

NORTH GATEWAY URBAN RENEWAL PLAN

City of Lebanon

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NORTH GATEWAY URBAN RENEWAL PLAN

I. INTRODUCTION

The North Gateway Urban Renewal Plan (the “Plan”) contains goals, objectives and projects for the development of the North Gateway Urban Renewal Area (“Area”). The Area, shown in Figure 1, consists of approximately 144 acres of land located west of the North Santiam Highway 20 from Gore Drive south to Academy Street.

The Area is comprised of five main sub districts:

- The vacant land directly west of Lebanon Samaritan Health Services (known as the Reeves property) where a medical school campus is being proposed by Samaritan Health Services
- The vacant land north of Reeves Parkway which is zoned mixed use and where future housing development and a planned industrial condominium will occur
- An existing residential neighborhood mostly west of Highway 20
- Property east of the existing residential neighborhood which is in public use.
- A small strip of commercial use along Highway 20 as it turns into N Main Street

These sub districts are identified on the comprehensive plan map, Figure 2 of this document.

The driving factor behind the urban renewal plan is the recent partnership between Samaritan Health Services (SHS) and the Western University of Health Sciences (Western University). In early 2008, SHS announced a partnership with Western University which included Western University’s intention to open a medical school on the vacant property just south of Highway 20 and SHS. The school has become a focus point for the proposal to develop a health sciences campus. At build out, the campus is envisioned to contain over 975,000 square feet of buildings including the medical school, an event and meeting center and a formal garden, a mixed use project containing a hotel and restaurant, a mixed use project containing retail and office space, an office/research/industrial park, an office/housing/campus/hotel mixed use project and open space. These developments would be phased over several years.

The Medical School will house a College of Osteopathic Medicine and will be the home to a multi-health professionals’ satellite campus. Other potential programs include nursing, physical therapy, paramedic training, and other health related professions.

Legacy Health Systems and Linn Benton Community College (LBCC) may also locate on the campus and provide support for the conference/event center and adjacent garden.

In order to facilitate development of property within the Area, infrastructure connections are required.

Along with helping to stimulate the development of the Reeves property, the Plan provides programs which will help in the overall improvement of the other four sub districts of the Area. These are more fully described in Section IV, Projects.

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The overall purpose of the Plan is to use funds generated by tax increment financing (“tax increment funds”) to overcome the identified obstacles to proper development of the Area. Tax increment financing (see Section VI) generally means that the property taxes resulting from growth in property value within the Area can be used to finance improvement projects and programs.

The Plan would be administered by the City of Lebanon Urban Renewal Agency (“Agency”) which was established by the City Council of the City of Lebanon as the City’s Urban Renewal Agency. Major changes to the Plan, if necessary, must be approved by the City Council. The Plan is accompanied by an Urban Renewal Report (“Report”) that contains additional information.

Projects and programs under the Plan are anticipated to last twenty years. The maximum amount of indebtedness (amount of tax increment financing for projects and programs) that may be issued for the Plan is fifteen million seven hundred thousand dollars \$(15,700,000).

II. GOALS AND OBJECTIVES

The goals of the Plan represent its basic intents and purposes. Accompanying each goal are objectives, which generally describe how the Agency intends to achieve the goals. The urban renewal projects identified in Chapter IV of the Plan are the specific means of meeting the objectives.

Goal 1: *ECONOMY*

Diversify the economic base in the Lebanon area and strengthen the Area’s role as a regional economic center.

Objectives:

1A: Assist in financing and providing transportation, infrastructure, utility, system development charges and permits reimbursement and streetscape improvements to support the development of commercial and mixed uses.

1B: Work with property owners to promote beneficial development of properties within the Area.

1C: Help assist in development of infrastructure which will encourage the development of new employment and educational opportunities.

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Goal 2:*LAND USE*

Ensure an adequate supply of appropriately zoned land to provide for the development of industrial, commercial and mixed uses.

Objectives:

- 2A: Encourage business and industry to locate within the Lebanon city limits.
- 2B: Disperse employment centers to parts of the City with access to adequate transportation routes and public utilities.
- 2C: Provide development opportunities for regional commercial and neighborhood commercial development.

Goal 3:*TRAFFIC AND TRANSPORTATION*

Implement transportation improvements that will increase access to the Area and mitigate traffic impacts.

Objectives:

- 3A: Construct street improvements as are consistent with City standards.
- 3B: Provide sidewalks and streetscape improvements that promote multimodal usage, access and safety.
- 3C: Provide signalization improvements for efficient traffic flow and safety of transportation systems.
- 3D: Improve railroad spur to provide an alternative mode of transportation.

Goal 4:*PUBLIC UTILITIES*

Ensure that new commercial development is located in areas that can be adequately served by public infrastructure.

Objectives:

- 4A: Develop public infrastructure improvements to encourage private development.
- 4B: Develop water and sanitary sewer improvements to support mixed and commercial uses.

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Goal 5: *PARKS AND WETLANDS*

Provide recreation opportunities for all citizens. Protect wetland resources within the Area.

Objectives:

5A: Assist in the redevelopment and enhancement of existing parks.

5B: Assist in the protection, replacement or mitigation of existing wetlands.

Goal 6: *PUBLIC FACILITIES*

Support existing public facilities and add new facilities when feasible.

Objectives:

6A: Assist in providing improvements to the Senior Center.

6B: Assist in the development of training facilities for Linn Benton Community College.

III. OUTLINE OF MAJOR URBAN RENEWAL PROJECT ACTIVITIES

An outline of major urban renewal project activities is as follows:

- Transportation improvements (including street, pedestrian, streetscape, and railroad improvements) to increase circulation from, to and within the Area
- Preliminary engineering study for future transportation improvements
- Provision of city water to the Area to allow for development
- Park and public space development
- Public facilities improvements
- Acquisition and sale of land for redevelopment
- Assistance in development of a Mechatronics Training Facility for Linn Benton Community College
- Wetlands mitigation
- Reimbursement of System Development Charges and Permits

IV. URBAN RENEWAL PROJECTS

Urban renewal projects authorized by the Plan consist of public improvements that are described below. Public improvements authorized under the Plan include transportation, water, sanitary sewer infrastructure, streetscape, redevelopment, public space improvement, loan and/or grant programs as projects. The actual scope, budget and priorities for urban renewal projects will be decided by the Agency as it administers the Plan. As shown in the Report, urban renewal funds may be combined with existing and other future sources of funding to finance project costs.

Transportation improvements will upgrade and expand existing roadways to increase access into, out of and within the Area, facilitate the development of vacant lands and accommodate increased levels of traffic as future development occurs. To promote neighborhood livability and increase multimodal connectivity, transportation projects may include sidewalks and streetscape improvements. To prepare for future transportation projects, preliminary engineering studies may be conducted. Water and sanitary sewer improvements will prepare the site for future development.

A. Transportation: Streets and Pedestrian Facilities

1. Samaritan Healthcare Lebanon Campus Street & Utility Network

Construction of streets and utilities in the undeveloped area west of the existing Samaritan Healthcare facility. The Samaritan Healthcare Lebanon Campus is a proposed mixed use development located across Highway 20 from the existing Samaritan Lebanon Community Hospital. The existing area is currently undeveloped and is being used to grow rye grass seed. The proposed use includes a college campus, an event center, commercial/retail space, office space, research/industrial park and a hotel/conference center. The area contains approximately 55.5 acres. The improvements will be a street network and the provision of utilities to these parcels.

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2. 5th Street Half-Street Improvements

Completion of the street improvements along 5th Street from Mary Street to Reeve's Parkway. Currently, 5th Street has two travel lanes, bike lanes and a sidewalk on the west side. This project will construct 5th Street to a collector standard with a center turn and install a sidewalk on the east side.

3. N. 2nd Street Pedestrian Way

Construction of a pedestrian way along North 2nd Street to connect the new Justice Center/Library/Senior Center to the proposed hospital development north of Mary Street and west of Highway 20. The pedestrian path is proposed to be a minimum of 10 feet wide and will encourage the use of alternative transportation among civic centers. North 2nd Street is currently fully built out including curb & gutter, sidewalks and paved residential street.

4. Tangent/2nd/Morton Street Improvements

Construction of street improvements. The construction of the Medical College will increase traffic on Morton and 2nd Streets. To help handle the increase traffic volume, a left turn lane will be constructed on 2nd Street helping to alleviate congestion at the 2nd and Morton and 2nd and Tangent Street intersections.

5. Santiam Highway (Highway 20) Traffic Signals

Installation of traffic signals. Signals are proposed at the intersections of Highway 20 and Reeve's Parkway and Twin Oaks Drive. The signals will help maintain an acceptable level of service along Highway 20 as growth and development increases traffic volume. These intersections are currently un-signalized and operate at an acceptable level of service.

6. Pedestrian Crossing of Highway 20

Pedestrian improvements to Highway 20 to facilitate pedestrian crossing. Installation of a pedestrian activated signal and striping to increase pedestrian safety.

B. Railroad/Olive Street

Lebanon Short Line Railroad Repair - Phase I:

Repair and upgrade of rail spur line. The City of Lebanon gained ownership of the rail spur line from 5th and Olive Street to Industrial Way. The line serves the industrial properties located in the SCIP (Santiam Canal Industrial Park) industrial park. The existing line is in a state of disrepair and will be repaired and upgraded to continue to serve as a functioning rail spur line. The first phase of the repair is along Olive Street from 5th Street to Hwy. 20. The scope of the repairs involves replacing the failed railroad base rock, installing new ties and a heavier gauge rail as well as reconstruction and resurfacing of Olive Street.

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C. Water

1. Mary/2nd/N. Main St. Waterline - 16" Waterline

Installation of a 16-inch water line along Mary Street from 5th Street to North Main Street and along North Main Street to Highway 20.

2. 2nd St. Mary to Harrison St. - 12" Waterline

Installation of a 12-inch water line along 2nd Street from Harrison Street to Mary Street.

D. Parks and Public Spaces

1. Sk8board Park - Harrison & 4th

Construction of a skateboard park. The skateboard park is a community driven project lead by volunteers. The City has offered the land and a proposed funding of \$225,000 to assist in the development and construction of the project. The proposed location is north of the new Justice Center adjacent to Harrison Street which is currently undeveloped.

2. Academy Square Western University Corridor Improvements

Academy Square is the location of the existing Senior Center, new Library and Justice Center. The site currently has minimal improvements. The proposed site improvements will add additional parking, pedestrian, transit and public assembly facilities/areas, as well as provide for a joint use of and enhanced connectivity of the new City Library with Western University and other SHS campus educational programs.

E. Public Facilities

Senior Center Improvements

Construction updates for the Senior Center. The building housing the senior center was purchased from the Lebanon Community School District. Minor improvements have been made to update the building for use as a senior center. One of the improvements remaining to be completed is the installation of air conditioning. Additional updates will be completed to further maximize the use of the available space. The facility serves and benefits the Area by providing a senior services facility to serve senior residents of the Area and seniors using medical or other facilities in the Area.

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F. Acquisition

Samaritan Educational Land Acquisition

Acquisition of land for Samaritan Healthcare. Samaritan Healthcare Lebanon Campus is a proposed mixed use development located across Highway 20 from the existing Samaritan Lebanon Community Hospital. This is a proposed 55.5 acre development consisting of a college campus, an event center, commercial/retail space, office space, research/industrial park and a hotel/conference center. This development has the potential to expand in the future. To do this, additional land will need to be purchased and re-developed. This may include demolition of properties.

G. Linn Benton Community College Assistance

Assistance in development of a Mechatronics Training Center

Assistance in construction of a training facility. This project provides funding to assist LBCC in constructing a new Mechatronics Training Facility that will provide needed work force training to support both existing area businesses as well as the planned expanded SHS presence. The facility will be located at a site to be determined.

This facility will serve and benefit the Area by expanding the services provided within the Area to students and contributing to the economic vitality of the Area.

H. Wetland Mitigation

This project provides the ability to ensure the mitigation of the existing wetlands within the Area.

I. System Development Charges and Permits

This project will provide for the reimbursement of the System Development Charges and City of Lebanon permits for building construction and public improvements within the Area.

V. PROPERTY ACQUISITION AND DISPOSITION

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The Plan authorizes the acquisition and disposition of property as described in this section. Property includes any and all interests in property, including fee simple ownership, lease, easements, licenses or other rights to use.

A. Property Acquisition for Public Improvements

The Agency may acquire any property within the Area for the public improvement projects undertaken pursuant to the Plan by all legal means, including use of eminent domain, without amendment to the Plan. The Agency will follow all procedures for acquisition as required by the funding source of the acquisition and by FAA, if applicable. Good faith negotiations for such acquisition must occur prior to institution of eminent domain procedures. The schedule for acquisition of land for a public improvement project will be determined based on the timing of the construction of the public improvement.

B. Property Acquisition – From Willing Sellers

The Plan authorizes the Agency acquisition of any interest in property within the Area that the Agency finds is necessary to support private redevelopment, but, except as noted below, only in those cases where the property owner wishes to convey such interest to the Agency. The Plan does not authorize the Agency to use the power of eminent domain to acquire property for a private party to transfer property to another private party for private redevelopment, except for the acquisition of property that constitutes a danger to the health or safety of the community by reason of contamination, dilapidated structures, improper or insufficient water or sanitary facilities, or any combination of these factors.

C. Land Disposition

The Agency will dispose of property acquired for a public improvement project by conveyance to the appropriate public agency responsible for construction and/or maintenance of the public improvement. The Agency may retain such property during construction of the public improvement. The schedule for disposition of land for a public improvement project will be determined based on the timing of the construction of the public improvement.

The Agency may dispose of property acquired under Subsection B. of this Section VI by conveying any interest in the property. The schedule for disposition of land acquired under Subsection B. of this Section VI will be determined by the Agency when the Agency determines the acquisition is necessary pursuant to Section VI. B above. These determinations may be made by Resolution of the Agency.

Property shall be conveyed at its fair reuse value. Fair reuse value is the value, whether expressed in terms of rental or capital price, at which the urban renewal agency in its discretion determines such land should be made available in order that it may be developed, redeveloped, cleared, conserved or rehabilitated for the purposes specified in such plan. Because fair reuse value reflects limitations on use of the property to those purposes specified in the Plan, the value may be lower than the property's fair market value.

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Where land is sold or leased, the purchaser or lessee must agree to use the land for the purposes designated in the Plan and to begin and complete the building of its improvements within a period of time that the Agency determines is reasonable.

VI. RELOCATION METHODS

When the Agency acquires occupied property under the Plan, residential or commercial occupants of such property shall be offered relocation assistance as required under applicable state or federal law. Prior to any acquisition, the Agency shall adopt rules and regulations as necessary for the administration of relocation assistance.

VII. TAX INCREMENT FINANCING OF PLAN

Tax increment financing consists of using annual tax increment revenues to make payments on loans, usually in the form of tax increment bonds. The proceeds of the bonds are used to finance the urban renewal projects authorized in the Plan. Bonds may be either long-term or short-term.

Tax increment revenues equal most of the annual property taxes imposed on the cumulative *increase* in assessed value within an urban renewal area over the total assessed value at the time an urban renewal plan is adopted. [Under current law, the property taxes for general obligation (“GO”) bonds and local option levies approved after October 6, 2001 are not part of the tax increment revenues.]

A. General Description of the Proposed Financing Methods

The Plan will be financed using a combination of revenue sources. These include:

- Tax increment revenues;
- Advances, loans, grants and any other form of financial assistance from the Federal, State or local governments or other public body;
- Loans, grants, dedications or other contributions from private developers and property owners, including but not limited to assessment districts; and
- Any other public or private source.

Revenues obtained by the Agency will be used to pay or repay the costs, expenses, advancements and indebtedness incurred in (1) planning or undertaking project activities, or (2) otherwise exercising any of the powers granted by ORS Chapter 457 in connection with the implementation of this Plan.

B. Tax Increment Financing and Maximum Indebtedness

The Plan may be financed, in whole or in part, by tax increment revenues allocated to the Agency as provided in ORS Chapter 457. The ad valorem taxes, if any, levied by a taxing district in which all or a portion of the Area is located, shall be divided as provided in Section 1c, Article IX of the Oregon Constitution, and ORS 457.440. Amounts collected pursuant to ORS 457.440 shall be deposited into the unsegregated tax collections account and distributed to the Agency based upon the distribution schedule established under ORS 311.390.

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The maximum amount of indebtedness that may be issued or incurred under the Plan, based upon good faith estimates of the scope and costs of projects in the Plan and the schedule for their completion is Fifteen Million Seven Hundred Thousand Dollars (\$15,700,000). This amount is the principal of such indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebtedness.

C. Prior Indebtedness

Any indebtedness permitted by law and incurred by the Agency or the City of Lebanon in connection with the preparation of this Plan or prior planning efforts that support the preparation or implementation of this Plan may be repaid from tax increment revenues from the Area when and if such funds are available.

VIII. FUTURE AMENDMENTS TO PLAN

The Plan may be amended as described in this section.

A. Substantial Amendments

Substantial Amendments are solely amendments:

- Adding land to the urban renewal area, except for an addition of land that totals not more than one percent of the existing area of the urban renewal area; or
- Increasing the maximum amount of indebtedness that can be issued or incurred under the Plan.

Substantial Amendments, in accordance with ORS 457.085(2)(i), shall require the same notice, hearing and approval procedure required of the original Plan under ORS 457.095, including public involvement, consultation with taxing districts, presentation to the Planning Commission and adoption by the City Council by non-emergency ordinance after a hearing. Notice of such hearing shall be provided to individuals or households within the City of Lebanon as required by ORS 457.120. Notice of adoption of a Substantial Amendment shall be provided in accordance with ORS 457.095 and .115.

B. Council Approved Amendments

Council Approved amendments consist solely of amendments which result in:

- Material changes to the goals and objectives of the Plan; or
- Addition or expansion of a project that is materially different from projects previously authorized in the Plan.

Council Approved amendments require approval by the Agency by resolution and by the City Council by ordinance.

C. Minor Amendments

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Minor Amendments are amendments that are not Substantial or Council Approved Amendments. Minor Amendments require approval by the Agency by resolution.

D. Amendments to the Lebanon Comprehensive Plan and/or Lebanon Revised Code

Amendments to the Lebanon Comprehensive Plan and/or Lebanon Zoning Code (Lebanon Land Development Ordinance of 1980) that affect the Urban Renewal Plan and/or the Urban Renewal Area shall be incorporated automatically within the Urban Renewal Plan without any separate action required by the Agency or the City Council.

IX. RELATIONSHIP TO LOCAL OBJECTIVES

The Plan relates to local planning and development objectives contained within the City of Lebanon's Comprehensive Plan, Development Code and Transportation System Plan. The following section describes the purpose and intent of these plans, the particular goals and policies within each planning document that the proposed Plan addresses and an explanation of how the Plan relates to these goals and policies.

A. Lebanon Comprehensive Plan

The Lebanon Comprehensive Plan (Comprehensive Plan Map shown in Figure 2) is the document that sets forth the vision and policies for the future of the community. The Comprehensive Plan was adopted in 2004. By providing the general guidance for the development of the City, the Comprehensive Plan coordinates present and future needs, promotes health and safety, as well as efficiency and economy in the process of development. It is the result of considerable study and analysis of the existing physical, economic, and social conditions of the municipality and a projection of future conditions. The plan forms the legal foundation for the systematic application of zoning regulations, and promotes the consistent and coherent application of subdivision regulations.

The applicable Lebanon Comprehensive Plan categories for the Area are:

1. Commercial

The Commercial designation provides lands for a range of commercial uses, from the commercial downtown core of the community primarily serving the pedestrian shopper, to large compact clusters adjacent to major thoroughfares with easy transportation access, and to small neighborhood shopping clusters that serve the frequent recurring needs of residents.

2. Public Use

The Public Use designation provide lands suitable for a variety of public uses such as schools and community centers, parks, City facilities, and churches or other facilities for religious organizations

3. Mixed Use

The Mixed Use designation provides lands that possess potential for several types of land use or combinations of different land uses. The intent of this designation is to achieve an environment in which different land uses can co-exist by providing building groupings for privacy, usable and attractive open spaces, and safe circulation, thus promoting the general well being of the residents, businesses, and other occupants. Mixed Development lands are open to all types of development including residential, commercial, and light industrial land uses.

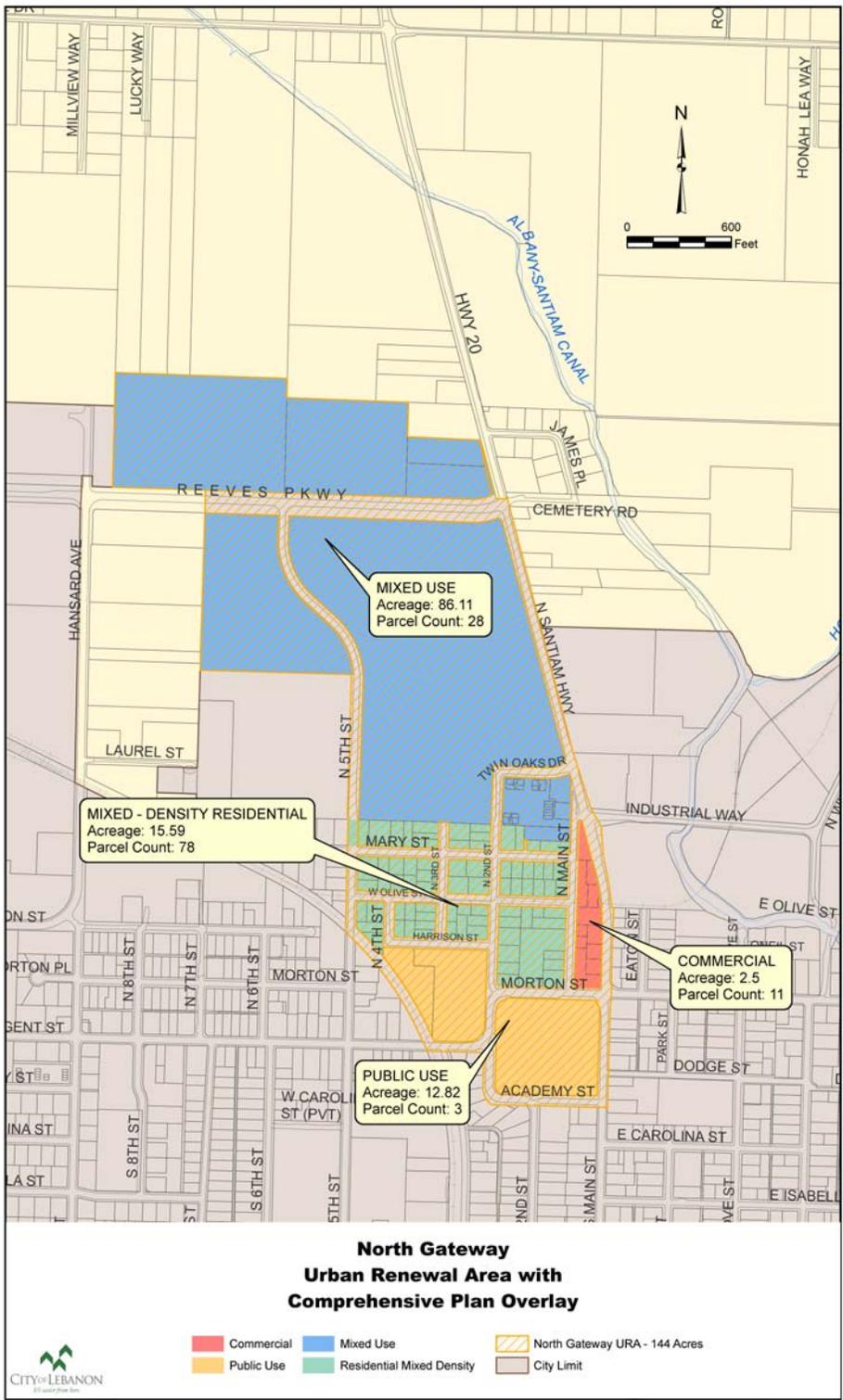
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4. Residential Mixed Density

The Residential Mixed Density Designation primarily provides lands for development of single-family, two-family and multi-family dwellings with provisions for planned developments, as well as lands for multi-family dwellings with close proximity to downtown.

The Plan complies with the comprehensive plan designations. The projects in the Plan are mainly infrastructure projects which will help facilitate development within the Area. Development within the Area will comply with applicable comprehensive plan designations and land use regulations.

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The proposed Plan relates to several of the Comprehensive Plan's stated objectives, policies, and implementation strategies. Those pertinent sections are shown below.

Chapter I - Introduction

3.2 City's Citizen Involvement Program

The City of Lebanon recognizes its responsibilities to promote citizen participation under the Statewide Planning Goal 1. The City's Citizen Involvement Program encourages effective communication between citizens and City officials, and is intended to assure that all citizens have an opportunity to be involved in all phases of the planning process.

3.2.3 Advisory committees will be set up to participate in the creation, review, and adoption of major Comprehensive Plan and facility plan amendments or revisions. This will directly involve citizens in the planning process.

3.2.4 Such advisory committees will hold periodic meetings that are well advertised in advance and to which the public will be invited, and in which the public has the opportunity to address the issues under consideration.

3.2.5 The work of such advisory committees may also be supplemented by Town Halls or other public forums that are well advertised in advance and to which the public will be invited. Such meetings will provide the opportunity for City staff and advisory committee members to report on their work and progress, and also provide opportunities for the public to address the issues under consideration.

A public forum was held to gain public input in the Urban Renewal Plan preparation process.

5.0 General Goals

There are certain basic aims to which the Comprehensive Plan is broadly committed. These general goals and objectives which directly relate to the projects in the Plan are:

G-1: Encouraging development in a planned and considered manner consistent with the community's general health, safety and welfare.

G-2: Achieving an environment that assures each individual the widest possible choices and opportunities for a productive and meaningful lifestyle within the community.

G-3: Preserving those features that are special and unique to the community while also being responsive to changing needs and conditions.

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G-4: Preserving and maintaining areas of the natural environment that are unique to the community's natural setting.

G-5: Broadening opportunities for economic expansion and diversification.

G-6: Achieving public interest, access, understanding and support of the planning process and the goals toward which the process is directed.

G-7: Involving the citizens of the City in all phases of the planning process and to encourage effective neighborhood participation.

G-8: Working towards maintaining the high quality of air, water, and land, and protecting and preserving those identified significant environmental and ecological resources in the area.

G-9: Encouraging a mix of commercial and industrial development that will provide a sustainable economic base for the City.

G-10: Providing a sound basis for urbanization by providing for appropriate relationships between residential, commercial, industrial, public and open space land uses, and the natural environment.

G-11: Encouraging and promoting innovation in development techniques in order to obtain maximum livability and excellence in planning and design for all development and redevelopment projects that respond to the specifics of the site and the need for continued awareness of energy use consequences.

G-12: Encouraging regional coordination between the City and adjacent jurisdictions.

The Plan relates to the general goals cited in this section of the Comprehensive Plan. The Plan provides necessary infrastructure support for the development of a new educational, residential, and employment base in the community. This new development will have a variety of facilities including classrooms, meeting spaces, commercial space, a hotel, residential neighborhoods and a garden space. Care will be taken on the layout of the uses to allow for appropriate relationships between the differing uses.

The Plan will provide for programs to assist in the improvement of existing residential neighborhoods.

The new jobs from the medical school and commercial development will broaden opportunities for economic expansion and diversification and assist in providing for a sustainable economic base for the City.

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*Citizens will be included in the planning process through a public forum and opportunities for input at the Planning Commission and City Council.
The State will be involved due to their interests in Highway 20, which runs through the Area.*

Chapter 2 - Natural Environment

Statewide Planning Goal 5 is: “to protect natural resources and conserve scenic and historic areas and open spaces.” This Goal requires that “Local governments shall adopt programs that will protect natural resources and conserve scenic, historic, and open space resources for present and future generations” since these “resources promote a healthy environment and natural landscape that contributes to Oregon's livability.”

The City’s Natural Resource Goals include the following which are pertinent to the development plans in the Plan:

G-1: Taking into account the cumulative waste and process discharges from proposed future development, when combined with such discharges from existing developments, so that new development will not threaten to violate, or violate applicable state or federal environmental quality statutes, rules and standards.

G-2: Taking into account the cumulative waste and process discharges from proposed future development, when combined with such discharges from existing developments so that new development, with respect to the air, water and land resources of the applicable air sheds and river basins described or included in state environmental quality statutes, rules, standards and implementation plans, will not: (1) exceed the carrying capacity of such resources, considering long range needs; (2) degrade such resources; or (3) threaten the availability of such resources.

The City planning process will review any proposed developments to ensure they meet the above stated goals. The Plan will relate to these goals.

G-4: Recognizing the opportunities and constraints posed by the natural environment; to protect the unique resources of the area; and to ensure that future development will not result in adverse impacts on the natural environment.

G-10: Protecting sensitive environmental features such as steep slopes, wetlands, and riparian lands.

There are designated wetlands within the Plan area. The developments proposed will relate to the provisions of the Comprehensive Plan in addressing these features. There is also a wetland mitigation program as part of the Plan projects which will assist in the preservation of wetlands within the Area.

Chapter 4 - Land Use

One of the purposes of the Comprehensive Plan is to assure that the City provides different types of land inside the City Limits that are suitable for a variety of uses. This Chapter of the Comprehensive Plan demonstrates the relationship the City desires to encourage between commercial, industrial, and residential development in order to provide homes and employment for citizens; protect property values; preserve sensitive areas; encourage efficient, appropriate development; and plan for the provision of public services.

The City's Land Use Goals include:

G-1: Maintaining a land use planning process and policy framework for all decisions and actions related to land use that (1) assure an adequate factual base for such decisions and actions, and (2) are open to citizen participation as set forth by the Statewide Planning Goals.

G-2: Promoting the orderly development and conservation of lands for urban uses, such as homes, businesses, industries, and streets, as well as parks, open space, and wetlands.

G-3: Encouraging land developments that utilize innovative design and technology, energy conservation, and the protection and conservation of cultural and natural resources. Examples of innovative residential developments include: common wall or "zero lot line" dwellings (e.g., row houses and townhouses), dwellings designed and sited to utilize solar energy, and planned developments that provide for variety in housing types and uses.

G-4: Promoting and encouraging planned development methods for special lands that display the following characteristics: property of large sizes or those that are well situated in relation to the street and traffic circulation network; properties that have natural features that limit development potential; and properties that involve significant natural or cultural resources, particularly active or passive recreational opportunities.

The Plan relates to the land use goals. The Plan encompasses large sized parcels with which will be developed by private developers. The Plan will adhere to the goals stated above.

Residential Land Use Policies:

P-20: Permit and encourage compact residential development to provide more efficient land utilization and to reduce the cost of housing, public facilities and services. The City encourages this type of development by offering incentives such as density or open space bonuses.

Compact residential development is expected in the mixed use areas of the Plan.

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P-21: Require that new residential districts be designed in ways that discourage impacts from heavy through traffic, conflicting land uses, or other encroachments that would impair a safe, quiet living environment.

The design of new residential districts in the Area will be approved through the City planning process and will relate to this section of the Comprehensive Plan.

P-22: Allow single-family residential development throughout all residential zones.

There are residential zones in the Area and single family development is allowed in those zones.

P-23: Allow Neighborhood Commercial areas in all residential zones along designated arterials and collectors.

The Plan relates to this section of the Comprehensive Plan as neighborhood commercial areas may occur in the residential zones along designated arterials and collectors.

Commercial Land Use Policies:

P-27: Allow future commercial and mixed use centers within the Mixed Density Residential Zone based upon an approved development plan in conformance with the Planned Development standards and procedures of the Zoning Ordinance, provided access is from a designated highway or arterial and urban services are available.

The Plan relates to and will comply with this section of the Comprehensive Plan as there is a mixed density residential zone in the Area.

P-28: Allow Neighborhood Convenience Centers that serve the shopping needs of a neighborhood within the Mixed Density Residential Zone in accordance with the standards and procedures of the Zoning Ordinance provided urban services are available. Preferred locations shall be corner sites adjacent to an arterial or collector street. The development of such sites will be evaluated as a conditionally permitted use following the development procedures of the Mixed Density Residential Zone.

The Plan relates to and will comply with this section of the Comprehensive Plan as there is a mixed density residential zone in the Area.

P-32: Require that upon development of property in a commercial or industrial zone that abuts a residential zone, the developer must provide an effective buffer to be used to minimize or mitigate the negative impacts to the abutting residential property.

The Plan relates to and will comply with this section of the Comprehensive Plan as there is a commercial zone that abuts a residential zone.

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P-33: Allow multi-family housing in commercial zones as a subordinate use to ground level commercial uses in order to bring life to business districts, to provide housing near job centers, to provide activity in areas that would otherwise be vacant during off-hours, and to provide ease of access to services for the elderly and other residents who are unable to drive.

The Plan relates to and will comply with this section of the Comprehensive Plan as there is a commercial zone in the Area.

Mixed Use Land Use Policies:

P-40: Encourage a mix of commercial and residential uses within individual buildings, lots, and neighborhoods, in order to promote a compact, pedestrian friendly environment. Industrial uses should be allowed to mix with residential and commercial uses where there are limited potentials for nuisance or jeopardy to the public health, safety, and welfare.

Approximately one third of the Area is designated as Mixed Use. This development will promote a compact, pedestrian friendly environment, relating to the provisions in the Comprehensive Plan.

Public Use and Open Space

P-42: Require through the zoning and subdivision review and approval procedures that recreational lands and open space areas be integrated into development proposals, especially multi-family developments, to enhance the urban environment.

P-46: Ensure that landscaping is included as an integral part of site and street developments (on both public and private streets) through zoning standards, review criteria and approval procedures.

Open space and landscaping are vital components of the mixed use development proposed for the Area. The Plan will relate to and conform with this section of the Comprehensive Plan.

Chapter 5 - Population and Economy

3.1.1 Statewide Planning Goal 9, Economic Development, requires cities to provide lands that are suitable for economic growth. Accordingly, a major goal of the Lebanon Comprehensive Plan is to promote the economic health of the community by making adequate provisions for future diversified industrial development, encouraging suitable industries and businesses to locate in Lebanon, and by promoting healthy employment growth.

3.4.4 Public Services

The availability of public services is crucial to support employment growth in Lebanon.

Water and sewer services are essential for production and to support employees in the workplace. Police and fire services are needed to protect the assets of firms in Lebanon.

3.4.5 Transportation

Transportation Access: Transportation access is critical for economic development in Lebanon. Firms must have transportation access so that workers and customers can reach their location, and so that shipments of supplies and products can easily arrive and leave the site.

Transportation Systems: Transportation systems consist of regional and local facilities. Interstate 5 (I-5) and Highways 20 and 34 are the major regional automobile transportation facilities.

State Highway Facilities: U.S. Highway 20, also known as the Santiam Highway, or Main Street through Lebanon, is a four- to five-lane highway of Regional Importance according to the Oregon Highway Plan (OHP). This roadway facility falls under ODOT jurisdiction. The highway, which connects Lebanon with I-5 to the northwest and east to the Oregon border and beyond, provides a continuous east-west link across the State of Oregon from Newport, Oregon to Idaho. Highway 20 serves as a commuter route, carries significant truck volumes, as a designated freight route in the OHP. In the summer, this facility carries significant recreational traffic. In addition to its function as a state route, the highway provides access to the many businesses located along Highway 20 in Lebanon.

3.4.6 Housing to Support Job Growth

Housing and the provision of housing are important components of any economic development strategy. Goal 10 requires cities to develop strategies to provide housing affordable to households at all income levels. In addition to concerns about availability of housing affordable to lower income households, issues of providing higher quality housing for industry and business managers need consideration for both housing and economic development strategies

Goals, Policies, and Recommendations

GOALS

G-1: Providing employment opportunities for its citizens.

G-2: Providing a viable tax base for the community in order to pay for essential community services.

G-3: Encouraging a diversified economic base for the community which broadens and improves long-term employment opportunities in all sectors, including, retail, service, and industrial.

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The Plan relates to the above three goals by providing opportunities for increased employment, providing development which will increase the tax base and which will provide for a diversified economic base.

G-4: Providing the opportunity for a full range of commercial, cultural, recreational, educational, health services, and other professional services to meet the needs of the City's residents and visitors.

The proposed medical school campus will help to provide additional commercial, educational, professional and health services to meet the needs of the City's residents and visitors.

G-5: Supporting the establishment of new employment and the expansion of existing employment to strengthen the City's economic base in order to provide adequate employment opportunities and maintain community livability.

The proposed medical school campus will help to establish a new employment base.

G-6: Seeking balanced, concurrent growth in the commercial, industrial and residential sectors that are within the carrying capacity of community resources.

The proposed medical school campus will help to provide balanced, concurrent growth within the carrying capacity of community resources.

G-8: Taking into consideration availability of renewable and non-renewable resources, the availability of land, and pollution control requirements when planning for the economic growth of the community.

G-9: Ensuring an adequate supply of appropriately zoned land to provide for the full range of economic development opportunities in City, including commercial, professional, and industrial development.

New proposed developments will occur primarily on underdeveloped, underutilized parcels of land within the urban growth boundary, addressing the above two goals.

G-18: Improving community appearance and establishing attractive gateways into the City and visually appealing highway corridors.

The proposed medical school campus will have a positive effect on the appearance to the entrance of the City.

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POLICIES

P-3: Require plans for vehicular, pedestrian and bicycle needs, for all commercial and industrial development proposals.

New development will comply with the standards of the City for vehicular, pedestrian and bicycle needs. There will be additional pedestrian linkages between the proposed medical school and the existing Samaritan Hospital along with linkages in the proposed new development.

P-8: Support diversity in type, scale, and location of professional, industrial, and commercial activities to maintain a high level of employment and to promote diversification of the local economy.

The proposed medical school campus will add a new dimension of jobs and commercial activity for the Lebanon community.

P-13: Encourage neighborhood commercial development with restricted vehicular access points from arterials and State highways.

P-14: Locate future neighborhood commercial development at intersections of arterials or collectors.

Neighborhood commercial development is a planned component of the proposed medical school campus.

P-26: Plan for at least 3,700 new jobs by the year 2025 and all of the land and services needs required by such growth, as well as employment and associated needs generated by any additional major industrial or commercial growth, as indicated in the *2004 Lebanon Urbanization Study*.

The Plan helps facilitate new jobs through the assistance to the development and operation of the new medical school campus.

Chapter 6 - Housing

GOALS

G-1: Providing housing policies and practices that increase housing opportunities for all citizens.

G-2: Encouraging the availability of adequate numbers of needed housing units at price ranges and rent levels that are commensurate with the financial capabilities of community households, and to allow flexibility of housing location, type and density.

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The Area has substantial land which is zoned mixed use which can accommodate a range of housing types.

G-3: Encouraging the establishment of neighborhood groups in order to give citizens within a neighborhood more identity with that particular neighborhood, and as a way of enhancing citizen participation in the land use process, as per Statewide Planning Goal One.

The City has the responsibility for establishing neighborhood groups in the new housing developments.

G-4: Providing for connectivity in new developments and to promote efforts to extend trails, pedestrian ways, and bikeways through existing residential areas.

Connectivity between and within new developments is a component of the planning for the Area.

G-5: Cooperating with builders, developers, and others involved in the provision of housing in creating a positive image of the City as a desirable place to live, work, and do business.

The development of a medical school campus will assist in creating a positive image for the City as a desirable place to live, work and do business.

POLICIES

P-3: Allow the location of neighborhood commercial shopping areas within Residential Mixed Density zones and require development standards for such development that reflect the residential area.

P-14: Require sidewalks in all new residential developments. Alternative systems of walkways and trails that provide adequate pedestrian circulation may be considered.

P-15: Encourage efforts to complete or connect existing walks along routes to schools, parks, or commercial areas

P-18: Consider bikeways as both a circulation and recreation element, and require adequate facilities for these purposes in all new residential development.

P-19: Require, where not constrained by topographical considerations (e.g., slopes, waterways, existing development), the extension of trails, pedestrian ways, and bikeways through new residential areas.

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P-24: Require for all new residential areas the provision of adequate water and sanitary services and other facilities necessary for safe, healthful urban living consistent with the density of development.

P-25: Require the underground location of electric power, telephone, and cable TV distribution and service in new developments.

P-26: Require the provision of street lighting in all new subdivisions at the time of development. Street light fixtures shall be shielded to direct light down.

P-37: Allow and encourage a variety of housing types to accommodate the demands of the local housing market.

P-40: Plan for choices in the housing marketplace and variety in housing types, density and affordability for the projected population of the year 2025.

P-42: In order to assure choices of housing types and costs, provide the opportunity to develop detached and attached single-family units, duplexes, garden apartments, town houses, multiplex units and boarding houses, lodging or rooming houses, and manufactured housing.

The Plan provides infrastructure improvements which will help facilitate the development of a range of housing choices in the Area. Adequate public services and utilities to these developments will be required through development standards established by the City. The street improvements will comply with the requirements for pedestrian and bicycle access as required in the Comprehensive Plan. The Plan will comply with the above stated policies for Housing development.

Chapter 7 – Community Friendly Development

Lebanon has long prided itself as “*THE CITY THAT FRIENDLINESS BUILT.*” In keeping with this theme, Lebanon’s approach to Community Friendly Development includes principles that combine sound local and regional planning techniques with a variety of elements from several different perspectives. Such principles focus on creating a built environment suitable for the needs of a diverse population through a variety of uses scaled for the pedestrian, and capable of accommodating the automobile and mass transit.

1.1 Principles of Community Friendly Development

Locally identified principles of Community Friendly Development include:

- Efficient Use of Land Resources
- Efficient Utilization of Urban Services
- Mixed Use
- Transportation Options

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- People Oriented Design

These principles are intended to provide community development guidance through historically and practically proven elements of design and resource utilization.

Community Friendly Development principles seek to improve on conventional patterns by: (1) increasing housing options as to size, price, and location; (2) creating aesthetically pleasing, people-friendly neighborhoods; (3) offering multiple transportation options; and, (4) reducing reliance on the automobile.

The Plan will provide infrastructure improvements to help facilitate the development of a community friendly development in the Area. The improvements include pedestrian amenities as well as park and senior center improvements.

2.6 Mixed-Use Development

Oregon's experience has shown that it is important to allow for a mix of uses within compact neighborhoods because that promotes:

- Independence of movement, especially for the young and the elderly who can conveniently walk, cycle, or ride transit;
- Safety in commercial areas, through the around-the-clock presence of people;
- Reduction in auto use, especially by shortening trips between residences and jobs/services/recreation;
- Support for those who work at home, through nearby services and parks;
- A variety of housing choices, so that the young and old, singles and families, and those of varying economic ability may find places to live. Effective mixed-use zones not only allow the co-location of various types of uses, but they also promote compatible architectural design and connectivity of buildings to streets and paths. Residential mixed-use encourages planners and developers to look beyond the traditional subdivision design and think about new and efficient utilization of land. Such innovative designs can provide residents access to commercial services as well as amenities such as parks, trails, and open spaces, and hence promote Community Friendly Development. There are different levels of scales of mixed-use: mixed uses within a single building; neighborhoods where uses may be located in different buildings and/or "horizontally"; and areas where distinct uses are located near each other, in small scale neighborhood commercial buildings within residential neighborhoods.

The development within the Medical School Campus will be a mixed use development which will serve educational, residential, and commercial uses.

2.6.1 Buildings

A single building can be utilized for mixed-uses, such as a live/work unit in a commercial district. Mixed-use development has a number of benefits to a community, including: reducing the need for people to drive to work or to the store, increasing neighborhood safety by increasing activity in residential areas during the day and commercial areas at

night, and providing conveniences not usually available in conventional residential neighborhoods.

The development within the Medical School Campus will strive to allow for the combination of uses that help make mixed use developments successful.

2.6.2 Neighborhoods

Mixed-use development in residential neighborhoods provides opportunities for residents to benefit from such Community Friendly Development amenities as easy access to commercial and retail operations, as well as educational and recreational facilities. Bringing various uses within walking distance of one another can reduce the need for vehicle trips and the amount of time and energy people devote to driving. Multi-family residential and other accessory housing development allowed as subordinate or secondary uses in commercial zones can bring vibrancy to a business district. Multi-family housing in commercial districts can provide valuable housing opportunities for those who have limited transportation opportunities or do not wish to own a car. However, experience in other jurisdictions indicate that single-family homes should not be allowed in commercial districts since that can lead to conflicts within, and the degradation of the principal intent of, a commercial zone.

The development within the Medical School Campus will create a new, vibrant neighborhood to the Area.

2.6.3 Neighborhood Commercial Districts

Neighborhood commercial districts provide the advantages of mixing commercial and residential uses by creating small commercial centers within primarily residential areas. These small-scale commercial districts can provide convenient services to nearby households, reduce the need for automobile trips, and provide a center for community activity. By adopting zoning codes that permit the placement of limited commercial uses within primarily residential neighborhoods, a city can encourage efficient mixed-use neighborhoods. Limited commercial development allowed in residential zones can provide residents easy access to neighborhood commercial retail services. Commercial development in these neighborhoods require restricted or limited operations, such as limited operating hours, square footage maximums, height limits, parking, and landscaping for screening as prescribed in the Lebanon Zoning Ordinance, in order to make them compatible with adjacent residential uses. Other restrictions can also be applied to limit the scale of commercial operations and to ensure uses are compatible with neighborhood life.

The Plan envisions neighborhood commercial uses to support the new community provided by the Medical School Campus.

2.7 Transportation and Community Friendly Development

2.7.1 Connectivity and Person Oriented Transportation Systems

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Community Friendly Development principles encourage the provision of safe and convenient ways for people to walk, bike, and connect to transit. A well connected street network provides more than one route between important destinations. Important elements of Community Friendly Development include: routing heavy traffic around residential neighborhoods; slowing traffic in areas of high pedestrian traffic; and, creating more aesthetically pleasing transportation environments for those who walk or bike. Compact mixed-use development with highly connective street patterns can provide many benefits of Community Friendly Development:

- Walking, cycling, and transit are viable and attractive alternatives to driving;
- Less traffic congestion;
- The convenience, density, and variety of uses necessary to support transit;
- A variety of alternative routes, thereby dispersing traffic flow and reducing congestion at intersections;
- Lower traffic speeds, making neighborhoods safer.

The Plan proposes pedestrian improvements which will assist in providing safe and convenient alternatives for people to walk. The planned road system will also provide opportunities for multi-modal transportation.

2.7.2 Multi-Modal Streets

Streets that have been developed solely for automotive use often fail to meet the needs of non-motorists. Community Friendly Development promotes streets designed to ensure that the needs of pedestrians and bicyclists are effectively addressed in a safe manner. Street design is covered in more detail in Chapter 8, Transportation, and the City's Transportation System Plan.

GOALS

G-1: Encouraging development patterns that make efficient use of land and energy resources, provide a variety of housing choices, and create multiple transportation options.

G-2: Supporting infill development and other development options on large or underutilized residential or commercial lots guided by clear and objective neighborhood compatibility standards.

G-3: Encouraging policies and ordinances that lead to well designed, aesthetically pleasing neighborhoods that foster a sense of community and personal interaction.

G-5: Developing streets whose purpose is not solely to move automobiles safely and efficiently, but also to create a pedestrian and bicycle friendly environment.

G-6: Developing sidewalks, crosswalks, and multi-use paths that not only meet ADA standards, but also enhance a pedestrian and bicycle friendly environment throughout

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the community

G-10: Allowing appropriately scaled neighborhood commercial centers, subject to provisions of the Zoning Ordinance, in residential zones in order to: (1) provide ease of access to basic daily household needs, to eliminate unnecessary automobile trips, and to provide convenient centers for neighborhood social interaction; and, (2) within the Mixed Density Residential Zones in order to allow for commercial activity closer to the source of customers and to allow convenient pedestrian access to retail services.

G-11: Allowing multi-family housing on upper floors as a conditionally permitted subordinate use in commercial zones in business districts, to provide housing near job centers, activity in areas that would otherwise be vacant during off-hours, and ease of access to services for the elderly and other residents who are unable to drive.

The Plan relates to and will comply with the goals in the Community Friendly Development section of the Comprehensive Plan. The streets will meet the City Engineer's design standards which will include requirements for multi-modal streets. The Plan envisions a mixed use development on formerly vacant, underutilized land which will foster a sense of place and will provide multiple transportation options.

P-1: Support infill development and other development options on underutilized residential or commercial lots through such measures as:

- the use of mid-block lanes (alleys) and interior block clusters on large and deep underdeveloped lots (subject to provisions of the Zoning Ordinance);

P-2: Develop and utilize clear and objective neighborhood compatibility standards to guide infill development and other development options on large underutilized residential or commercial lots.

P-7: Ensure that parking standards allow for a reduction in required parking when businesses can share parking, especially those operating on different schedules, thereby reducing the amount of surface parking.

P-9: Encourage mixed uses within individual buildings, neighborhoods, and zoning districts where allowed by planning and building codes, and where there is no or only limited potential for incompatibility or conflict with public health, safety, and welfare.

P-17: Require that new development proposals located on collectors, arterials and highways incorporate shared access driveways under prescribed conditions.

P-18: Require, as an integral part of any new development, street trees and the dedication of the necessary Right-of-Way for street trees.

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The Plan relates to the policies of the Community Friendly Development section of the Comprehensive Plan by providing for the development of an undeveloped parcel of mixed use zoned land into a vibrant mixed use Medical School Campus. The Plan will provide infrastructure improvements which will help facilitate this development. It is anticipated that shared parking will be a component of the development plan of the Medical School Campus. Access to Highway 20 will comply with TSP requirements.

Chapter 8 - Transportation

This Chapter of the Comprehensive Plan provides the framework and the overall transportation policies concerning streets and highways, transit, bicycle and pedestrian ways, utility transmission corridors, railroads and air transportation for the Lebanon area. The framework and policies of this Chapter are designed to achieve compliance with Statewide Planning Goal 12 and the Transportation Planning Rule, and hence provide the foundation for the Transportation Systems Plan (TSP) and the Land Use Regulations Amendment (LURA).

GOALS

G-1: Developing and maintaining a well-planned, comprehensive transportation system that balances the needs of future land development with a system that serves all users.

G-2: Providing a transportation policy plan as a guide for development of a systematic network of traffic ways related to the patterns and needs of community activity.

G-3: Promoting connectivity and efficient multi-modal access within and between developments and neighborhoods.

G-4: Promoting efficient access to land development and maintaining operational levels of traffic flow in terms of safety, capacity, functional classification, and performance standards.

G-5: Complying with all applicable Statewide Planning Goal 12 requirements for transportation.

The Plan provides infrastructure improvements which will help facilitate the development of undeveloped and underdeveloped lands. Many of these improvements are transportation related. Those improvements will comply with this section of the Comprehensive Plan.

P-3: Create local street connectivity standards to ensure that new street development provides a high degree of connectivity between streets for automobiles and also for bicyclists and pedestrians.

P-6: The City shall seek to develop a balanced transportation system that includes all

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transportation modes appropriate to the needs of the City's residents.

P-26: Future streets and highways shall contribute to the creation of an efficient circulation network and provide for convenient movement of traffic and access to all parts of the community.

P-29: The City shall promote connectivity and efficient multi-modal access within and between developments and neighborhoods.

P-32: The City shall review new developments in light of identified needs for local connectivity and extension of streets, sidewalks, bicycle, pedestrian and multi-use paths.

The Plan provides infrastructure improvements which will provide for connectivity for automobiles, pedestrians, and bicyclists between uses on the Medical School Campus and adjacent uses.

Pedestrian Policies – The City Shall:

P-59: The City shall continue to provide and improve sidewalks and pedestrian ways as part of its continuing street improvement program.

P-61: The bike and pedestrian element of the Transportation System Plan shall contain a priority list of future bike and pedestrian ways.

P-62: The Planning Commission shall include consideration of bicycle and pedestrian needs as part of the public hearing process.

The Plan provides for the creation of a pedestrian over crossing on Highway 20 as well as pedestrian access throughout the proposed Medical School Campus.

Transit Policies – The City Shall:

P-64: Park-and-ride lots on the periphery of the City shall be investigated by the City as an alternative solution to parking and congestion problems.

P-65a: The City shall continue to support any available inter-city or intra-city bus service as necessary and needed transportation alternatives, especially for elderly and handicapped citizens.

The Area will comply with requirements, if any, for transit and park and ride facilities.

Rail Policies – The City Shall:

P-65b: Passenger and freight rail service shall be included as part of the multi-modal potential options available to the community during future transportation planning.

P-66: The City shall continue implementing measures that increase the safety of railroad crossings.

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P-68: The City shall work with government, passenger rail service providers, and other agencies to obtain passenger rail service for the City.

P-69: The City shall recognize the importance of the railroad to the economy of the area when considering any proposal that could have an adverse or disruptive impact on the railroad.

The Plan contains two projects to improve the rail lines in the Area.

Truck/Freight Route Policies – The City Shall:

P-81: The City shall continue exploring ways, for example the Reeves Parkway, to provide a better truck route alternative to the existing Wheeler/Williams/Milton Streets route.

The Plan will comply with city requirements for truck/freight routes.

Chapter 9 – Public Facilities and Services

The Land Conservation and Development Commission's Statewide Planning Goal 11 concerning public facilities and services requires cities "[t]o plan and develop a timely, orderly, and efficient arrangement of public facilities and services to serve as a framework for urban development." Lebanon's public facilities, services and utilities must be continuously expanded and improved if the City is to maintain an adequate level of service for its growing population. Since public facilities are often costly and relatively permanent, it is crucial that they be planned in an efficient and economical manner and that they fulfill the long-range needs of the community. Implementation of the policies and recommendations contained herein should over time provide an urban level of public facilities and services for the entire Urban Growth Boundary (UGB) area based on a flexible program of phased growth. It is important that the extension of urban public facilities and services for developing areas be undertaken in a coordinated manner while also taking into consideration the opportunities and constraints of the land base and natural environment.

4.2 Linn-Benton Community College (LBCC)

The main campus of the Linn-Benton Community College is located in Albany and operates additional campuses in Lebanon and in Sweet Home. The East Linn-LBCC Lebanon Center was built in 2002, and is located adjacent to Highway 20 north of the downtown area and just south of the hospital complex. The Lebanon Center shares its new facility with the East Linn Workforce and Education Building that also houses the Department of Human Services, Community Services Consortium, Oregon Employment Department and Linn County Economic Development Program. Through these partnerships LBCC intends to better serve the residents of East Linn County including Lebanon, Crabtree, Sodaville, Lacombe and Scio. This campus complex also provides a community meeting facility.

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Each year, more than 25,000 people take at least one class at Linn-Benton Community College, making LBCC one of the largest community colleges in Oregon. LBCC has the equivalent of 6,000 full-time students, with an average age of 25. About 25 percent of local high school graduates come directly to LBCC after graduation.

The curriculum offers a variety of courses and programs, ranging from college transfer classes, personal growth and computer skills (some specifically for seniors), to adult self-improvement and enrichment classes. Popular lifelong learning classes are available in art, writing, historical exploration, foreign languages, physical fitness, outdoor experience, gardening, and travel adventure. LBCC responds to the changing needs and interests of the community. Classes change regularly, depending upon community interest, professional requirements, and current issues or events.

The Plan supports the educational efforts of the LBCC by providing a vehicle for assistance for a Mechatronics Training Facility as a project to be completed in the Plan.

6.0 Samaritan Lebanon Community Hospital (SLCH)

Samaritan Lebanon Community Hospital is a member of Samaritan Health Services (SHS), a regional network of hospitals, physicians and senior care facilities. SHS is a values-driven, church related organization governed by community members, physicians, and other health care providers. The network, formed in the late 1990s, serves approximately 250,000 residents in Linn, Benton, Lincoln and portions of Polk and Marion counties in Oregon. It is locally owned, and its board of directors includes hospital leaders, physicians and community representatives.

The Hospital features a Family Birth Center designed with the whole family in mind. The Emergency Room and Urgent Care Departments have been expanded; and there are top quality departments in the Same Day Care Unit, Acute Care Unit and Critical Care Unit, Dialysis, Diagnostic Imaging and Cardiac and Pulmonary rehabilitation programs; respiratory therapy, and a Swing Bed Program to assist individuals who need limited rehabilitation services. Since its founding day in 1952, the philosophy of maintaining a caring relationship between the hospital and the community has continued.

The hospital provides various classes and support groups, including nutritional counseling given by certified dietitians to help individuals maintain adequate nutritional health. A free medical clinic, the East Linn Community clinic, is staffed by volunteer health care practitioners and delivers free medical care for uninsured families within the county.

In September of 2002, collaboration between Linn Benton Community College and Samaritan Lebanon Community Hospital (SLCH) gave the community the Health Career Center. The Health Career Center is an educational partnership between Linn Benton Community College and Samaritan Lebanon Community Hospital. Linn Benton Community College provides the instructors and course materials. SLCH furnishes the equipment and space. This joint program has provided training for individuals in

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radiology technology, Certified Nursing Assistant, pharmacy technician, dialysis technician, respiratory therapy, sterile processing technician, restorative aide, sleep lab technician and operating room technician. The hospital is currently expanding this space by 11,500 square feet to accommodate additional educational programming, conference room space and an audio-visual production room. Together these two partners offer new health careers to a number of mid-valley residents. Expansion of this program is a key component for SLCH and Samaritan Health Services as it cares for patients now and into the future.

A large conference center is in the planning stages. This conference center will serve as an educational center for all of Samaritan's 4000 plus employees and for other community educational and social purposes. Grants are being sought to create programs designed to educate responders for large-scale natural and other types of disasters. Support services such as restaurants, hotels, and other shopping will need to be developed and are being considered for location on the hospital's land immediately across Highway 20. These support features will serve to offer a stable source of income for SLCH into the future.

The Plan will support the Samaritan Lebanon Community Hospital by providing necessary infrastructure improvements which will facilitate the development of an adjacent Medical School Campus. This campus will support the work of the SLCH and help ensure its continued excellence in service provision.

The City's Public Facilities and Services Goals include:

G-2: Planning and developing a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban development for both existing and planned land uses.

G-4: Ensuring that essential public facilities and service capabilities (transportation, storm drainage, sewer and water service) are either in place before new development occurs and/or are constructed concurrently with such development.

G-5: Ensuring that the extensions of essential public facilities and services to a development site is accomplished either by the city through the implementation of the Capital Improvement Program, or by the site developer at their expense with cost sharing and over sizing reimbursement options.

The Plan provides infrastructure improvements to help facilitate the development of underutilized land within the urban growth boundary.

P-1: Support a flexible phased program for the orderly extension of water, wastewater, and transportation services in response to land development proposals.

P-8: Review all development proposals to ensure that public facilities are available and have adequate capacity to accommodate the proposed development, or that such facilities

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and their capacities can be made available through appropriate extensions and/or enhancements concurrent with or prior to proposed developments.

P-9: Require that new developments are either served by existing and/or proposed public infrastructure improvements, and/or are served by privately funded infrastructure extensions and improvements.

P-15: Pursue, for public infrastructure development and community enhancement, a variety of funding sources, including urban renewal districts (URDs), local improvement districts (LIDs), grants, and other funding mechanisms.

The Plan provides for infrastructure improvements in the Area. The Plan will comply with the above requirements.

P-33: Support and encourage funding to maintain the Senior Center services at a level that is adequate to serve the needs of Lebanon's senior community.

The Plan provides financing for improvements at the senior center, thereby allowing other city funds to be used for service provision.

P-36: Identify sites for a variety of park uses, including both passive and active recreational uses.

The Plan provides future funding for improvements to the Skateboard Park and Academy Square open spaces.

P-45: Maintain and expand the City's water system to anticipate and respond to growth as outlined in the City's Water Master Plan.

P-48: Maintain adequate water service to existing users while expanding the system to meet the needs of new users.

The Plan provides for water system improvements as outlined in the Water Master Plan.

P-53: Require that the extension of public wastewater infrastructure be in accordance with the City's Facilities Plans, as amended by special studies, or the City's Capital Improvement plans, and/or by official City Council action.

P-59: Require that, as part of the City's project review process, private development plans address surface drainage issues.

The Plan will comply with the City's project review process as stated above.

P-71: Require applicants of development projects (land use) to comply with all Fire District regulations and practices.

The Plan will comply with the City's project review process as stated above

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P-72: Support and encourage the continued improvement of the Samaritan Lebanon Community Hospital.

The plan provides for infrastructure improvements which will help facilitate the development of the adjacent Medical School Campus and provide for connectivity between the new campus and the existing SLCH.

B. Lebanon Zoning Code: Lebanon Land Development Ordinance of 1980

The purpose of this ordinance is to establish standards and procedures for the orderly development of land within the City of Lebanon, to assist in implementing the Lebanon Comprehensive Plan, and to promote the public health, safety and general welfare. The specific zones within the Area are:

SECTION 4.020 RESIDENTIAL MIXED DENSITY ZONE (RM)

In a RM zone, the following regulations shall apply:

(1) Purpose: To provide areas suitable and desirable for single-family, two-family and multiple-family dwellings with provisions for associated public service uses and planned developments.

The proposed Plan relates to and is consistent with the general objectives and specific development standards prescribed for this zoning district. There is a residential mixed density district within the Plan Area, and those uses are anticipated for the development of the land.

SECTION 4.130 HIGHWAY COMMERCIAL (CH)

In the CH zone the following regulations shall apply:

(1) Purpose: To provide areas suitable and desirable for a wide range of auto-oriented commercial and business uses in compact clusters adjacent to major thoroughfares.

The proposed Plan relates to and is consistent with the general objectives and specific development standards prescribed for this zoning district. There is a highway commercial district within the Plan Area, and those uses are anticipated for the development of the land.

SECTION 4.310 MIXED USE ZONE (MU)

In a MU zone the following regulations shall apply:

(1) Purpose: The purpose of a MU zone is to recognize areas that possess potential for several types of land use (residential, commercial, industrial) or combinations of different land uses. It is further intended to achieve an

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environment in which different land uses can co-exist by providing building groupings for privacy, usable and attractive open spaces, safe circulation and the general well being of the inhabitants.

The proposed Plan relates to and is consistent with the general objectives and specific development standards prescribed for this zoning district. There is a mixed use zone in the Plan Area, and those uses are anticipated for the development of the land.

The land at the northwestern boundary of the Area does not have a zoning designation. As noted above under the comprehensive plan designations, the land is designated as urban growth area in the comprehensive plan. Once annexed, a zoning designation will be applied to the property.

Each of these districts contain specific development standards, intended to promote site planning and design that consider the natural environment; maintain the required dimensional standards while promoting energy conservation, privacy, safe and efficient parking areas; and improve the general living environment and economic life of a development.

The proposed Plan relates to and is consistent with the general objectives and specific development standards prescribed for each of these zoning districts. The Plan will support the development of undeveloped residential and mixed use land, and underdeveloped highway commercial land, thereby providing employment opportunities, which will in turn encourage development on adjacent parcels.

C. Transportation System Plan

The 2007 Lebanon Transportation System Plan (TSP) was used to update elements of the Comprehensive Plan and subsequent TSP updates are incorporated into the Comprehensive Plan by reference.

The City of Lebanon TSP identifies planned transportation facilities and services needed to support planned land uses as identified in the Lebanon Comprehensive Plan in a manner consistent with the TPR (Oregon Administrative Rule [OAR] 660-012) and the Oregon Transportation Plan (OTP).

Goals and Policies

The formulation of goals and objectives represent an important component of the TSP process. Goals and objectives are intended to reflect the vision and character of the City of Lebanon as the community develops its transportation system. The goals and objectives also are intended to implement and support the comprehensive plan.

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The Lebanon TSP goals and objectives serve two main purposes: (1) to guide the development of the Lebanon transportation system during the next 20 years; and (2) to demonstrate how the TSP relates to other county, regional, and state plans and policies. The goals are general statements of purpose to describe how the City and the TSP intend to address the broad elements of the transportation system. The objectives are specific steps that illustrate how the goal is to be carried out.

Goal 1: Transportation System Level of Service

Preserve the function, capacity, level of service, and safety of roadway facilities in the City of Lebanon.

Objectives:

- Improve connectivity throughout the city to reduce traffic demand on major arterials and key collectors.

The Plan relates to Goal 1 of the TSP as the infrastructure improvements will improve the connectivity in the Area.

Goal 2: Multimodal Transportation System

Integrate automobiles with other transportation modes to develop a multi-modal transportation system.

Objectives:

- Identify areas of conflict between trucks, automobiles, air traffic, bicyclists, rail traffic and pedestrians, particularly in residential areas, and create improvements that reduce those and other potential conflicts.
- Coordinate multimodal system integration between automobiles, trucks, air traffic, rail, transit and non-motorized modes (bicycles and pedestrians).

The Plan relates to Goal 2 of the TSP as the infrastructure improvements will improve the multi-modal transportation system in the Area.

Goal 3: Mobility and Safety

Enhance transportation mobility and safety on the local street system.

Objectives:

- Improve safety in neighborhoods and locations adjacent to schools and other activity centers.

The Plan relates to Goal 3 of the TSP as the infrastructure improvements will enhance the mobility and safety of the local street system.

Goal 4: Freight Mobility and Access

Provide a safe and efficient system for freight that balances the need to move goods with

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other uses of the city's street system, and recognize the importance of maintaining efficient freight movement on truck routes and city streets.

Objectives:

- Create an alternate freight route for freight trips without local origins and destinations. This would minimize truck traffic through downtown Lebanon on US 20 and other local routes.
- Maintain and develop efficient truck routes that provide direct connections to highways, railroads, and the airport and minimize impacts to residential areas and the downtown Special Transportation Area (STA).
- Enhance local access for truck traffic serving local businesses. Consideration should be given to improving truck loading zones and turning radii at local street intersections.

The Plan relates to Goal 4 of the TSP by providing repairs to the railroad will also help facilitate transportation access to the industrial area to the east of the Area.

Goal 5: Bicycle and Pedestrian Safety

Improve and enhance bicycle and pedestrian safety.

Objectives:

- Identify needed safety enhancements at locations with a demonstrated history of accidents involving bicycles or pedestrians.

The Plan relates to Goal 5 of the TSP by providing sidewalks on newly constructed streets within the Area. The Plan will also provide for a pedestrian path north of the residential mixed density zoned area.

Goal 6: Bicycle and Pedestrian System Continuity and Connectivity

Create a continuous system of bicycle and pedestrian facilities that connect local activity centers such as parks, schools, residential neighborhoods, shopping centers, and public facilities.

Objectives:

- Adopt street standards that provide bicycle and pedestrian facilities and amenities.
- Identify needed connections from Lebanon's bicycle and pedestrian facilities to the regional system and provide continuity between the city's and the county's bicycle and pedestrian facility planning.

The Plan relates to Goal 6 of the TSP by providing sidewalks on newly constructed streets within the Area, connecting different sub districts within the Area. The Plan will also provide for a pedestrian path north of the residential mixed density zoned area.

Goal 8: Reduce Reliance on the Automobile

Increase the use of alternative modes of transportation (walking, bicycling, rideshare,

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carpooling, and transit) through improved access, safety, and service.

Objectives:

- Promote alternative modes and rideshare/carpool programs through community awareness and education.
- Plan for future expanded transit service by coordinating with regional transit service efforts.
- Seek grants and loans from state and federal agencies and other funding for projects that evaluate and improve the environment for alternative modes of transportation.
- Seek further improvement of transit systems in the city.

The Plan relates to Goal 8 of the TSP as transit locations will be provided in new development and alternative modes of transportation will be encouraged in all new development.

Goal 10: Prepare for Future Transit Services

Create a system of bus stops and park-and-ride lots for existing transit service and carpools that can be expanded into a fixed-route transit system in the future as transit-service demand increases.

Objectives:

- Identify fixed-route bus stop locations and future park-and-ride lots to support carpooling, vanpooling, ride sharing, and transit use.
- Refine standards for future development projects to provide adequate public transportation facilities.

The Plan relates to Goal 9 of the TSP as transit locations will be provided in new development.

APPENDIX A: LEGAL DESCRIPTION

Gateway Urban Renewal District Boundary Description

8/29/08

An area of land in the northeastern portion of the City of Lebanon, Linn County, Oregon, lying in Sections 3 and 10, Township 12 South, Range 2 West of the Willamette Meridian, more particularly described as follows:

Commencing at a 5/8 inch rebar at the southwest corner of the right of way intersection of Academy Street and South Main Street (Santiam Highway - U.S. Highway 20) as shown in County Survey 20683; thence, North $0^{\circ}18'37''$ West 30.2 feet to the POINT OF BEGINNING on the centerline of Academy Street (per County Survey 20810); thence, East 60 feet to the east right of way line of South Main Street (Santiam Highway - U.S. Highway 20); thence, North $1^{\circ}29'10''$ East (per County Survey 24233) along said east right of way line 628.32 feet (per County Surveys 24233, 20683, 1915, and 3805A) to the centerline of the Williams Street right of way; thence, continuing along the east right of way line of Santiam Highway (U.S. Highway 20) North $1^{\circ}29'12''$ East 328.47 feet to Oregon Department of Transportation (ODOT) engineering station 739+62.91 30 feet Left (per County Surveys 24076 and 24233); thence, continuing along said east right of way following a tangent curve to the left 412.23 feet with a radius of 1462.39 feet, long chord of which bears North $6^{\circ}35'20''$ West 410.87 feet to ODOT engineering station 735+59.14 30 feet Left (per County Survey 24076); thence, continuing along said east right of way North $14^{\circ}39'52''$ West 8.02 feet to a 1 inch pipe (per County Survey 22489); thence, along said east right of way North $4^{\circ}17'09''$ West 219.24 feet (per County Survey 24076) to the northwest corner of that property described in deed reference MF712-689 Linn County Records; thence, North $30^{\circ}15'46''$ West 117.87 feet crossing the Industrial Way right of way to the southwest corner of that property described in deed reference MF762-793 Linn County Records; thence along the east right of way line of Santiam Highway (U.S. Highway 20) North $17^{\circ}36'20''$ West 218.41 feet to ODOT engineering station 730+02.93 30 feet Left (per County Survey 24076); thence, along said east right of way North $14^{\circ}39'52''$ West 1668.66 feet to ODOT engineering station 713+34.27 30 feet Left (per County Survey 24076) which is the southwest corner of that property described in deed reference MF271-420 Linn County Records; thence, North $88^{\circ}04'45''$ West 62.60 feet to a 5/8 inch iron rod (shown on County Survey 24433) on the west right of way line of Santiam Highway (U.S. Highway 20) north of Reeves Parkway; thence, along said west right of way North $14^{\circ}39'52''$ West 522.16 feet to ODOT engineering station 707+94.24 30.13 feet right (per County Survey 24076); thence, West 362.95 feet along the full length of the north property line of that property described in deed reference DN2007-22404 Linn County Records to a 5/8 inch rod (per County Survey 8103); thence, North $89^{\circ}56'15''$ West along the north line of that property described in deed reference DN2007-23265 Linn County Records 705.87 feet (per

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County Survey 24433) to the east line of that property described in deed reference MF1744-553 Linn County Records; thence, North 0°35' West 114.11 feet to a 1/2 inch iron pipe at the northeast corner of that property described in deed reference MF1744-553 Linn County Records (per County Surveys 24433 and 2885); thence, South 89°55' West 990 feet along the north line of that property described in deed reference MF1744-553 Linn County Records to a 1/2 inch iron pipe at the northwest corner of said property (per County Survey 2885); thence, South 0°35' East along the west line of said property 660 feet to a 3/4 inch iron pipe (per County Survey 2885) on the north right of way line of Reeves Parkway; thence, North 89°54'47" East along the north right of way line of Reeves Parkway 537.18 feet (per County Surveys 21373 and 2885); thence, South 0°16'48" East 130.00 feet (per County Survey 21373) to a 5/8 inch iron rod on the south right of way line of Reeves Parkway (per County Survey 24859) at the northwest corner of that property described in deed reference MF752-897 Linn County Records; thence, South 0°06'13" East 903.42 feet to a 5/8 inch iron rod (per County Survey 24859); thence, South 89°59'48" East 878.16 feet to a 5/8 inch iron rod on the west right of way line of 5th Street (per County Survey 24859); thence, South 0°00'16" East along said west right of way line 799.44 feet to a 5/8 inch iron rod (per County Survey 24859); thence, East 6.99 feet to a 5/8 inch iron rod on said west right of way line (per County Survey 24859); thence, South along said west right of way line 150 feet to a 5/8 inch rebar on the north right of way line of Mary Street (per County Survey 21932); thence, South 0°22' East along said west right of way line of 5th Street 544.60 feet to a 1/2 inch iron pipe on the southerly line of the Southern Pacific Railway Company right of way (per County Surveys 5484 and 22984); thence, South 47°40'38" East 82.11 feet to a 1/2 inch iron pipe on the southerly line of the Southern Pacific Railway Company right of way at the east right of way line of 5th Street (per County Survey 22984); thence, 176.24 feet along the southerly line of the Southern Pacific Railway Company right of way following a non-tangent curve to the right with a radius of 1910 feet long chord of which bears South 50°50'28" East 176.18 feet to a 5/8 inch rebar at the northeasterly corner of that property described in deed reference MF618-352 Linn County Records (per County Surveys 23707 and 22984); thence, continuing along the southerly line of the Southern Pacific Railway Company right of way 215.29 feet following a non-tangent curve to the right with a radius of 1840.75 feet long chord of which bears South 36°48'57" East 215.16 feet to a 5/8 inch rebar at the southeast corner of that property described in deed reference DN2006-29856 Linn County Records (per County Survey 23707); thence, continuing along the southerly line of the Southern Pacific Railway Company right of way 274.27 feet following a non-tangent curve to the right with a radius of 1880 feet long chord of which bears South 29°21' East 274.03 feet to a 3/4 inch iron pipe at the southeast corner of that property described in deed reference MF1526-520 Linn County Records on the north right of way line of (per County Survey 17160); thence, South 22°34'06" East 65.68 feet (per County Survey 22310) to a 3/4 inch iron pipe on the south right of way line of Tangent Street (Oregon Highway 34); thence, along said south right of way line South 89°00'28" East 64.98 feet to a 3/4 inch wagon hub (per County Survey 22310); thence, along said south right of way line South 89°28'00" East 63.69 feet to a 3/4 inch pipe on the east right of way line of 3rd Street (per County Survey 22310); thence, along the south right of way line of Tangent Street (Oregon Highway 34) North 89°52'32" East 200.53 feet to a 5/8 inch rebar on the west right of

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way line of South 2nd Street (per County Survey 20810); thence, South 69°20'30" East 38.02 feet to the centerline of South 2nd Street (per County Survey 20810); thence, South 0°18'56" East 172.10 feet along the centerline of South 2nd Street (per County Survey 20810); thence, 120.75 feet following a tangent curve to the left with a radius of 77 feet long chord of which bears South 45°14'27" East 108.75 feet to the centerline of Academy Street (per County Survey 20810); thence, along the centerline of Academy Street North 89°50'02" East 108.73 feet (County Survey 20810); thence, North 87°06'54" East 108.97 feet crossing South 2nd Street to the centerline of Academy Street; thence, North 89°43'18" East along the center line of Academy Street 330.85 (per County Survey 20810) back to the POINT OF BEGINNING, containing 145.34 acres more or less.