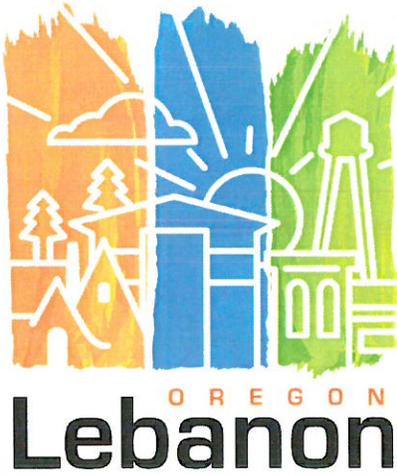


Public Comments for Planning Commission Meeting
April 30, 2020 and May 7, 2020



Planning Application AR-20-02 & VAR-20-01

Letters of Concern/Opposition

May 1, 2020

RE; Planning Case No; AR-20-02 & VAR-20-01

Applicant Applegate Landing, LLC

Location; Airport Rd

To whom it may concern:

I am one of the owners of the property at [REDACTED] and will therefore be seeing modifications to two sides of my property as a result of this development. I have great concerns about this that I'd like addressed. This development affects many properties in the area, but I believe mine most of all.

1. Traffic along Airport road has already increased tenfold over the last handful of years, and while putting in a traffic light may decrease the rampant speeding problems, I fail to see how the drastic increase in traffic this development will bring will be mitigated in any way whatsoever. My driveway exists practically right at the intersection and it is already very hard to turn left on airport to head into town. Having cars backed up there will make it practically impossible. Any talk about an expansion to Stoltz hill makes no sense to me as a traffic solution, as most of the back and forth is going between main street and highway 34 due to the lack of alternative routes into this end of town. It stands to reason that someone may want to determine a model for what the current traffic looks like and act accordingly, as it didn't seem like anyone mentioned this in the planning committee. It is already a very busy road.

1b. I do not really buy the "the future is one of less cars" argument made by the applicant for the parking reduction in the complex and would like that to be as heavily scrutinized by the city as possible. I'm not a researcher and can't speak for the data, but I do know that many, many people commute to the surrounding area, such as Albany and Corvallis, for work, and that it doesn't seem to make a difference what your income is, people still need, have, and use cars on an individual basis. I understand that many units will be single occupant, but I'd like to see the data to add up as best it can. Some supposed future trend about vehicle usage, which as far as I can tell cites Bend – a city far different than ours – isn't helpful, and neither is the explanation that somehow a bus line (which would be great to have!) will be sufficient enough to offset this.

2. I'm concerned about noise pollution and privacy concerns resulting from having a new road run right down the side of my property. How close will this street be to my fence line, and what will be put in place as a barrier between the two? How lit will it be, and will said lights be glaring through my windows at night? This has me additionally concerned about pedestrians possibly loitering just outside of my fence, and my security as well, as this road runs passed the front yard and down the back.

2b. Are there any estimates regarding potential increases or decreases in crime?

3. Related to #2, I'm concerned about the back side of my property. How close will this complex be to my back yard, and again, what will be in place as a barrier between the developed property and my own? Because we have been sandwiched up against fields on both sides there has never been any need to have anything more than a chain link fence, but this seems like it may need to be replaced in order to maintain privacy, and I certainly don't have the money to do so. I can't imagine having my entire property exposed to a housing complex like this.

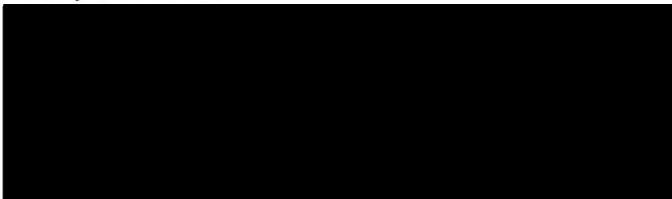
4. I'd like to mention that I have a recorded easement on our deed for property just behind ours, as our septic system extends out that way. How will that be affected?

If possible, I'd like to request a meeting, either by phone (or in person, if even remotely possible given the circumstances), as owners of this phone are hearing impaired and were nearly unable to hear anything that was said on yesterday's Zoom meeting. My grandson had to translate most of it for me. And please excuse me if any of this was already clearly answered. Between the hearing issues and the printouts' images being very blurry, sometimes its hard to tell what is what.

Thank you!

Sincerely

Betty J. Beaver



May 2, 2020

To: Chairman Salvage and Planning Commissioners

From: Anna Klinkebiel – [REDACTED]

Re: Development proposals for Applications AR-20-03 and VAR 20-01

After reviewing the documentation and listening to the meeting of April 30, 2020, I have some further questions and concerns. Referencing the April 10, 2020 Agenda Item 5.a., and DKS Study of February 27, 2020:

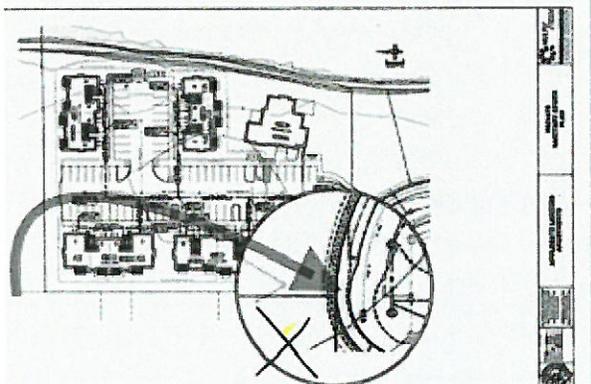
Section II – Current Report - Project Access:

It states that ...“a 20-foot emergency access road to Strawberry Lane would be provided and restricted to emergency vehicle access only. Strawberry Lane would only be utilized for temporary access during construction of the new public street. Upon completion of the public street, access to Strawberry Lane would be limited to emergency vehicle access.” However, in the report from DKS, Inc. under Study Area it states: ...“In the interim, the development will also include a temporary full-access driveway on Strawberry Lane. **The driveway on Strawberry Lane will remain open to the public until a traffic signal is installed at the Airport Road/Stoltz Hill Road intersection,**”... This is a direct contradiction, and I would like to know which version is correct since the traffic light isn't due to be installed until “**as early as 2022**”. The DKS study also indicated under Project Impacts in Table 5: Trip Generation Summary; that **the projected increase in traffic is 351 trips daily**. Is it going to take until 2022 to complete the public street? Or, is the project not going to be completed and occupied until the traffic light is installed in 2022? Or is it the intention to have the “20 foot driveway” off Strawberry Lane be an additional access to the public?

Section V – Conclusion and Recommended Conditions for Development

1.c. Sight obscuring fencing shall be constructed to a minimum of six feet in height along the western and northern property lines, with the exception of designated vision clearance areas.

This would presumably include the northwest corner of the 20 foot driveway Strawberry Lane access?



The “X” marked on the map is my property at 1815 Strawberry Lane, (12S02W15BD 00400). As you can see, my residence will be impacted on two full sides, the eastern and southern boundaries. I appreciate the fencing to be added, and would request that it be extended along my southern property line to provide “site obscuring” and privacy that will be lost due to the “driveway” that will be providing access from Strawberry Lane.

1.h. An application for a Property Line Adjustment shall be filed and approved for the modification to the site property lines and the street dedication prior to issuance of Building Permits.

As you can see from the site map, this turnaround and road are overlapping on the southeast corner of my property. How far from my property line is the turnaround and access road going to be? Where exactly is the

property adjustment needed? The residence at 1895 Strawberry Lane also has an easement into the lot where the turnaround and access road is planned to be. Is this easement going to be affected? There has not been enough specific information available for this access road to the property owners to let them know how they will be affected by this development.

2.c. The Applicant shall obtain a right-of-way encroachment permit from Linn County Road Department.
What part of this development will this apply to?

4. Transportation - m. Obtain a permit for Linn County for any utilities or improvements located on Strawberry Lane. What improvements or utilities does this refer to?

4. Landscaping - 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.

As I've said, my property is directly beside two sides of this project. I have been here for over 30 years so the trees and shrubs planted along my property are fully matured and have provided a "privacy screen" particularly on the south side where the access driveway will be. What are you going to do here? Cut everything down and clear out anything that might obscure vision for the "emergency" vehicles that may use this road? And, does this also mean that a fence would also not be permissible for the same reason? Referencing Mr. Lutz's application he states on the site map, "remove all brush which would impact new improvements". I would also disagree that adding an access road in this area as an "improvement". I can guarantee the residents of Strawberry Lane do not see this as an improvement, as indicated from the letter from Donna Beamer dated September 4, 2019 with 30 signatures.

Mr. Lutz's letter dated January 31, 2020 for submitting this plan, states: **"The property will also include one project based-voucher unit funded through the HUD 811 program available to a person or household with a serious or persistent mental illness. Crossroads Communities, a Lebanon-based nonprofit, will be integral to the Applegate project, partnering with Applegate Landing LLC to provide residents with service connections, and direct, onsite supportive services. Crossroads specializes in after-treatment care to individuals with mental health and substance use disorders with a focus on services for Veterans. Crossroads will provide case management for such individuals and households who live on site, while providing support, and service referrals to the broader resident population of Applegate Landing. This will include overseeing or assisting with peer support, rental stability, financial skills, vocational and workforce training, and more."** Also ... **"small rooms for onsite counseling, medical exams, and other service provision,"** ... Does this mean that a population other than residents may be coming to this facility? A population that would occupy an already reduced parking area if that part is approved, and increasing the traffic in and out of the development? This is supposed to be a residence, not a care facility, is that correct? And in regards to the "serious or persistent mental illness", what does that entail? Is this person(s) going to be supervised? And if so, to what degree?

I appreciate Mr. Lutz's desire to provide this for the veterans. I agree with Ms. Beamer's statement that this is a worthwhile project. But you have to agree that the residents of Strawberry Lane, and myself in particular, have legitimate concerns.

Thank you for your time and thoughtful considerations.

Anna Klinkebiel

Anna Klinkebiel

May 4, 2020

City of Lebanon
City of Lebanon Planning Commission

Re: Planning Case No.: AR-20-03 & VAR-20-01 Comments for Public Hearing

There are 2 major concerns regarding the above Administrative Review & Class II Variance Requests.

1. Traffic.

Our home is located at [REDACTED] (Zoned UGM-UGA) next to the Mini Mart. We purchased the property in 2005 and are very aware of the traffic concerns in the area. Since purchasing our property, traffic has increased exponentially since the opening of W. Airport Road next to Safeway. There have been major concerns regarding the parking of large, mostly 18 wheel trucks in the center lane to make deliveries to the new Mini Mart, creating vision clearance issues and blocking current traffic in and out of driveways. I have driven Stoltz Hill every day on my way to work as City Administrator for the City of Sodaville for last 9 years. In that time, it has become almost impossible to turn left onto Airport Road from Stoltz Hill going toward my home. With trucks blocking the center lane and a constant flow of traffic, including large trucks and log trucks, I have resorted (along with many others) to cutting down Antioch or Kees Streets to 12th Street and basically going around the block to access Airport Road causing increased traffic on the smaller residential streets. Vision Clearance issues are very pertinent at that intersections with the Mini Mart (especially since an outer shell was added to the existing building) so close to Airport Road. It is almost impossible to see if traffic is coming unless you pull out almost into Airport Road. Between the building, its signs and the telephone poles, and trucks parked in the center lane, it has become a real hazard that may one day result in mortality as it has already resulted in quite a few accidents and near misses.

By allowing 48 new residences into this intersection from a new access, it becomes even more dangerous. The rule of thumb from my understanding is 10 trips per day per residence are the expectations used for calculating new traffic patterns. Since this development will be built with apartments/condos/townhouses, that number becomes 7 trips per day. That is 336 new vehicle trips accessing Airport Road per day.

One solution may be accessing Strawberry Lane instead of Airport Road. This would allow for less congestion at the already over congested 3 way intersection. A prior proposed development on that property was going to do just that, although that project never came to fruition.

The traffic signal being suggested as a solution for this area may help alleviate some of the traffic issues, but it will also create problems for current residents on Airport Road. By stopping a long line of traffic in front of homes, current residents will not be able to get in or out of their driveways which is already very difficult to do, and homes will be inundated with fumes from the large trucks and the numerous cars idling, waiting for the signal to change.

A solution to this would be to also place a traffic signal at 12th Street and Airport Road. This is also a major hazardous area for traffic. There is also new construction at the end of 12th Street that will be adding more concerns for that area. By timing the signals, the flow of traffic can be regulated to allow for a smooth transition between signals. It would also create a safer area for the children walking or biking to school since many attend the Lebanon High School or Cascade Elementary. There are no sidewalks on a large portion of Airport for them to walk on and with the high speeds that are the norm in the area (even though it is posted 25, it is a straight away to and from Highway 34). There are Safe Routes to Schools and other grants that may help with the installation of the signals.

2. Parking

According to the Public Hearing testimony I watched, it was stated that less parking spots would be needed because this is an affordable housing development. It was further stated that because the development was close to town, most could walk or bike. This is not true. Downtown Lebanon is not within walking distance for most people and trying to carry purchases would be nearly impossible. Not to mention, for food and other household items, most would want to go to Wal Mart which is not even close to being within walking distance. Bus service is not available on a schedule that would allow for going to the store when necessary. Most will be using their vehicles. As much as the idea of going "green" and not using vehicles is the ultimate goal, it is currently not the reality. To allow less parking spaces than what is deemed as appropriate according to the City of Lebanon code, is a setup for disaster. I can foresee arguments over parking spaces especially when visitors are in the development. Also, is there parking for this Rec Center? If a birthday party or get together is scheduled where do people park? On street parking should not be construed as parking for the development as it will be a public street and neither owned or maintained by the development. Just because the City of Bend has changed its code requirements does not mean it works for other cities. What are the ramifications of the changes in Bend? Have there been any studies of those changes? How do the residents feel about less parking? Have the police reports of arguments or fights over parking been compiled? Too many variables to adapting the code to suit one development that has more than ample room to meet the current requirements. It also sets a precedence for future developments.

In closing, I would like to thank the City of Lebanon Planning Commission for doing its due diligence in this matter by taking the time to read and listen to the people, current and future residents, most affected by any decisions made.

Judy and Stanley Smith



Donna Beamer

September 4, 2019

Department of Transportation
355 Capitol Street NE
Salem, OR 97301

Linn County Commissioners
3010 Ferry Street SW
Albany, OR 97322

City of Lebanon
Building and Planning
925 Main Street
Lebanon, OR 97355

Democrat Herald
600 Lyon Street St SW
Albany, OR 97321

Re: Veteran's Apartments, Lebanon

To Those Addressed Above

This morning at 7:02, while waiting to get out onto Airport Road from Strawberry Lane, I thought of the Veteran's Apartment buildings that are to be built in the wetlands near Stoltz Hill. It took me 15 minutes of unending traffic before there was a space big enough to squeeze into to make my left turn onto Airport Road. The busy times used to be from 6:30am to 8:30am and 3:30pm to 7:30pm; now it is almost all day long with very infrequent lapses in traffic when a left turn can be safely made. I have several friends who also live off Airport Road who are experiencing identical problems. Traffic comes from Second Street past the High School (which includes school busses) and from the freeway via Denny School Road, and in addition, an abundance of cars from Stoltz Hill Road.

While this is a worthwhile project, how can you in good conscience allow even more traffic to stop the flow along Airport Road between Second and Twelfth Streets. By putting a large apartment complex right in the middle of an already overcrowded area, you congest Airport Road even more, making it a traffic hazard. Does someone have to be killed before something is done to alleviate this congestion and long lines of cars? By adding more traffic with this complex, even with a signal somewhere in the equation, it will not be safe. There is property located nearer the freeway or in the general area where there is already a Vereran's facility, why not utilize it? Please reconsider the possibilities.



Donna Beamer

Following are others who have had similar problems at Airport Road.

Joan E. Preston
Barbara Cleveland
Ellen D. Hall
Aline Pulliam
Donna J. Stenberg
Marion Merrill
Ganna Barnes
Selma Eggert
Lara Eggert
Katy Elan
James Burnett
C. Duke
Pat R.
Dorcy Watkins
Wilma Watkins
Shari Pennington
Jan Pennington

J. A. [unclear]
[unclear]
Dorcy B. [unclear]
Ann Klutchnik
Linda L. Driffin
Julie Hubbard
Betty M. [unclear]
Bonnie Lawrence
M. [unclear]
Nancy A. Smith
Ken Smith
Steph [unclear]
Dorcy Walkucurry

Others have made
comments in agreement
with this letter.

MARCH 2, 2020

Lebanon Planning Commission:

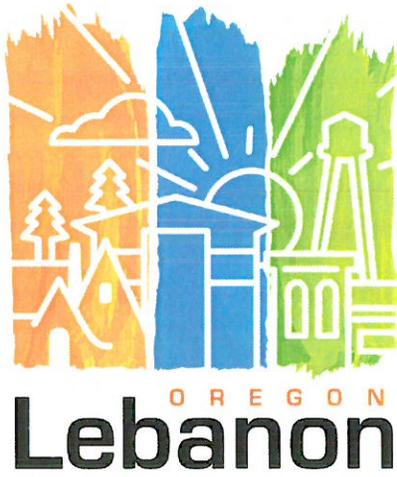
re: case no AR-20-03 & VAR-20-01

As a neighbor to this property I would like to request the following:

1. Require a privacy fence between the development and adjoining properties
2. require grass for each unit so that dogs are not "taken for a walk" on neighboring properties
(This has been a problem with current rentals in the area.)
3. Do not allow variance to minimum parking. We currently have a problem on 9th street because people are parking in the street on an already narrow road. Adequate parking needs to be mandatory for rental units.

Nancy Chlarson





Planning Application AR-20-02 & VAR-20-01

Letters of Support

Letter of Support

To Whom It May Concern

The American Legion and Veterans of Foreign Wars are the local veteran organizations devoted to mutual helpfulness. It is our nation's largest wartime veterans service organization, the American Legion and VFW are committed to mentoring youth, sponsorship of wholesome programs in our communities and devoted to our fellow servicemembers and veterans.

We are dedicated to the economic vitality of our veterans and community, as such our board of Directors has identified Applegate Landing Housing as a much-needed support entity for our Veterans and local families.

As you are aware, Linn County housing needs shows a shortfall of both current and future housing needs. We all agree that supportive, affordable housing needs are significant and should be an issue receiving priority action.

We enthusiastically endorse the continued efforts of Applegate Landing to build a Veterans and Affordable housing complex in the City of Lebanon, Oregon. The onsite supportive services and treatment programs within their resident services will be a welcome addition to our overburdened Veterans Programs and will showcase our continued support for veterans.

Best regards

Dale Jenkins
Dale Jenkins

3rd District Commander

D. E. Jenkins
AmVets Commander
Carolyn Crawford
VFWA President Post 3437

William [unclear] Commander
SOVS of AMVETS
Joy Strasser VFW Aux.
Darryl Davis
1st Vice AmVets
Ken Collins AmVets Chaplain

Dept. of Oregon Commander
W.A. Harris

Clara Summit, POC
Mentorship - Veterans + Homeless Coordinator
Sweet Home Chamber of Commerce
Andy Miller PDP - Humboldt - Dept of OR

George Nadeau
Sweet Home CoC

Frederick Morse
Lloyd McLeod
SWEET HOME VFW
Post 3437
Commanding

Howard Ruby
Past Commander
VFW Post 3437

Nikita Finch
Secrets POST 13 Finance officer

Nikita Finch
Secrets Dept. of Oregon
1st Vice & Finance officer

DANIEL S. Wheeler
NATIONAL ADJUTANT
NAT'l Hqts. inqts

Lou Newbecker
Dept Adjutant
AMERICAN Legion

Gene Hellickson
Post Dept Commander
Listers, OR

Dea Clausen
VP Auxiliary
Wilsonville, OR

Lois Stettin
AMERICAN LEGION
DISTRICT 8 COMMANDER

Steve Adams
American Legion
Dept. 1st Vice Commander.

1st Sen VET Morella

Michelle Wilkerson
Secretary / Treasurer
American Legion Auxiliary
Albany Unit 10

LARRY D. Williams
COMMANDER
SANTIAM POST 51 LEBRON, OR

JIM WILLIAMS
PDC

SANTIAM POST LEFRANCOIS,
Robert Hoff, PDC - OF
DFO



Letter of Support

Please accept this letter of support from the Lebanon Chamber of Commerce & Visitors Center in regards to Applegate Landing.

Linn County struggles with a shortfall of both current and future housing. Supportive, affordable housing needs are an important priority for our community. The cost of housing in Lebanon has become out of reach for many people. The Chamber believes that transitioning from rent to home ownership builds communities and economic vitality.

It is for this reason that the Lebanon Chamber of Commerce endorses the continued efforts of AppleGate Landing to build a supportive veterans and affordable housing complex in the City of Lebanon. The recovery, treatment and continuum of care programs within their resident services will be a well-received addition to our veterans programs.

Thank you for taking the time to consider this letter of support. We appreciate your interest and support for our Veterans and the community of Lebanon.

Shelly Garrett
Executive Director

A handwritten signature in black ink that reads "Shelly Garrett". The signature is written in a cursive, flowing style.

Lebanon Chamber
of Commerce

541-258-7164

shelly@lebanon-chamber.org

Kelly Hart

From: Thad Nelson <thadnelson@gmail.com>
Sent: Saturday, May 2, 2020 5:24 PM
To: Kelly Hart
Subject: Applegate Landing development application

Follow Up Flag: Flag for follow up
Flag Status: Flagged

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

I am writing to express my support for the Applegate Landing development that is currently under consideration by the Lebanon Planning Commission. While I appreciate and support the project's goal of creating low income housing with an emphasis on meeting the needs of local veterans, I am particularly excited by the fact that it will allow for the development of a key 1400 ft. section of the City's planned Burkhart Creek Trail within the next few years.

One of the owners of the property being developed, Robert Hass, has been actively working with Build Lebanon Trails and the City to expand Lebanon's trail system both on Tennessee Rd. and at Cheadle Lake and Cheadle Park over the last 2-3 years. He has supported us both financially and through the donation of a critical trail easement on Tennessee Road. As a BLT board member, I have had the opportunity to work with Mr. Hass on a number of occasions. Beginning in 2018 he has shared with us his vision of having a multi-use trail running the full length of his property along Burkhart Creek from Airport Rd. north. A trail-side greenway or linear park is even a possibility.

The Burkhart Creek Trail is, of course, on the City's master trails plan and its construction can and should be a requirement for any long term development of the property. That being said, the opportunity to partner with a property owner who sees the trail system as an asset and has gone out of his way to work with us in the past is something that, in my estimation, has real value and should not be over-looked.

Thank you.

Thad Nelson M.D.

Kelly Hart

From: Rodney Sell <rrsell@comcast.net>
Sent: Monday, April 27, 2020 4:18 PM
To: Kelly Hart
Subject: Public Comment Case # AR-20-03 Applegate Landing. LLC
Attachments: Trails Plan Map Burkhard Ck Section 9.png; Trails Plan Trail Discription Burkhard Ck Sec. #9.png

Follow Up Flag: Follow up
Flag Status: Flagged

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

This email is to express my support of the Applegate Landing development adjacent to Burkhard Creek, north of Airport Road, and of a possible development requirement to assist in the construction of the Burkhard Creek Trail across this property. Often, as part of a development project and through discussion with City Staff, proposed public lands can be developed and made available for public use. Burkhard Creek and the proposed Burkhard Creek Trail run across this tax lot from north to south for approximately 1400 feet. (See Attachments)

Burkhard Creek Trail Section #6, an existing paved section of the Burkhard Creek Trail, is a few tax lots north of this property. All of Section #15 and over half of Section #14 of the Burkhard Creek Trail, located south of this property, are existing paved trails. The proposed Burkhard Creek Trail starts at Bob Smith Memorial Park on the south and continues through Lebanon to Tangent Street on the north, near Summit Ace Hardware.

Development of sections of the Burkhard Creek trail meet the identified needs demonstrated in the Lebanon Parks Master Plan on page 85, and in the Lebanon Strategic Trails Plan (see attached). Needs met by the development of the Burkhard Creek Trail are also identified in the current parks planning document, used by the Oregon State Parks Department, to identify parks needs in all urban and rural areas of the state. The 2019-2023 Statewide Comprehensive Outdoor Recreation Plan (SCORP), identifies these areas of need met by trail development in the Lebanon area: *Providing more free of charge outdoor recreation, making parks safer from crime, developing close to home walking trails, and expanding parks facilities.*

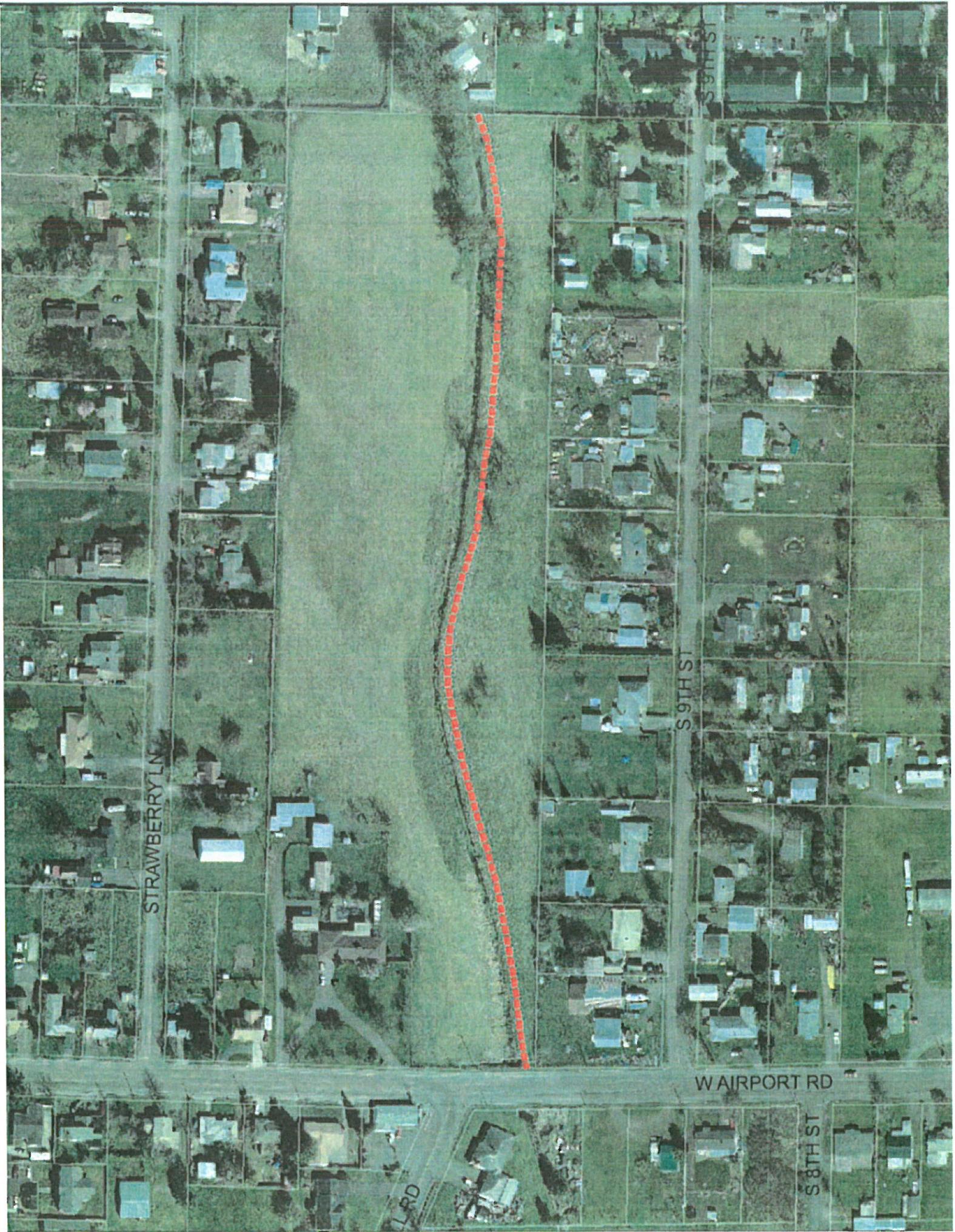
All residents, local businesses and visitors, to the City of Lebanon will benefit from the development of the Burkhard Creek Trail. Every new trail built in Lebanon is experiencing increased usage. This new trail will provide new trail access to our growing aging population, serve an identified low income neighborhood, create safe routes to schools and provide a close trail connection to green spaces that engage youth in outdoor recreation. This trail section will provide a site to experience physical activity for the residents in this proposed development and adjacent neighborhoods. When added to Lebanon's existing trail system it will draw visitors to the community to experience the growing trail system. Trail users purchase products and services in the community.

Thank you for considering this information in your review.

Happy Trails,

Rod Sell, Board President

Build Lebanon Trails



Project Goal

Development of a safe and accessible multi-use trail along Burkhart Creek.

Trail Classification

Private ownership. No public right of ways, easements, or city ownership.

Total Acreage to be Aquired

0.12 acres

Significance

- Alternative transportation route.

Opportunities

- The Burkhart Creek Trail is included in new project planning through the City of Lebanon's Capital Improvements Program, 2008-2012.

Areas of Concern

- Wetland areas have yet to be determined.
- Width restriction.
- Road crossing.

BURKHART CREEK TRAIL (SECTION 9)

1,401 feet

Trail Location

Section 9 is located alongside Burkhart Creek between South 9th Street and Strawberry Lane on taxlot 1000*. Section 9 begins at the northern taxlot boundary and leads south to Airport Road.

* Taxlot number according to County Assessor Map12S02W15BC - Lebanon Information Mapping System v3 (LIMS).

Project Goal

Development of a safe and accessible multi-use trail along Burkhart Creek.

Trail Classification

Private ownership. No public right of ways, easements, or city ownership.

Total Acreage to be Aquired

0.48 acres

Significance

- Close proximity to other services.
- High visibility location.
- Alternative transportation route.
- Connection to the proposed Airport Road Park as listed in the Lebanon Parks Master

To Whom this my concern,

We the American Legion
Auxiliary, Timber City Unit
133, Sweet Home ~~would~~^{want} to
say we approve the "Apple Gate
Landing" in Lebanon, Ore for the
Veterans.

President, Judy Paddock

5-5-20

my name is Dale Jenkins, I have been involved with the American Legion for over 30 years, in those years I have held many offices.

I am also involved with AmVets, the Viet Nam Veterans of America, The Chamber in S. Hope.

I am also an associate on the board of Applegate Landing. So therefore I give my whole support to Applegate Landing.

Dale Jenkins AmVet Post 133
Northern First Vets District 3

SIR'S

MAY 4TH 2020

I would like to put my total support for
The Apple Gate Landing Project.

I am a 28 year vet of the Oregon Army National
Guard, having served three times in Iraq in the Infantry.

I have had the honor of being the Quartermaster for
Sweet Home V.F.W Post, the commander of the
military order of the cootie 5 times in Sweet Home.

I have been on the Sweet Home V.F.W Honor Guard
for the past 7 years, and the color Sgt for the past 3 years.

I feel that this project is a much needed endeavor
for vets in this area.

Stanley E Gray




David Solomon - Commander

American Legion Post 10
1215 Pacific Blvd
Albany, OR 97321
541 926-0127



May 5, 2020

To Whom It May Concern:

It gives me great pleasure to write this letter of support on behalf of Dale Jenkins. Dale, who for years has been an active advocate for all veterans, and I have personally worked closely together for over 10 years.

Dale has held numerous positions in The American Legion and has done so much for the support of veterans as a whole.

I am proud to show my support for Dale Jenkins. You will be getting one great man into your housing community.

Respectfully,

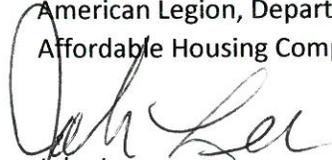
David Solomon

Commander
Albany American Legion Post 10

Lebanon City Council,

District 3 of The American Legion, Department of Oregon has always strived to help our low income and homeless veterans in our communities. We believe that a transitional house facility that incorporates recovery and treatment programs in greatly need within are community.

The Applegate Landing Affordable Housing Complex will provide the transitional housing needed by our veterans while providing programs to aid in assimilating back into the community. District 3 of The American Legion, Department of Oregon, fully supports the construction of the Applegate Landing Affordable Housing Complex.



John Lee

Commander
The American Legion, Department of Oregon
District 3

Letter of Support

To Whom It May Concern

The American Legion and Veterans of Foreign Wars are the local veteran organizations devoted to mutual helpfulness. It is our nation's largest wartime veterans service organization, the American Legion and VFW are committed to mentoring youth, sponsorship of wholesome programs in our communities and devoted to our fellow servicemembers and veterans.

We are dedicated to the economic vitality of our veterans and community, as such our board of Directors has identified Applegate Landing Housing as a much-needed support entity for our Veterans and local families.

As you are aware, Linn County housing needs shows a shortfall of both current and future housing needs. We all agree that supportive, affordable housing needs are significant and should be an issue receiving priority action.

We enthusiastically endorse the continued efforts of Applegate Landing to build a Veterans and Affordable housing complex in the City of Lebanon, Oregon. The onsite supportive services and treatment programs within their resident services will be a welcome addition to our overburdened Veterans Programs and will showcase our continued support for veterans.

Best regards

Dale Jenkins
Dale Jenkins

3rd District Commander

D. E. Jenkins

AMVets Commander

Carahyn Crawford

VFWA President Post 3437

William J. A. Commander

SOVS OF AMVETS

Joy Strasser VFW Aux.

*M. B. 7/1/14 - Veterans + Homeless Coordinator
Sweet Home Chamber of Commerce*

*George N. ...
Sweet Home CoC*

*Lloyd M. ...
SWEET HOME VFW
Post 3437
Commanding*

*Jeff W. ...
Jeff W. Lynn
Sweet Home Police Dept.*

Tom & Kat Cox
P.O. Box 5
Foster, OR 97345

May 4, 23020

Re: Applegate Landing

To: Dale Jenkins,

Well, from one veteran to another, you know how dedicated I am to my fellow brothers and sisters. What a wonderful idea you have. Thank you so much for that! Applegate Landing sounds like just what is needed. And hopefully such an idea can blossom.

You have my vote! Giving these home coming soldiers a fresh start, a spring board if you will, could really be the difference between giving up and going on to be a great productive veteran that anyone would want for a neighbor and friend. Good Luck! Like I said, "You have my vote".

With great expectations,
Thank you,



Kat Sanderson Cox



Tom Cox

Applegate Landing Veterans Housing

Gary Smith <gjs659@centurytel.net>

Sat 5/2/2020 1:01 PM

To: Dale Earl Jenkins <djenks12@outlook.com>

The last few meetings Dale Jenkins & Jim Willis have informed the membership of the Applegate Landing Project which will provide the Lebanon area with veterans housing which at present does not exist. Residents in the area are concerned about the traffic which may be generated from the project and will and may voice strong opposition. Originally there was to be a public meeting last month, but due to the virus there will be a closed to the public meeting this coming Wednesday. **What is needed is for people to submit letters supporting the project before next Wednesday.**

The letters should be addressed to the City of Lebanon.

Something along the line of: I would like to express my strong support for the Applegate Landing veterans housing project due to the lack of Veterans housing in Lebanon.

When you sign the letters if you have a title or passed title include that for it may help sway the City.

Dale Jenkins will be at the Big Town Hero in Lebanon Tuesday evening at 6 P.M. where you can give him the letters in an envelope or you can drop them in my mail box at [REDACTED]

Gary J. Smith, Secretary
VVA Chapter 585



American Legion Auxiliary District #3
5050 Columbus S.E. Space #232
Albany, OR 97322
541-979-2426

May 2, 2020

To Whom It May Concern:

We the members of the American Legion Auxiliary District #3 of Oregon want to express our support for the Applegate Landing housing project for Veterans. With so many veterans in our state in need of housing we understand the need for this project.

Many of our auxiliary, on a constant basis, are in contact with our veterans and we help to provide them with food, clothing and direct them for their health needs. Housing is always first on the list.

We the members are confident that you will understand the need for this project.

With thanks;

Suzanne Driver – District #3 President

Roberta Peebler – District #3 Vice-President

Unit Presidents:

Penny McCarthy

Celia Gowing

Doris Johnson

Marilyn Garner

Karen Moore

Wanda Janes

Judy Paddock

To: City of Lebanon

I support the Apple Lending
Veterans project. It would be
good for the veterans and an asset
to the Lebanon community.

Howard Ruby



5 May 2020

City of Lebanon, Oregon, 97355

Concerning the Applegate Landing Project.

As I understand it, this project, if approved, would provide housing for veterans residing in and around the greater Lebanon area. To the best of my knowledge there are no such living facilities anywhere nearby. At the present time I personally have no need for veterans housing assistance. However, nothing in life remains status quo. COVID 19 is an excellent example of just how quickly life can change.

We are called veterans because we served our country honorably and faithfully. Most serve only a few years before being honorably discharged and given the lifelong title "VETERAN." A significant number make a career within their chosen branch of service. As veterans, we ask little in exchange for the time we spent serving this great nation. For some, such as myself, service was in peacetime as well as during war. To ask for an area to be built and designated "Veterans Housing" is not asking a lot in exchange for the freedom all Americans enjoy through the sacrifices made by your military men and women who served in all branches of the military.

As I understand it, the local community is concerned about increased traffic in their area. I would ask that they consider another possibility. If this project is defeated and a developer comes along and buys the property and builds a "Low income apartment complex consisting of three or four story high apartment buildings," how would that affect the traffic in the area. Personally I would rather see Veterans Housing which I'm sure would produce much less traffic. Probably less crime also.

I truly hope you will consider these points when making your final decision.

Respectfully submitted,



Chester L. Hall, Senior Chief Petty Officer

U. S. Navy, Retired (1960 – 1987)

Chaplain, Viet Nam Veterans of America

Chapter 585, Lebanon, Oregon



Vietnam Veterans of America Inc.
Mid-Valley Chapter 585
P.O. Box 293
Albany OR 97321

To: City of Lebanon

From: Gary J. Smith, Secretary
Vietnam Veterans of America Chapter 585

Due to the shortage of veterans housing in Lebanon I would like to express my strong support for the Applegate Landing Project. As a taxpayer I do not see but how this could not save the City of Lebanon money by providing services that the City would otherwise provide. In addition it would provide a service to our veterans.

Gary J. Smith.

May 5, 2020

City of Lebanon

925 S Main Street

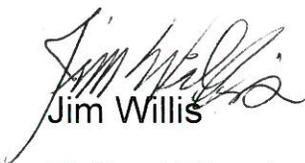
Lebanon, OR 97355

I write today as a veteran, a proud resident of Lebanon and to strongly support the Applegate Landing Veterans housing project. This affordable low-cost housing is much needed for our area veterans.

I have been serving my fellow veterans for over thirty years and in that time can say that this is one of the best projects I have seen in support of our veterans and their families.

I urge your support of this project and look forward to its successful completion. This is a project that our city can be proud of for many years to come.

Sincerely,



Jim Willis

Retired Director, Oregon Department of Veterans Affairs 2003 – 2013

Past State Commander, American Legion 2016-2017



David Stahl

President VVA 585

541-619-2887

City of Lebanon.

I would like to express my strong support for the Applegate Landing veterans housing project due to the lack of Veterans housing in Lebanon. This has been a continuing problem for all veterans. Those that live on limited incomes need a good, clean safe place to live. These men and women have served their country with honor and this is a small way to helping them in their later years.

Thank you,

David Stahl

David Stahl



Planning Application CU-20-01

Letters of Concern

4 May 2020
To City of Lebanon Planning Commission
Re: CoEnergy Application CU-20-01

I own a property, with inhabited residence, that adjoins the property on which CoEnergy proposes to locate its propane storage and distribution facility.

My concerns are about safety issues involved in the operation of a 60,000 gallon propane tank the physical plant of which will not have an on-site security guard.

The application packet refers to the topography of the proposed site but fails to note that the site is bordered on two sides by a slough with elevation below that of the proposed propane tank. Propane gas is denser than air. Therefore any leak from the tank could dump propane into one or both arms of the slough that would then flow, just as does the water in the slough, by residences, as mine, adjacent to the slough.

The system of berms around the proposed site could be bolstered. This would limit any discharge of propane gas into the slough. Of course, then, if there were a leak, there would be a lake of propane gas in the proximity of those same residences.

Therefore, I urge, as a condition of approval, an early-warning leak-detection system be required that is in continuous ("24/7/365") operation, detects any propane leak and electronically sends an alarm to appropriate responders of elevated propane gas levels.

In addition I request, as a condition of approval, that there be established a method to inform residents downstream of the site of the tank of propane gas leaks. The first task of such system would be to inform residents of the presence of the tank and of the type of odor to expect from compounds, which, presumably, will be in the propane, specifically for the purpose of signaling presence of otherwise odorless propane gas.

While failure of components of the proposed plant could lead to propane leaks, I urge the commission to consider vandalism also. No one wants this, it is not here suggested as a common occurrence ... but it is possible. However, it only needs to happen once for a great deal of damage to be done. This is the moment to deal with it.

While the application packet asserts the tank will be "out of sight of the public" this is hardly the case. From the public thoroughfare, Industrial Way, only if the proposed fence is opaque and taller than the 10' height proposed would the tank not be visible. That is, from the liquid propane capacity and the length of the tank estimated from the scale drawing of the site, a straightforward calculation shows that the tank itself would be taller than a 10' high fence. To that must be added the height of the proposed concrete base for the tank, which must include an elevated cradle support.

Assuming the fence will not be opaque, the tank will therefore be visible from a public thoroughfare. In addition it is readily approachable from the hospital and cemetery parking lots on the west and from the city's Marks Slough Trail on the east. Access would also be possible by intruders through the surrounding private properties. Such intruders are hardly uncommon and recently one has been seen at night in the area and has been reported to local law enforcement. Some time ago machinery was stolen from the Franklin property and was taken out over mine.

The factors that obscure the tank to the general public, trees and underbrush, around three sides would also hide any determined malefactors. Therefore, the possibility of instances of "target practice" with firearms must be considered. This could lead to damage to vulnerable components of the plant, especially the apparent proposed valve at the center bottom of the tank, as evident in the line drawing labelled "Propane Installation - P & ID Plan" of the application packet.

Therefore, I urge the commission, if it approves the application, to require as a condition, the placement of enough bollards to block all angles of sight to the tank and especially its external plumbing and electrical supply for pumps. This could be done with two concentric and staggered rings of bollards.

The packet application says there are fire hydrants "in the general vicinity" of the site. I urge the commission to require as a condition of approval that there be at least one hydrant. It needs to be specifically within a distance, from any conceivable point of fire fighting, that corresponds to no more than the length of the shortest known hose carried by the fleet of hose trucks of the Lebanon Fire District, the most probable fire fighting responders. One-half that length would be better. This/these new hydrants MUST have proven, appropriate capacity, not simply assertions to that effect, as made in the application packet summary.

I note that no consideration has been given to the amount of time that full, or part full, liquid propane railroad tank cars can be expected to standing on the adjoining rail line outside of any fence and bollard system.

In summary, suggested conditions of approval:

- 1) continuous-operation propane leak detection system with remote alarm capability
- 2) a method to inform nearby inhabitants of the presence of the facility and of possible or ongoing emergency situations
- 3) two concentric rings of bollards to protect most sensitive components of the plant
- 4) addition of at least one fire hydrant within a known distance of the tank consistent with equipment that would be used in fire fighting

Thank You,
John Puma, owner parcel at 