitors from outside the neighborhood. Generally, the limited traffic and larger properties have provided a safe area for these activities. High density apartment buildings would likely use the route as a "short cut" through Wagon Wheel to go in/out of Lebanon. During the school year, many children use this area for access to/from school at Seven Oak Middle School and Sand Ridge Charter School. We believe the potential for additional vehicular traffic caused on Cascade Drive and Wagon Wheel Drive by this development will create an increased and dangerous hazard for walkers and bikers alike. Even without ingress and egress through the neighborhood, drivers will certainly use the Wagon Wheel to View Lane access to commute in the AM and PM periods for points south. Any additional traffic during morning and evening commute hours would be dangerous. We request the Traffic Impact Analysis (TIA) specifically investigate potential impact to this area. Without it, we do not think the development proposal should be approved. If the development is approved, there should be extensive attention to mitigating the impact of increased traffic in/through our neighborhood, such as adding speed bumps and speed limit signs through wagon wheel drive, possibly adding sidewalks, and/or a traffic signal at Cascade/Weldwood intersection.
2. With one access to Weldwood Drive per building, traffic will be greatly increased accessing Cascade Drive and Highway 20. The two intersections get overloaded with traffic currently and especially when school busses and parents are arriving/departing from the school. We would like serious consideration of these issues in advance of approval for this proposal. A traffic light at Weldwood Drive and Cascade Drive takes funding from surrounding developments but has yet to manifest.
3. We are concerned about the impact of developing three high density apartment buildings, drastically increasing population bordering an established, residential neighborhood of single-family homes. A high-density low-income housing unit is currently being constructed on South Main and is yet to be occupied. We will not be able to see the full impact of this development until it is occupied.
4. In our heart of hearts, we believe a 3-story apartment complex is ill suited for development on this land. We would much prefer a single-story commercial development, incorporating retail space as well as restaurant and office space. It would better serve the needs of the surrounding community and cause less negative impact on traffic flows in the area. If an apartment complex is approved at this location,

then limiting development to a two-story unit would be more optimal. Three story housing would have apartments with a view directly to homes on Lebanite Drive.

4. We request that code be strictly adhered to concerning the number of vehicular parking spaces (54) required by code without variance or reduction. Any on street parking should be discouraged. On street parking would create additional driving hazards. No parking on streets adjoining to the development should be posted and adhered to. Parking on narrow side streets will cause a safety issue for the many pedestrian residents and school children walking to/from school.

5. Lebanon School District already has a problem with overcrowding in classrooms. Building more high-density housing, without expanding are school structures, will be overtaxing schools that already have limited space. Although schools will receive additional funding for additional students, plans to expand school space prior to adding additional high-density housing would be a more responsible plan of development for our education system. Between 2009 and 2015, roughly 450 apartments were constructed in Lebanon, not including the veteran's home, without any expansion of school space. During this same time 115 single family homes were built. There have been many apartment complexes and single family homes added in Lebanon since 2015 including, but not limited to, complexes developed on South 2nd Street, Reeves Parkway, 5th/Rose, Oak Street, and Russell Street with many multi-family and single-family homes also added during this time. These have all been added without expanding school space. If we wait to develop school space until after housing is developed, by the time schools are built to accommodate the increase in population, those new schools will already be overcrowded.

6. Adjoining property to the south has an identified creek and has been designated as wetlands. We are concerned about the land that will be used for this project and that the water from the proposed site, that now feeds into ground water, would be diverted/caught, and fed into the city water system. This could negatively impact the neighboring wetlands. All the homes in our neighborhood are on well water, and we are concerned about how this development might affect the water table and well water systems. Any effect this development may have on this area should be identified and mitigated prior to project being approved.

7. Residents of Oak Loop, Lebanite Drive, and Wagon Wheel Drive have moved here because of the area, the trees, the quiet family friendly neighborhood. There must be a consideration about livability, and a three-story building, that is nearly 40 ft tall, speaks to the livability that will be greatly impacted in our neighborhood. Myrtue, Edwards and George families have all lived in this neighborhood for over 35 years. On Lebanite Drive/Oak Loop there are 13 homes that have sides that face south, and 9 homes are retirees. This is a safe and peaceful community.

8. If the development is approved, we would prefer to see a solid wall or barrier, along the lines of the noise barrier construction you see along freeways, to discourage pedestrian traffic to/from and through the property to the south. We would prefer something that is permanent and requires less upkeep such as a wall (ideally 10-20 ft), rather than a fence. A wall would prevent sound and foot traffic and transient population from crossing to/from and through this proposed development onto adjoining property of Lebanite Drive residents. We neighbors have experienced difficulties with unwelcome outside visitors to the wooded area off Lebanite Drive. It has sheltered unauthorized campers and homeless individuals and provided cover for alcohol and drug use, fights, inappropriate behavior, and theft, and hiding of stolen items. These activities have left great quantities of garbage. Wal-Mart

shoppers frequently travel through the area which adds considerable foot traffic. We have noticed that the more clearing of this property, the more encouraged pedestrians are to walk through this private property. Current foot traffic across private property is already an issue from the proposed site. Littering, loitering, theft, and vandalism complaints could increase on adjoining property without mitigation. If a wall were constructed, we would ask that mature trees to be planted on the south side of the wall at regular increments to beautify the wall. The trees should be maintained by the developer. A wall would also help to mitigate noise and light pollution related to increased traffic, increase parking lot noise, and lighting related to complex. A wall would provide security to both our neighborhood and to the proposed complex.

10. With the number of incoming folks with this development, there may be some difficulties and we would strongly suggest that the city put forth a liaison officer to help address any challenges that might arise such as parking, noise, and other disturbances. We would like to build positive relationships with any future neighbors.

11. We are concerned that there has been little to no effort by the developers to discuss this project with impacted neighborhoods. We are extremely interested in seeing the full design plan for the entire 3-building project, rather than focusing solely on the first 24-unit building. It is difficult to understand the full scope of this development if information is limited to the first building. The only communication between parties has been notification of the Planning Commission meeting or communication initiated by neighbor inquiries. We are happy to meet with developers and open to collaborative communication about this project. Here is contact information of some of the impacted neighbors to the south of this project.

1. Ken & Nancy May: 680 Wagon Wheel Drive Kenamay77@yahoo.com, NancyMay1963@yahoo.com, Ken- 541-990-8938

2. Duane & Pam Mattson: 745 Lebanite Drive me@centurytel.net 541-990-5871, pgillett@Centurytel.net 541-990-5875

3. Paul & Karrie Thomsen: 755 Lebanite Drive 541-619-8363 Dumpkinsd@yahoo.com 4. Rick & Deb George: 805 Lebanite Drive rdgeorges11@comcast.net Rick-541-9746478, Deb-541-248-0414

5. Heather & Jordan Balzomo: 825 Lebanite Drive heather_menlo@Hotmail.com, Heather- 650-834-3435, Jordan- 650-225-2075

6. Dan & Colleen Miller: 845 Lebanite Drive 503-391-1083 Kinz4maybe@yahoo.com

7. Ronn & Patty Passmore: 865 Lebanite Drive ronnpassmore@comcast.net 541-9900240, 541-570-5496

8. Ron & Penny Edwards: 875 Lebanite Drive 541-405-2244 oldnorwegian_ron@Comcast.net

9. Don & Lorna Myrtue: 120 Oak Lane 541-258-8360 lla10@hotmail.com

10. Dustin & Taiah Tippey, dustin.tippey@comcast.net, taiah.tippey@gmail.com, Dustin- 971-301-1322

The residents listed above are cocreators of this public comment letter. We appreciate your consideration of these concerns and how this project could impact our neighborhood.

Sincerely,

6/20/2020

The undersigned residents are cocreators of this public comment letter and in agreement with all statements therein:

Ronald J. + Patricia L. Rossman

Rick + Deb George

Deon + Pam Mattan

Don + Cheryl Miley

Dustin + Liana Tyler

Don + Lorna Myrtue

Ron + Penny Edwards

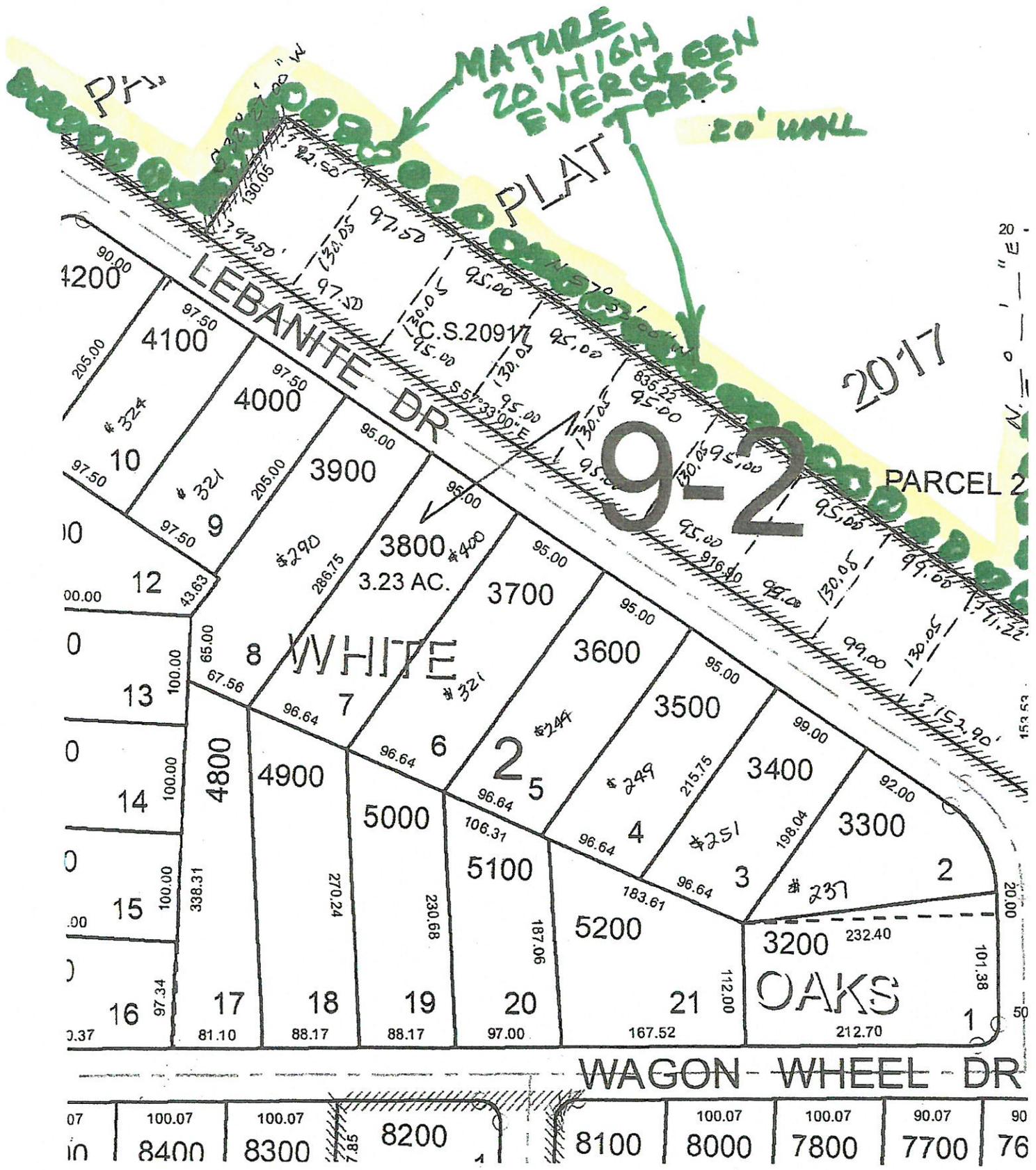
Paul + Kattie Thos

Colleen + Dan Miller

Ken + Charney May

Jordan Balzomo

Heather Balzomo



Method of survey:

This survey was conducted on Wagon Wheel Drive, Lebanite Drive and Oak Loop by Ronald Edwards and Dan Miller. The survey was conducted from August 14, 2019 to September 6, 2019, there are sixty seven homes in our neighborhood with four with no soliciting signs and six homes no body was home. We tried to contact every homeowner in our neighborhood but we did not get to several because they were not home at the time we were there. We tried to ensure that each homeowner was represented on this survey so we marked down everyone who was home, we made three attempts, at each home in this neighborhood. We surveyed the adults that lived in the homes. Some of the folks were renters. If multiple adults were available in a home, we questioned them as well.

We told our neighbors this was a survey for their input to be presented to the county commissioners to let the commissioners know what we are thinking. Our neighbors thought this was a good approach so everyone could have input even if they could not attend the meeting. By participating in the survey, they could still be a part of the process.

To summarize, this survey was done in our neighborhood by members of the neighborhood so everyone could have input in the future of our neighborhood. However, there were several that did not want to participate.

The implement of the survey was a questionnaire with five questions. However, the conductors of the survey permitted open ended responses. When we spoke to everyone while doing the survey there were no right or wrong answers, only expressed opinions. We were careful to mark down each answer and each person for the most part saw me mark down their answers.

Results of the survey: (See Wagon Wheel Drive Neighborhood Survey Results & original document that tallied the responses.)

It may be noted that there is a disparity in the total number of marks on each question. The totals ranging from 98 to 99. At times the discussion became engrossing and I inadvertently skipped over a question. This was done only a few times and does not change the overall trend in the responses.

Discussion of the survey (September 7, 2019):

We will start the discussion with questions one and two because we think there was some confusion about these questions and how they were answered. Everyone who answered **Yes** on question one, then said **No** on question two. As an example, one person said he wanted a shorter drive to work but did not want increased traffic.

The one thing that was consistent was that no one wanted increased traffic on Wagon Wheel Drive. The big concern was that Wagon Wheel Drive would become a race way if the barricade is removed at the end of Wagon Wheel Drive. There was concern for two main reasons. First, there would be an increase in traffic volume due to more development nearby. Second, there would be increased traffic due to a direct route, short cut, being available for Crowfoot Road and Highway 20. In fact with the development close to the Wagon Wheel neighborhood, we have already seen that traffic does increase and the traffic is getting faster and faster; not from the residents of the neighborhood but from those passing through it.

Presently people old and young alike use our area to walk, bicycle, play, and enjoy this neighborhood. They feel they will not be as safe with increased traffic flow from outside the neighborhood. This is a particular concern with new families moving in with young children in this neighborhood. Neighbors have told us that they moved here because this is a nice place, quiet, friendly and reasonably safe. That is to say the livability in this neighborhood is quite high and they want to keep it that way. The neighbors thought with anymore increases in traffic and speed they would feel less safe for their young families.

This survey does not reflect the elderly folks who live on fixed incomes. We think that any improvement in this neighborhood that is forced on us will cause undue hardship because some cannot cope with the cost. We think that it is now easy to see that any so called improvement should take into account the incredible burdens it will place on the residents here. Any changes that may be coming should at least consider the impact on this present neighborhood which has been here since my house was built in 1951 and others not long after. It is inevitable that progress will continue. With that said, however, it does not need to encroach on the folks living in this neighborhood who would like to maintain a safe and quiet neighborhood as it is now.

The most frequently heard comment we had during this survey is how much they like it here with their own wells and septic systems. It was a primary reason for moving to this neighborhood. The parents with young children enjoy the relative safety here.

Any new development should not be a negative impact for the people living in this neighborhood. We think that it is possible to have growth where the existing neighborhood and the new growth can be planned in such a manner that they complement

each other. There does not need to be anything planned that emphasizes one and tears down the other.

Many comments made were made about the speed of traffic in the neighborhood. As for the current increased speed of traffic on Wagon Wheel Drive, we think that can be addressed by speed limit signs on the top of the rise coming off Cascade Drive and after turning off View Lane, maybe even ones with the electronic flashing lights over twenty five miles per hour.

In conclusion, we had a good response to this survey. Everybody that heard what we were doing was enthusiastic and helpful and had ideas about making it better. The vast majority expressed that they like the livability of the neighborhood and with a few tweaks it can be made better without taking anything away from us. It is our hope that the county commissioners will consider the results of the Wagon Wheel Neighborhood Survey and undertake future growth plans with the expressed concerns of the residents of this long established neighborhood taken into account.

Copy

1. Would you like to see Wagon Wheel Drive connected to south main street?

Yes |||

No ~~|||||~~
~~|||||~~

NC

2. Would you like to see the traffic patterns increase due to development nearby?

Yes

No ~~|||||~~
~~|||||~~

NC

3. Would you like the opportunity to be annexed into the City of Lebanon?

Yes

No ~~|||||~~
~~|||||~~

NC |

4. Do you think that a high density/large commercial development project nearby would enhance our neighborhood?

Yes

No ~~|||||~~
~~|||||~~

NC

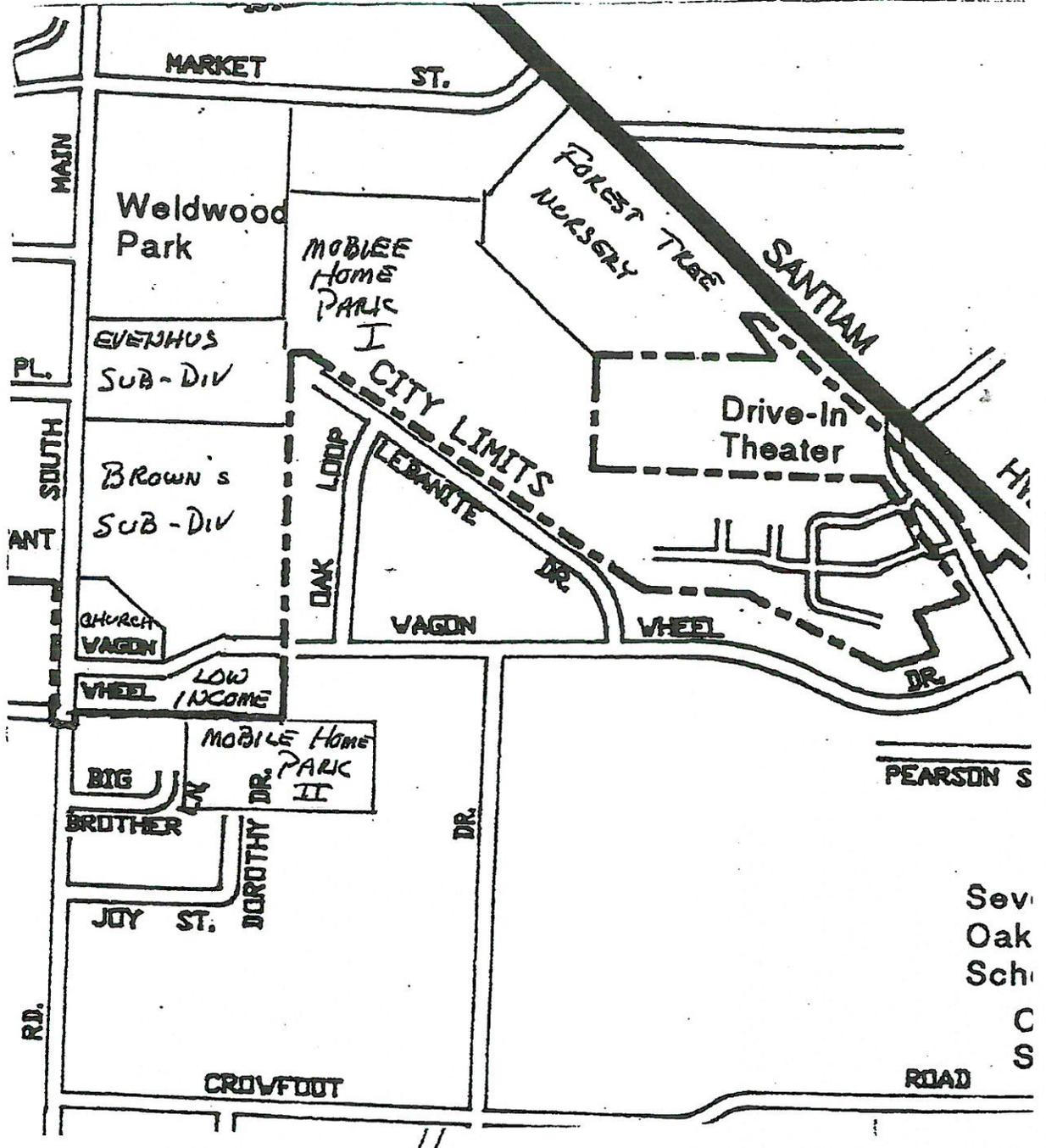
5. Would you prefer this neighborhood to remain a quiet neighborhood as it is now?

Yes

~~|||||~~ No
~~|||||~~

NC

Started 8/19/2019
Finished 9/11/2019



Wagon Wheel Drive Neighborhood Survey Results

1) Would you like to see Wagon Wheel Drive connected to South Main Street?

	#	%
Yes	3	3%
No	96	97%
No comment		
total:	99	100%

2) Would you like to see the traffic patterns increase due to development nearby?

	#	%
Yes	0	0%
No	98	100%
No comment		
total:	98	100%

3) Would you like the opportunity to be annexed into the City of Lebanon?

	#	%
Yes	0	0%
No	97	99%
No comment	1	1%
total:	98	100%

4) Do you think that a high density/large commercial development project nearby would enhance our neighborhood?

	#	%
Yes	0	0%
No	98	100%
No comment		
total:	98	100%

5) Would you prefer this neighborhood to remain a quiet neighborhood as it is now?

	#	%
Yes	99	100%
No	0	0%
No comment		
total:	99	100%

Survey was conducted by Ronald Edwards and Dan Miller during August 14, 2019 to Sept 6.

From: [Rachael Stutzman](#)
To: [Kelly Hart](#)
Subject: Apartments at Weldwood Dr
Date: Thursday, June 18, 2020 11:26:31 PM

[NOTICE: This message originated outside of your organization -- DO NOT CLICK on links or open attachments unless you are sure the content is safe.]

Hello,

I was told that there will be a meeting on 6/24 for a discussion about possible apartments on Weldwood drive In Lebanon. I would like this comment to be submitted to the meeting as I am not able to attend.

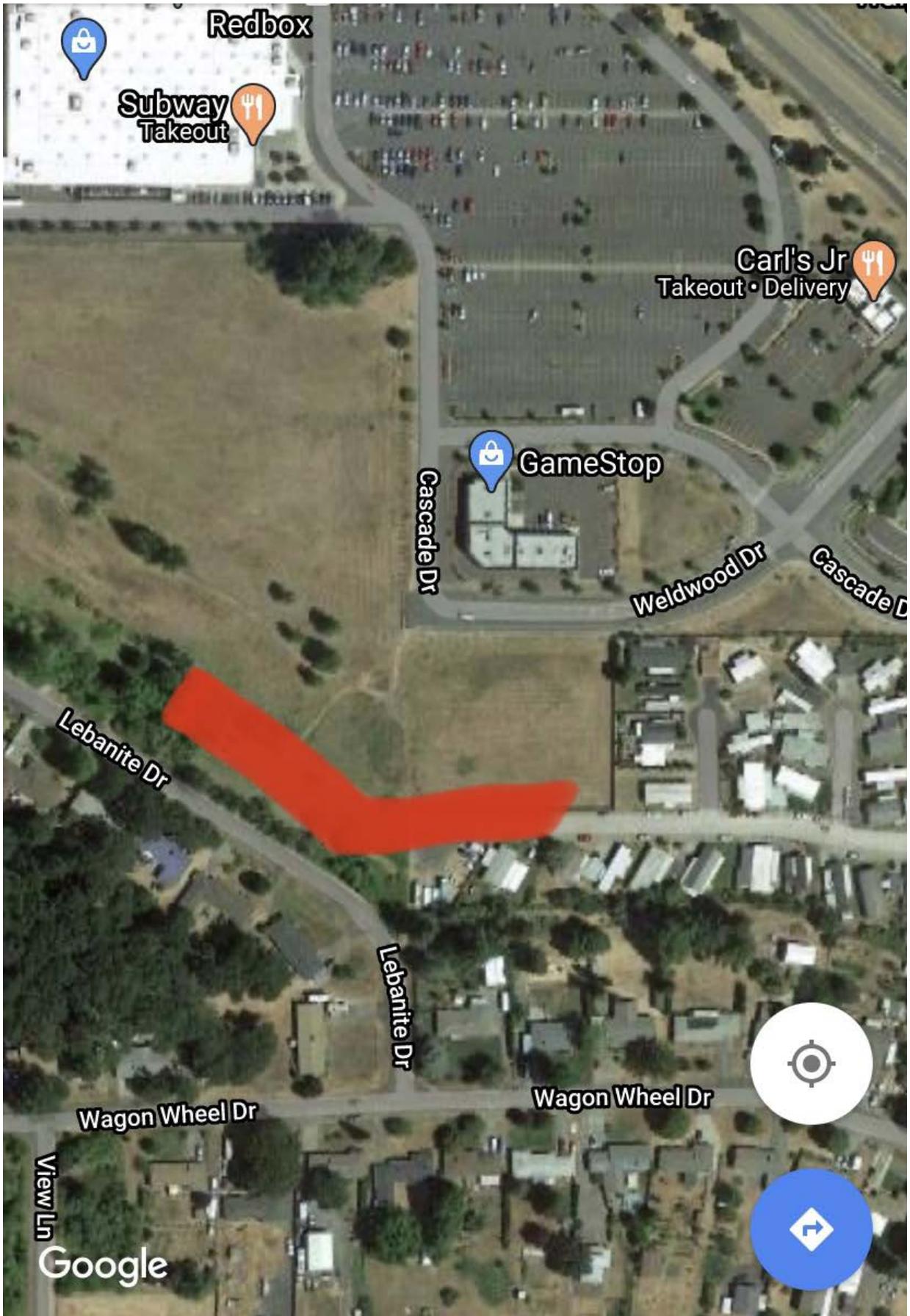
“I am a current home owner on Wagon Wheel Drive, directly behind the field you will be building these apartments. I am against them going into this location. Please don’t get me wrong, I agree that Lebanon needs more housing but I do not think that this location is a good one. We have lived in our location for 1.5 years and already get a high amount of foot and vehicle traffic. We have had our house broken into and property stolen multiple times. This is all without the addition of more people.

Please note, they are already adding a new apartment complex for older adults and have low income housing on Market Street. By adding more so close to other residential neighborhoods it could result in a decline in property values.

The other main issue is where will all of the children go to school. I know that the schools that belong to this area are extremely full, and will need money added to their budgeting to be able to accommodate for such an influx. Will a new school be a possibility somewhere near by? Or will other accommodations need to be made?

Again, I am not against low income housing. But, please consider the location of where these would be going in. Please explore other locations in the town. Even behind Walgreens on Burdell should be considered. There would be more space available and not harm the property values or traffic flow to a major retailer in town.

If it is decided that the apartments will go in, will there be a fence along the property line? Along the back of the property where the city lines meet the county lines? See picture for reference.”



Please let me know if you need any information from me to have this submitted to the meeting.

Thank you,
Rachael Folger

RE: PLANNING CASE # AR-20-05 AND VAR-20-02

FARMWORKER HOUSING DEVELOPMENT CORPORATION

WELDWOOD DRIVE - ADMINISTRATIVE REVIEW AND CLASS II VARIANCE

Comments from Neighbor regarding proposed housing project; Farmworker Housing on Weldwood Drive.

1. The location and size of the proposed project could cause traffic congestion - especially if **Weldwood Drive** is connected to South Main. That area is primarily used by children, dogs, pedestrians & bicyclists who use the paths and parks. Increased traffic would be a hazard to those in using the recreational areas. The neighborhoods of South Main, Oak lane, Lebanite Drive, Weldwood, Wagon Wheel, Cascade Drive, Walmart and surrounding businesses, Bob Smith park and Laura Gillotte Dog Park will all be affected.

Increased traffic near the Walmart intersection leading to **Santiam Highway** would need more regulation such as traffic lights to provide safe entry and exit for the large complex and businesses nearby. It is a busy place.

2. Social and community concerns: As a long term resident of Lebanon for over 20 years and having moved from Seattle where I witnessed transitions of many neighborhoods, I think a vital role in the creation of Farmworker housing is a community liaison of some sort. The liaison's role would provide a "middle man" that could take concerns of both the neighborhood residents and the occupants of the housing complex to the Farmworkers Housing Development Corporation and/or the property managers for resolution.

Neighbors have voiced concerns about increased **foot traffic and noise in** the area. Especially in the wooded area where the creek meets Lebanite Drive. The residents have had increased theft and safety concerns from those crossing the woods in the last few years. The residents would like a berm for noise protection and fencing or concrete wall that prevents access to Lebanite Drive. This would ease tensions in the neighborhood.

In a time of extreme political and economic tension where racism is also a contributor, the liason role would also provide a path for new residents to take any concerns they have about living conditions and rules at the housing complex. For example: noise from loud music, smoking, barbeques and fires, parking, etc.

Who will enforce the rules for tenants and who might the neighbors consult if there are any problems? Will the police department be burdened with complaints or will the property managers deal with problems?

Protection for farmworkers is also a concern as I have heard comments from those in the trailer park nearby that they are "prepared" with ammunition for any trouble that may arise. That is a concern for the families who will be living there and possible violence in the neighborhood. As new residents, they may need counseling about cultural differences, laws and rules for their own protection.

3. Will there be any kind of economic impact on the neighborhoods surrounding the new housing complex? For example, increased taxes, schools, parking, street repairs, sewer and water infrastructure?

4. Will the area between the proposed site and Lebanite Drive where the creek and woods are be impacted in such a way that could cause lack of water drainage and cause flooding? There is a creek there. What impact will it have on the residents property surrounding the creek?

Please address these concerns in further discussions and plans.

Thank you.

Alicia Van Driel

From: [valerie figueroa](#)
To: [Kelly Hart](#)
Subject: ProposedFHDC Housing Development
Date: Sunday, June 21, 2020 5:36:18 PM

[NOTICE: This message originated outside of your organization -- DO NOT CLICK on links or open attachments unless you are sure the content is safe.]

Sent from my iPhone
To: Lebanon Planning Commission
From: Valerie Figueroa
180 Oak Ln. Lebanon, OR.

Dear Members,

I am a retired Criminal Investigator with the State of Oregon. My husband and I lived in our travel trailer for two years while we diligently searched for a home and more importantly the perfect neighborhood to spend our retirement years. We finally found exactly what we were looking for... a beautiful established, quiet neighborhood with very little traffic and gorgeous groves of trees. I was concerned about being in such close proximity to Walmart, but the trees along Lebanite and in the proposed development area, provided a barrier which mitigated my concern.

Unfortunately, this proposed housing project one short block from my home, FAR outweighs the fears and concerns I had about Walmart. While I absolutely recognize the need for affordable housing, I don't believe this neighborhood is the appropriate place for an ultimately very high density Public Housing Project.

This type of housing development will impact the neighborhood negatively on multiple levels. It will decrease our property value, our privacy and our security. There will also be a negative environmental and quality-of-life impact, from the removal of trees, the increase of vehicles and traffic, and spilled lighting and noise from the project...particularly with the ultimate plan of even higher density.

My thirty year career in law enforcement with Oregon DHS, gave me extensive exposure and experience with low income housing developments. Projects such as this often bring unwanted and unforeseen elements and issues, creating division and resentment in the neighborhood and community.

Again, I agree the housing need exists but vehemently oppose this project because I believe it is equally important to value and preserve the identity, integrity and historic culture of Lebanon's older established neighborhoods as it is to provide affordable housing.

Thank you for your attention,
Valerie Figueroa

From: [STEVE POST](#)
To: [Kelly Hart](#)
Subject: weldwood dr. developement ar-20-05 var20-02
Date: Sunday, June 21, 2020 2:35:27 PM

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lebanon planning commission

June21, 2020

recommend that a 6ft. high obscure fence be installed on the south side and a portion of the east side of the proposed development.

i live on wagon wheel dr and the commission may not be aware of the amount of foot traffic that goes down the middle of wagon wheel drive when seven oaks school is in session. dozen of students walk and skateboard down the middle of the street that has no sidewalks on their way to and from school. this creates a real traffic hazard. although most students are respectful, they are kids that aren't always attentive of cars or play games with oncoming traffic. there has already been ONE DEATH from a girl being hit. also since the development of the subdivisions on oak terrace to joy st in the city the amount of foot traffic has increased due to people crossing barriers onto wagon wheel drive. these apartments will potentially add to the amount of children wishing to use lebanonite dr. and wagon wheel as a shortcut to school.

there is already a well-defined foot path from the back of the proposed complex onto lebanonite dr.

i propose that a 6ft. high obscure fence should be built along the south side of the parking lot. this would help deter people using the field as a shortcut to wagon wheel dr. the fence should also continue along the east side of the property at least as far as the apartment building footprint to prevent people from just walking around the back. an obscure fence would also reduce the noise and headlight glare affecting the homes on lebanonite drive.

this is a real safety issue that should be addressed in the planning process. thank you for your consideration.

steve post
665 wagon wheel dr.
lebanon..... [REDACTED]

From: [Douglas Sutton](#)
To: [Kelly Hart](#)
Subject: Farmworker housing project
Date: Sunday, June 21, 2020 5:28:41 PM

[NOTICE: This message originated outside of your organization -- DO NOT CLICK on links or open attachments unless you are sure the content is safe.]

Dear Council Members,

I watched the presentation last week about the development proposed for the Weldwood Dr. location. I wanted to register my opposition to it with you. I am in the construction industry having recently been doing an upgrade for Salem Housing Authority. I have seen first hand how these sort of projects progress over time and how the residents treat them over the long haul. I am concerned with how this will affect my property values in the future in addition to how it will manifest itself in the community at large.

Are there any barriers between the Development and Lebanite Dr.?

They have Farmworks in their name but what kind of farmworkers would we be housing in our area. Don't we primarily farm grass here in the Willamette Valley? Isn't that almost completely mechanized here?

Who will be responsible for screening the residents that will be moving in? Not to mention the additional noise, crowding, traffic et al...

The spokesperson said they want the residents to have their share of the American Dream.

That usually means a car for every adult in the household plus the kids that have a driver's license. Now we are talking about a 24 unit multi-family development with nearly a hundred cars.

Looking at the proposed site plan where would they all go?

And what would that mean for this location? I use the word "this" because this is my neighborhood. I likely will be able to see this structure from my home. That would be a drastic change. The Architect did not seem very concerned or informed about the impacts he was creating.

For all these reasons I am opposed to this development as it is planned.

Sincerely,
Douglas Sutton
!80 Oak Lane

Planning case AR-20-05 / VAR-20-Z

The City Staff report is not accurate. It states the subject parcel is 1.39 acres.

This is incorrect, per the Linn county GIS mapping information

Pin id 12S02W23B 01701 with taxlot id of 211280

The lot is 9.53 acres, and is zoned Z-MU (Mixed Use). There seems to be no action on part of the developer to create a new tax parcel, as such the whole lot should be considered not just the Phase 1a work area.

The City incorrectly describes the property south as Vacant. Property Pin #12S02W23B 03800 is a single family lot is developed as such and is zoned UGA-UGM-10.

The proposed development is actually a 110 unit multi-story residential dwelling that will be developed over phases, by not considering the whole planned development, the individual pieces are having lessor criteria applied, The City is applying Z-RM, when it appears Z-RH would apply. This also has cascading consequences when considering allowable setbacks, parking, and or other criteria such as SDC fee calculations.

It is unclear the basis of the variance request for the class two Variance. Until the whole planned development is considered no variance should be granted.

Per City of Lebanon Code. Summary of general zoning requirements,

https://www.ci.lebanon.or.us/sites/default/files/fileattachments/community_development/page/478/2017_summary_of_general_zoning_requirements.pdf

Environmental Quality:

Stormwater Impacts of the development are not fully addressed: Linn County is subject to the MS4 Phase II NPDES permit, which was effective March 1, 2019, and per Linn county code 903.160 (C, D) the proposed development would seem relevant and apply and it appears the City has not addressed these. A simple 1200C permit would regulate the "construction phase" however not the longterm management of the site. Mitigated wetlands, stormwater treatment, and natural streams are in and adjacent to the proposed development. Additionally, per Linn County any development is required to adhere to County Goals for protection as stated in 903.020

Per the USDS NRCS soil mapper information. The soils in the proposed project area are rated in Hydrologic soil group C/D and D, meaning they have very poor infiltration soils, so runoff is likely, and also lends to a potential high water table which would make the site difficult.

Utility capacity for water/sewer/stormwater.

It is unclear on how the City determined in the staff report that sufficient capacity is available for the utilities given those calculations are not present in the plans.

Potential impacts to historic sites.

Given the proximity to the established historic wagon trail road, the site may contain potential historic evidence, the City does not appear to address this adequately in the staff report, an archeological assessment appears to be in order. Per Linn County Code sections of 903.435, and 903.437. Lebanon Muni Chapter 16.31 apply in this case.

Lack of transparency.

The project materials were not accessible to the public until June 17 at which time the City provided the staff report and subsequent developer information. Given the whole projects extent (110 units) it is somewhat curious the lack of community engagement about the project.

Site Suitability.

The project is to provide housing for migrant workers, it this actually a good site for a development such as this. A boarder discussion to review the plans in regards to chapter 7 of the comprehensive plan appear to be in order.

Project incompatibility with standing agreements

The city appears to be in violation of their own Comprehensive plan adopted by City Council on 12-8-2004 as stated on page 21 of chapter 6.

"In October of 1995, the City of Lebanon and Linn County entered into an updated Urban Growth Management Agreement (UGMA) under which the City and the County adopt a joint management procedure for the Lebanon Urban Growth Area (UGA). A number of components of the Urban Growth Management Agreement relate to housing, especially to subdivision and new residential development within the UGA. The agreement requires that the County coordinates with the City of Lebanon to perform a complete review of all applications for partitions, subdivisions, planned-unit developments (PUD), and variances in the UGA."

The City has provided no evidence of coordinating with Linn County on this development. Additionally, no mention of the housing policies appears within the staff report, or presented developer plans. Before the development moves forward the City needs to make a compelling case this development adheres to its own policy, and coordinates with the County to that end.

Impacts to school, regarding the impact this development will have on schools, the City appears to be silent on the expected student load for the whole planned development. This is however in violation of its own adopted policy, found on page 21 of Chapter 9 of the Comprehensive plan.

"P-63: Provide notice, as part of the City's project review process, to the Lebanon School District when major development projects are proposed that may impact the Lebanon School District"

From: [Don Frier](#)
To: [Kelly Hart](#)
Subject: 110 unit low-income apartment complex
Date: Monday, June 22, 2020 8:23:57 AM

[NOTICE: This message originated outside of your organization -- DO NOT CLICK on links or open attachments unless you are sure the content is safe.]

Lebanon Planning Commission,

I hope that you will seriously consider, and approve, the development of low-income living spaces in Lebanon. There is a distinct lack of them at the moment, and development of these buildings will greatly improve opportunity and the ability for people to find a home in the town that friendliness built.

When I initially moved to Oregon from the east coast, I was greatly limited in housing options. I ended up moving into Corvallis, even as someone who wasn't going to school there, just because there were enough housing options available at a reasonable cost. There are too many people who take advantage of the housing shortage in the area, leasing out basements, rooms, or sheds on their personal properties to fill a gap that something like this would fill.

Our town is growing, and affordable housing for individuals will help in that growth.

Thank you for taking the time to read this e-mail,
-Don Frier



June, 20, 2020

To Whom It May Concern:

I am writing to describe the experience and relationship that Woodburn has had with our Farmworker Housing Development Corporation.

We began with land use planning and city council decisions regarding FHDC more than three decades ago that I imagine mirror the discussions you are having now. In those discussions many people in our community expressed wide ranging points of view and their fears. I can tell you that over the last 30 years none of the fears expressed have been realized.

Farmworker housing provided by FHDC is a net positive on many counts for any community. Structuring housing with on-site managers and staff that are there to provide support for their residents helps families maintain a stability that allows them stay in their jobs and their children in schools. Apart from the economic argument that farmworker families provide essential work that feeds our community and our nation and so should have the opportunity for decent housing, is the argument that stable families in our community are less of a drain on our city, county, police, health care system and other social service resources.

Before becoming mayor I served as a middle and high school principal in Woodburn for 12 years. I can tell you that the students living in the environments created by FHDC were, as a group, much more successful and less problematic than students that lived in regular apartment complexes, just like students from more stable neighborhoods.

We all know that when there is a sense of community and structures to support community in neighborhoods or apartment complexes, they become not only positive places to live but safer places, which makes an entire town more safe. FHDC has been amazing in providing stability and community within their apartments – enhancing the livability of our entire city.

Embracing the members of our community with the dignity and support that FHDC provides has provided untold benefits to our city as a whole. I can safely say that once through the storm of criticism and fear you are likely experiencing while weighing this decision, you will land in a place that is not only the right thing to do for your residents working on your farms, but the best thing to do for your entire city. I am more than happy to respond to any questions you have going forward in this process.

Sincerely,

A handwritten signature in blue ink, appearing to be "Eric Swenson", written over a white background.

Eric Swenson,
Mayor of Woodburn



Planning Application AR-20-02
Public Comment

From: [Knoll, Chuck](#)
To: [Kelly Hart](#)
Cc: [Shana Olson](#); [Ron Whitlatch](#); [Lane, Darrin](#); [Taylor, Stephanie](#); [Mink, Wayne](#)
Subject: Comments Regarding Planning Case No. AR-20-02, Applicant: Prism Manor, LLC
Date: Monday, June 22, 2020 3:53:26 PM
Attachments: [AR-20-02 PC Notice June.pdf](#)
Importance: High

[NOTICE: This message originated outside of your organization -- DO NOT CLICK on links or open attachments unless you are sure the content is safe.]

Date: June 22, 2020

Re: Comments from Linn County Road Department Regarding
Planning Case No. AR-20-02
Applicant: Prism Manor, LLC
Location Franklin Street & Russell Drive

To: K. Hart, City of Lebanon Community Development Department

The following comments are provided regarding the proposed Prism Manor development to be located at the Northwest Corner of the intersection of Russell Drive and Franklin Street.

Franklin Street is Linn County Right of Way and Russell Drive is Lebanon Right of Way.

The proposed Apartment Complex will be placed on property within the city limits of the City of Lebanon. The proposed complex will have two entrances from Franklin Street that is within Linn County Right of Way and under the Jurisdiction of the Linn County Road Department.

During the past two months, the developer has been in contact with the Linn County Engineer to determine what will be required by the Linn County Road Department. The following is a list of requirements that have been determined at this time as well as other comments that the City of Lebanon should consider as part of their review and approval process.

Franklin Drive needs to have a wider right of way than it has at this time. Franklin Drive needs to be able to provide a center turn lane (12 feet), two vehicle lanes (11 feet each), a two bike lanes (5 foot each), two sidewalks (5 foot each), and a vegetated buffer to provide stormwater collection and treatment in a vegetated biocell or other method of treatment (about 4 feet wide each). Roadside parking is also to be considered with 10 foot wide parking on one or both sides of the road back away from the intersection with Russell Drive. This provides a minimum right of way width between 60 feet to 70 feet .

The center turn lane is required in anticipation of increased traffic on Franklin Drive in the near future with continued development of this area. This will also improve the safety for entering and exiting the development.

At the inter section with Russell Drive since this is a high point, the vegetated biocell for treatment of stormwater may not be needed. Roadside parking is also not recommended at the

intersection. At about 100 feet to 150 feet north of the intersection the paved road width may be reduced with the road transitioning to two lanes and no center turn lane. This will provide roadside parking and more room for placement of vegetated biocells.

Therefore, in consideration of the above, a minimum right of way width of 60 feet is required for the full length of the development on Franklin Street. The developer is to provide a minimum of 5 feet of additional right of way.

The stormwater from this development and improved segment of Franklin Street may flow to the north into the Albany Lebanon Canal or to the south under Russell Drive, then under the Railroad Crossing and then to the Northwest and eventually towards the Canal. The canal provides a source of drinking water to the City of Albany and is also noted to provide habitat for juvenile salmon and steelhead. Therefore, any stormwater generated from the improved segment of Franklin Drive as well as the Parking area of the development shall be collected and treated to meet requirements of the Oregon Department of Environmental Quality (ODEQ). Typically, this requires collection and treatment for at least 50% of a 2 year storm event.

This location includes very flat terrain. Complaints regarding drainage during larger rain events have been received and recorded for this area. Therefore, a stormwater retention system to provide an equivalent flow rate of a typical annual storm event for at a minimum 10 year storm event. It is recommended that this be designed for a 20 year storm event.

The final road design, intersection design, stormwater collection treatment and retention system is subject to approval of the Linn County Road Department and the City of Lebanon Public Works Department. The stormwater collection and treatment system may also require a permit from the Oregon Department of Environmental Quality (ODEQ).

As for the entrances into the development, it is recommended that first parking spaces should be set back to provide a buffer of at least 20 feet from the sidewalk.

The setback requirements for the proposed stormwater collection and retention pond should also be considered. Ideally, this pond would be located on the back side of the development rather than next to or within the right of way on Russell Drive or Franklin Street. Maintenance requirements and also what vegetation is placed in these ponds should also be considered especially if it is to be next to the Right of Way. The height of the top of the ponds should not be more than one foot above the top of the sidewalk. The intent is to provide a safe intersection with good visibility and a good appearance for years to come.

In consideration of the above, it is recommended that Prism Manor be designed so that the stormwater retention ponds be placed on the north or east side of the development and away from the city and County Right of Way. Checking the topography of this property might also confirm that this would be the best alternative.

Please contact me if you have any questions or wish further information.

Regards,

Chuck Knoll, PE
Linn County Engineer

*Linn County Road Department
3010 Ferry Street , S.W.
Albany, Oregon 97322
Office: 541 967 3919*



Planning Application A-20-03
Public Comment



Planning Application A-20-02
Public Comment