

COUNCIL AGENDA



SEPTEMBER 27, 1995

LEBANON CITY COUNCIL
September 27, 1995
7:30 p.m.

A G E N D A

Lebanon School District Board Room
485 South Fifth Street

NO NOON SESSION

CALL TO ORDER/FLAG SALUTE

ROLL CALL

APPROVAL OF MINUTES

- 1) Minutes of the September 13, 1995 City Council Meeting

PUBLIC HEARING

- 2) COMPREHENSIVE PLAN MAP AMENDMENTS AND ADOPTION OF PRELIMINARY HIGHWAY ACCESS PLANS

Presented by: Doug Parker, City Planner

Approval/Denial of RESOLUTIONS (4)

LEGISLATIVE ACTION

- 3) AWARD OF BID - CITY SHOP PAVING AND FENCE

Presented by: Jim Ruef, Public Works Director

Approval/Denial by MOTION

4) CENTURY PARK GRANT AGREEMENT

Presented by: Joseph Windell, City Administrator

Approval/Denial by MOTION

MONTHLY BOARD MINUTES

5) SENIOR AND DISABLED SERVICES ADVISORY BOARD MINUTES

OTHER MATTERS

6) "COPS IN SHOPS" PROGRAM INFORMATION

CITIZEN COMMENTS

ADJOURNMENT

AGENDA ITEM 1

**MINUTES
LEBANON CITY COUNCIL MEETING
SEPTEMBER 13, 1995**

MEMBERS PRESENT Mayor Bob Smith, Councilors Diane Branson, Ken Toombs, John Richard, Wayne Rieskamp and Floyd Fisher

STAFF PRESENT Joseph Windell, City Administrator; Tom McHill, City Attorney; Walt Richmond, Chief of Police, Jim Ruef, Public Works Director; Dorothy Nicholson, Secretary

CALL TO ORDER / ROLL CALL

The meeting was called to order by Mayor Smith at 7:30 P.M., September 13, 1995 in the Lebanon School District Board room at 485 S. 5th Street. Roll call was taken with five members present. Councilor Ron Miller was absent.

APPROVAL OF MINUTES

1. MINUTES OF AUGUST 23, 1995 CITY COUNCIL MEETING

The Minutes of the August 23, 1995 meeting were approved as submitted.

PROCLAMATION

2. DECLARATION OF OCTOBER AS DISABILITY EMPLOYMENT AWARENESS

Mayor Smith stated that unless there were any objections by the Councilors he will sign the Proclamation. There were no objections and Mayor Smith stated he will sign and publicize the Proclamation.

LEGISLATIVE ACTION

3. ORDINANCE REGARDING GARAGE SALE SIGNS

City Attorney McHill reviewed a proposed ordinance that would attempt to deal with various signs, paraphernalia, etc. found on utility poles, parking strips, and other locations. The issue is that these signs are being put on property without permission of the owner which could be considered a criminal offense (criminal mischief). The signs also cause a blight in the neighborhood and could result in safety hazards, i.e. traffic congestion at intersections. City Administrator Windell has consulted with the public utilities and they have reviewed the ordinance and have no objections. The ordinance also allows a police officer to remove the signs and write a citation which would then be prosecuted as a violation in the city court, with a possible maximum fine of \$50. There is no emergency provision in this ordinance so it would become effective 30 days from date of passage. This allows time to notify and educate the public.

MONTHLY BOARD MINUTES

5. LIBRARY ADVISORY BOARD MINUTES

Library Advisory Board Minutes of June 14, 1995

OTHER MATTERS

6. REPLACEMENT OF D.A.R.E. VEHICLE

Chief Richmond explained that the present vehicle is serving its need as a D.A.R.E. vehicle but Officer Martinez could use a more utility type body style which would allow hauling more items and have more capacity than a 4-door sedan. Officer Martinez suggested soliciting donations for a month. Willamette Industries has pledged \$1000. Chief Richmond recommended this type of vehicle could be found at forfeiture or State surplus sales.

A motion was made by Councilor Toombs, seconded by Councilor Rieskamp and passed unanimously

To approve going ahead with getting donations for the possible purchase of a D.A.R.E. vehicle.

7. RED RIBBON WEEK

Chief Richmond reported that Officer Martinez has suggested we ask our local merchants to reduce their hours for the sale of alcohol on Tuesday, October 24. Red Ribbon Week is October 23 - October 31. Councilors received a sample of the flyer that would be posted in the windows of those who wish to participate. This flyer will be enlarged to 17" x 23". City Administrator Windell commented that his would be a purely voluntary program on the part of merchants. Councilor Branson spoke of what Albany is doing by having undercover officers in the areas of alcohol sales. They have signs posted warning teens of this practice. Chief Richmond agreed he will look into this activity also.

A motion was made by Councilor Branson, seconded by Councilor Toombs and passed unanimously

To contact local merchants to voluntarily reduce their hours for the sale of alcohol on Tuesday, October 24, 1995.

8. STATUS REPORTS

CAPITAL IMPROVEMENT GRANTS:

HANSARD AREA INFRASTRUCTURE IMPROVEMENTS

Public Works Director Ruef reported this project is six weeks behind due

to problems encountered during design relating to drainage along highway 34. Additional delays due to wetlands mitigation and stormwater runoff are anticipated. Construction should commence sometime after the first of the year.

SANTIAM TRAVEL STATION

Mr. Ruef reported this project has come to a halt. The City has made a "pitch" to Southern Pacific for purchase of this property. Southern Pacific has done nothing in response to the City's proposal. Negotiations are continuing with an architectural consultant and approval of the agreement by ODOT is pending. Once this agreement is completed work will stop until all railroad approvals have been obtained and an agreement signed.

Councilor Rieskamp asked if some contact could be made with Southern Pacific to ask it to make a prompt decision. City Administrator Windell said he will investigate.

AIRPORT INFRASTRUCTURE IMPROVEMENTS (SPWF GRANT)

Mr. Ruef stated we are still very far into the design stage. The City is still trying to get final package completed. He remarked that we must be sure how to spend the money from the grants.

CENTURY PARK PROGRESS

Concrete curb contractor expecting to be at Century Park on Friday. When the curbs are completed the irrigation system will then be installed. Playground equipment should be received by October. Goal is to have the playground equipment installed before the weather gets too bad.

9 . GOAL SETTING PROCESS - DISCUSSION

City Administrator Windell suggested a few options could be discussed at this meeting and then proceed with plans for a Council goal-setting session. Mr. Windell reported that in the past, which has been fairly successful, we have published in the newspaper, 1/3 page ad, indicating what the goals were in general, how the budget is spent relating to those goals. Most of the goals related to General Fund, water and sewer. A cut-out section was inserted so the public could cut it out and send it in or leave at City Hall, library, or Senior Center; then take that input in for a month.

It was agreed by the Council to plan a meeting on Saturday, October 28, 10 A.M. - 12:00 for the public to meet with Councilors at the Boys & Girls Club. Would be a one-to-one meeting where they may talk to Councilors with the Staff available for additional information. To be advertised on October 18. This information could then be compiled and brought to the Council Meeting of November 8.

EXECUTIVE SESSION

Mayor Smith called for a motion to move to Executive Session, pursuant to ORS 192.660 (1)(h) and ORS 192.660(a)(e).

A motion was made by Councilor Toombs, seconded by Councilor Rieskamp and passed unanimously

That we adjourn to Executive Session pursuant to the announced statutory provisions.

Mayor Smith opened the Executive Session at 8:10 P.M.

At 8:55 P.M. the Council returned to regular session.

CITIZEN COMMENTS

Mark Willard spoke regarding a tree at 394 W. Oak St. - he received letter from city requesting removal of the tree because it obstructs vision at the intersection of Fifth and Oak Streets. He feels there are other intersections where vision is also obstructed. City Administrator Windell stated he would look into the matter.

Chris Sinclair presented the Council members with a list of intersections he and Mr. Willard feel have obstructions impeding vision.

ADJOURNMENT

There being no further business to come before the Lebanon City Council, the meeting was adjourned at 9:00 P.M.

Recorded by Dorothy Nicholson, Secretary

Robert G. Smith, Mayor

ATTEST:

Joseph A. Windell, City Recorder

AGENDA ITEM 2



CITY OF LEBANON

MEMORANDUM

TO: Joseph A. Windell
City Administrator

DATE: September 21, 1995

FROM: Doug Parker *DP*
City Planner

SUBJECT: Comprehensive Plan Map Amendments and
Adoption of Preliminary Highway Access Plans

As part of the City's periodic review update of our Comprehensive Plan and Zoning Ordinance, staff conducted a commercial lands study (attached) to help plan for an adequate amount of vacant, developable land to respond to the community's commercial development needs. The study identified five primary development sites and recommends Comprehensive Plan Map amendments for three of those sites. The proposed changes to a Special Development District designation will permit the future commercial development of these sites while not precluding development opportunities permitted under the existing or historic designations. Preliminary highway access plans, developed in cooperation with ODOT staff, were concurrently prepared to facilitate future site access and development.

Two public meetings were conducted - one in May to present preliminary findings and another in August to present final recommendations. These meetings were well attended and the recommendations were favorably received.

The Planning Commission conducted public hearings on September 20, 1995 regarding the proposed amendments and unanimously voted to recommend to the City Council that all four amendments be approved.

The City Council is required to take final action on these items as part of our Periodic Review work program. The City is scheduled to submit these approved amendments on September 29, 1995.

The attached Planning Commission reports contain details of the study and proposed findings.

cs

LEBANON PERIODIC REVIEW WORK PROGRAM

1. COMMERCIAL LAND.

Issue: Vacant commercial land has become scarce and few large lots are currently available for development. Various large, undeveloped or vacated parcels abut the City's highways and arterials but most are designated general industrial reflecting past economic conditions. An assessment of commercial land needs to support future development activity will identify more efficient community-wide uses of these idle properties. Concurrent highway access plans will help to assure that these key vacant sites can be developed and accessed in a manner consistent with ODOT Highway Division's access management and control programs.

- Subtasks:
- a. Develop formal scope of work collaborating with ODOT staff.
 - b. Citizen involvement including property owners and local realtors/businesses.
 - c. Conduct inventory of vacant properties abutting highways and arterials.
 - d. Conduct a commercial land needs assessment.
 - e. Identify key properties that could satisfy needs assessment.
 - f. Develop preliminary highway access plans for identified sites.
 - g. Re-designate and re-zone (if necessary) identified sites.

- Product:
1. Inventory of large vacant properties abutting highway and arterials.
 2. Commercial lands needs assessment.
 3. Adoption of Comprehensive Plan and Zoning Map Amendments to assure adequate supply of developable vacant commercial land.
 4. Adoption of preliminary highway access plans for key vacant sites that will implement ODOT Highway Division access control and management programs.

Initiate: January 1, 1995

Submittal Date to DLCD: ~~June 30~~, 1995
SEPT. 29

CITY OF LEBANON

COMMERCIAL LANDS STUDY

AND

HIGHWAY ACCESS PLANS

June, 1995

Prepared by:

Lebanon Planning, Public Works and Engineering Departments

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Joseph A. Windell, City Administrator

Douglas S. Parker, City Planner

James P. Ruef, Public Works Director

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This project and the preparation of this document was funded in large part by a grant from the Oregon Department of Land Conservation and Development

LEBANON COMMERCIAL LANDS STUDY

INTRODUCTION

The City of Lebanon has identified the need to provide adequate vacant land for commercial and mixed use development. Specifically, large parcels of developable commercial property adjacent to highways and arterials are very scarce, if available at all. The economic base of the community has experienced a substantial shift since the Comprehensive Plan and Zoning Maps were first developed. In order to assure that current zoning and map designations reflect local current conditions and needs and to enable the community to respond to economic development opportunities, the City has undertaken a commercial lands study as part of its Periodic Review Work Program which is designed to update the City's zoning and planning procedures, policies and practices.

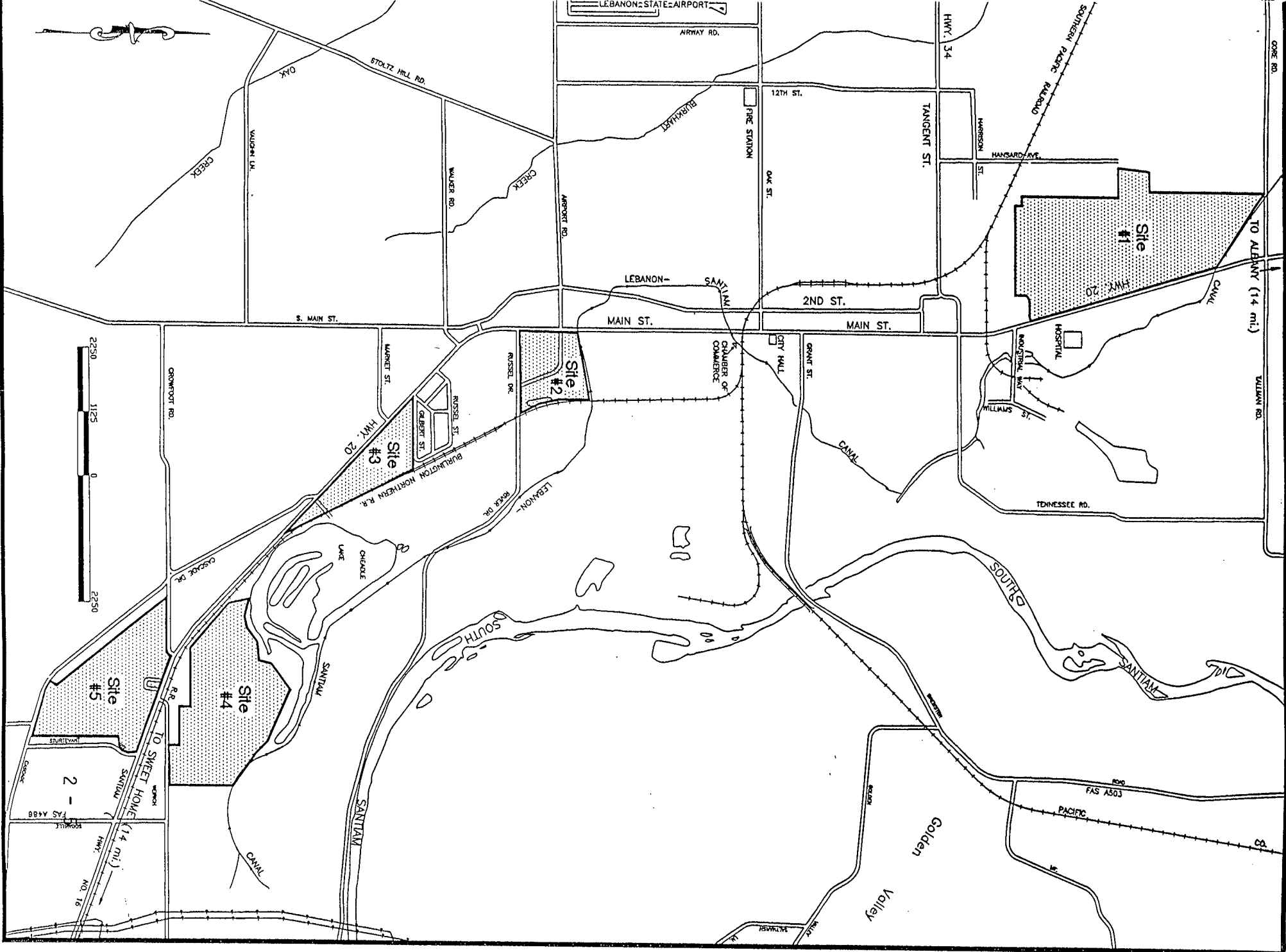
A vital component of the study involves developing preliminary highway access plans for identified development sites. The major transportation routes through town, Highways 20 and 34, are owned and maintained by the Oregon Department of Transportation (ODOT). All access permits onto Highways 20 and 34 are administered and issued by ODOT who has recently adopted Highway Access Management and Control policies and guidelines in order to assure that land development (and access) adjacent to state highways does not conflict with the safety and operations of those roadways. Consequently, the commercial lands study includes the identification of proposed access locations that comply with ODOT's programs.

A public informational meeting was conducted in May and attended by more than 50 people. All property owners, local real estate offices, local developers and other interested parties were sent notice of the meeting and informational packets. The study and its preliminary findings were well received. A second informational meeting will take place prior to Planning Commission public hearings. The City Council is scheduled to take action on the Planning Commission recommendations by the end of September.

THE PROCESS

The study consists of four primary components as follows:

1. Inventory. All large, vacant and underdeveloped parcels adjacent to Highway 20 were inventoried and mapped. Study sites were identified including groups of properties that comprise a logical development site. The inventory resulted in the identification of five study sites consisting of groupings of properties ranging in size from 28 to 163 acres (see map). The five study sites constitute 400 acres.
2. Land Needs Assessment. A determination of the current and future commercial land development needs of the community was then undertaken. This needs assessment focused



TO ALBANY (14 mi.)

VALLEY RD.

NO. 16

Site #1

Site #2

Site #3

Site #4

Site #5

TO SWEET HOME (14 mi.)

2 - -

Golden Valley

PACIFIC

FAS A503

LEBANON-STATE-AIRPORT

ARMY RD.

HWY. 34

TANGENT ST.

HANSARD AVE.

SOUTHERN PACIFIC RAILROAD

12TH ST.

OAK ST.

FIRE STATION

AIRPORT RD.

LEBANON-SANTIAM

2ND ST.

MAIN ST.

MAIN ST.

S. MAIN ST.

HOSPITAL

INDUSTRIAL WAREHOUSE

US SPOUTING

HILLIAMS

TENNESSEE RD.

CANAL

SOUTH

SANTIAM

LEBANON-

ROCK DR.

BURINGTON NORTHERN R.R.

RUSSEL DR.

RUSSEL ST.

GEORGE ST.

MARKET ST.

HWY. 20

CASCADE DR.

GRANT ST.

R.R.

STURTEWANT

CHICKADEE

FAS A488

FRANKLIN

HWY.

NO. 16



on commercial lands for the following reasons: 1) there are very few large commercial sites currently available for development or re-development, 2) a substantial amount of vacant residential and industrial designated properties within the Urban Growth Boundary (UGB) exist, 3) commercial development favors sites that are visible from primary transportation routes and therefore the likely development of the inventoried highway-abutting sites will be for commercial purposes, and 4) the preparation of coordinated highway access plans will actually facilitate the development of the inventoried sites as commercial developments represent the most demanding highway access users.

The methodology for the land needs assessment is discussed in detail in Attachment A. Growth in population and therefore job/employment growth is the primary consideration as more people translate to more jobs and shopping demand.

The City employed an "academic approach" by following the guidelines of various texts regarding population projections and number of employees per acre. City staff then evaluated these projections by comparing them to actual local development patterns of the past six years. Actual local development projects were evaluated for land "consumption" and number of employees per acre. It is strongly felt that locally valid and applicable assumptions and "thumb rules" were necessary. Consequently, a range of needed acreage for future commercial development in the next 20 years was developed. Whereas the exact types and scale of future commercial development is unknown at this time, it was determined that it would be optimal to address the range of needed lands in order to assure that the community's needs will be met. The range for needed commercial land for development in the next 20 years was from 98 acres to 228 acres.

3. Comprehensive Plan and Zoning Map Amendments

The five study sites were then evaluated as to their Comprehensive Plan and zoning designations to determine their "opportunity status" relative to the needs assessment. The five sites represented a variety of designations including residential, commercial, industrial and mixed use designations. The objective of this part of the study is to enhance the development opportunity or potential of the study sites and to assure that needed lands are available to respond to development opportunity.

The approach undertaken was not to preclude future development opportunity permitted by existing map designations but rather to enhance and diversify site development opportunities thereby addressing the identified commercial land development need. Consequently, where any amendments are proposed they are for Comprehensive Plan Map and Zoning Map amendments to special development districts and mixed use zones, respectively. These designations permit commercial development while not precluding development opportunities under the existing, historic designations. This approach promotes diversified, mixed uses which are favored as they decrease transportation demands and better reflect local community needs and values.

The mixed use zoning designations permit industrial, commercial or residential development pending a conditional use planning review and compatibility evaluation. This designation does not guarantee that these sites will be developed commercially and, therefore, it is prudent to designate an amount of land in this category in excess of the minimum identified in the needs assessment. In fact, it is anticipated that at least half of Site 1 (80 acres) will be residentially developed, all of Site 4 (91.17 acres) will be developed for recreation commercial, and Site 5 (81 acres) for residential development.

4. Preliminary Highway Access Plans.

The provision of highway access is a critical element of the development of any site, especially a large commercial one. ODOT requires a permit process for all new and changed existing access; this process can at times be difficult, lengthy and expensive if major highway improvements (widening, turn lanes, signals, etc.) are required. ODOT has implemented new highway access controls which may preclude various proposed accesses if they pose potential traffic conflicts or substantially diminish the existing level of service of the adjacent highway.

As part of the Commercial Lands Study, preliminary highway access plans have been developed for the study sites regardless of their status regarding Comprehensive Plan and Zoning Map amendments. These preliminary access plans have been developed in cooperation with ODOT Highway Division staff and are intended to implement and fulfill ODOT's access control program. These access plans also reflect the City's policies and requirements regarding road access as well as the adopted Transportation (Facility) Master Plan.

It is noteworthy that two of the five study sites (Sites 4 and 5) are currently the subject of a Traffic Impact Analysis in support of a proposed development of Site 4. Consequently, access plans for these two sites will be developed pending the findings of this analysis.

FINDINGS AND CONCLUSION

Of the five study sites, two are found to have appropriate map designations (Sites 2 and 5). Site 1 is proposed to have half of the site redesignated. Sites 3 and 4 are both undeveloped industrial sites that are proposed for redesignation. Individual site reports have been prepared including proposed preliminary highway access plans.

Study findings and recommendations are summarized as follows:

SITE	TOTAL ACREAGE	CURRENT DESIGNATION	PROPOSED DESIGNATION	CURRENT ZONING	PROPOSED ZONING	PROPOSED ACRES TO BE CHANGED	PROPOSED # OF PLANNED ACCESS POINTS
1	163	Mixed Density Residential and Special Development District (SPD)	Special Development District (SPD)	UGM-10 (County) and Mixed Use (MU) (City)	Mixed Use (MU)	82.74	4
2	31	Commercial and Special Development District (SPD)	No Change	UGM-10 Heavy Industrial (County) and Highway Commercial (CH) (City)	No Change	0	4
3	28	Commercial and Light Industrial	Commercial and Special Development District (SPD)	Highway Commercial (CH) and Limited Industrial (ML)	Highway Commercial (CH) and Mixed Use (MU)	26.37	3
4	91.17	General Industrial	Special Development District (SPD)	EFU-80	Mixed Use (MU)	91.17	Pending Traffic Impact Analysis
5	81	Mixed Density Residential and Commercial	No Change	UGM-10 and Light Industrial	No Change	0	Pending Traffic Impact Analysis

Total area of all five study sites: 394.17 acres
 Total area proposed for redesignation: 200.28 acres

LEBANON COMMERCIAL LAND STUDY

CITY OF LEBANON PLANNING COMMISSION STAFF REPORT

COMPREHENSIVE PLAN MAP AMENDMENTS

Commercial Lands Study Site # 1
Total Land Area: 163 acres
Number of Parcels: 14

File #: CPA-95-1

Site Location: South of Albany-Santiam Canal, west of Highway 20, east of Hansard Avenue and north of Mary Street

Current Zone Designation: County - UGM-10; City - Mixed Use
Proposed Zone Designation: Mixed Use (upon annexation)

Current Comprehensive Plan Designation: Mixed Density Residential and Special Development District
Proposed Comprehensive Plan Designation: Special Development District

Parcel Legal Description (Assessor's Map) of parcels proposed for Amendment:

1.	T12S - R2W - 3D, Tax Lot 100	(12.91 acres)
2.	T12S - R2W - 3D, Tax Lot 103	(1.89 acres)
3.	T12S - R2W - 3D, Tax Lot 116	(1.50 acres)
4.	T12S - R2W - 3C, Tax Lot 100	(15.00 acres)
5.	T12S - R2W - 3A, Tax Lot 1900	(6.16 acres)
6.	T12S - R2W - 3A, Tax Lot 1200	(23.27 acres)
7.	T12S - R2W - 3A, Tax Lot 1800	(18.11 acres)
8.	T12S - R2W - 3A, Tax Lot 2000	(0.97 acre)
9.	T12S - R2W - 3A, Tax Lot 2001	(1.00 acre)
10.	T12S - R2W - 3A, Tax Lot 2101	(0.88 acre)
11.	T12S - R2W - 3A, Tax Lot 2100	(0.52 acre)
12.	T12S - R2W - 3A, Tax Lot 2003	(0.53 acre)
	Total area proposed for Amendment	~ <u>82.74 acres</u>

Proposed Amendment - from Mixed Density Residential to Special Development District

Background and Site Description

This site is primarily in active agricultural production and contains about a half-dozen residences. The site has significant development potential as it abuts Highway 20 and is across the street from the Lebanon Community Hospital and medical offices. Current and planned public infrastructure will bring water, sewer, storm drainage and interior road access to or adjacent to this site. Other than a few residences, this site has been in a "holding pattern" waiting for development. It is believed that the proposed infrastructure improvements as well as recent acquisition of part of this site by the Hospital will result in pending development activity.

Planning and Zoning Consideration

This area is somewhat of a buffer between the Limited Industrial zoned land to the west (Hansard area) and the hospital to the east as well as residential to the south. Half of this site is currently designated as a Special Development District. Given the proximity to the highway, hospital and industrial areas, a mixed use zone development potential is best able to respond to local land development needs that blend commercial, industrial and residential uses. This area is within an established Urban Renewal District.

Highway Access - Issues and Status

A meeting with ODOT staff regarding a future Highway Division Maintenance Project for Highway 20 adjacent to this site has identified 4 primary access points as follows: 1) a limited access south of the canal between Tax Lots 1800 and 1900 near Mile Post 12; 2) a full service, controlled signalized access across from Cemetery Road (at Mile Post 12.24) along a future arterial road alignment; 3) a limited access point directly across from the current main Hospital entry (near Mile Post 12.39); and 4) access from Twin Oaks Drive, an existing local street.

Zoning Ordinance and Comprehensive Plan Criteria

1. Section 9.010 of the Lebanon Zoning Ordinance identifies the procedures by which a property owner or the City may petition a zone map change or amendment.
2. Section 9.020 of the Lebanon Zoning Ordinance identifies the procedures to be followed by the Planning Commission and City Council regarding public hearings on proposed zone map (and text) amendments.
3. Sections 4.020 (2-5) of the Lebanon Zoning Ordinance identify the permitted uses in the Residential Mixed Density (RM) zone.
4. Section 4.310 (3) of the Lebanon Zoning Ordinance identify the permitted uses in the MU zone.
5. Lebanon Comprehensive Plan, Land Use Element, Residential Land Use Section, Policy #1 states that: *The City shall encourage compact residential development to provide more efficient land utilization and to reduce the cost of housing, public facilities and services.*
6. Lebanon Comprehensive Plan, Land Use Element, Residential Land Use Section, Policy #5 states that: *The City shall maintain a mixed-density residential zone to allow locational flexibility and an intermix of housing types and densities within locational criteria that would direct traffic from higher density developments onto highways, arterials or collector streets.*

7. Lebanon Comprehensive Plan, Land Use Element, Commercial Land Use Section, Policy #8 states that: *Future commercial centers should be allowed within the Mixed-Density Residential District 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.*
8. Lebanon Comprehensive Plan, Land Use Element, Commercial Land Use Section, Policy #10 states that: *Commercial developments shall be constructed as compact centers rather than scattered along roadways or mixed in with noncommercial land uses that would conflict.*
9. Lebanon Comprehensive Plan, Transportation Element, Streets & Highways Section, Policy #9 states that: *The use of land adjacent to arterials shall not be allowed to conflict with the safe and efficient movement of traffic.*

Staff Recommendation

Staff recommends that while reviewing the proposal that consideration be given to potential impacts of existing nearby uses, recent development trends in the area, the capacity of public infrastructure serving the site, the uniqueness of the site and its development capacity, and the needs of the community relative to the potential use opportunities of the Residential Mixed Density (RM) and Mixed Use (MU) zones. It is noteworthy that the proposed SPD Comprehensive Plan Map amendment does not eliminate or preclude any specific use opportunities. Upon annexation, an SPD designated property will be assigned Mixed Use zoning or upon request residential, commercial or industrial zoning if a specific development proposal is presented. The MU zone allows any use permitted in any zone pending a conditional use public hearing "compatibility review."

Staff believes that the SPD redesignation will allow for more flexibility and integrated or mixed use development. It is reasonable to assume that residential development will dominate at least half of this site - this includes residential facilities should the hospital develop any. The SPD designation will allow for mixed housing, shopping and employment opportunities.

The proposed access areas will help facilitate site development that is designed to compliment the efficiency of highway travel with a minimum of conflict. Restricting access areas will require cooperation of adjacent property owners which will promote coordinated development in the area. Staff recommends that the Planning Commission recommend approval of the proposed amendment to the City Council.

Proposed Findings

1. The request for a Comprehensive Plan Map Amendment (change) complies with Zoning Ordinance Section 9.010 in that the applicant is the City who followed the procedures of Section 9.010.
2. The proposed Mixed Use zoning upon annexation requires that the existing Comprehensive Plan Map designation of the subject property (Residential Mixed Density) be redesignated to Special Development District.
3. Whereas, the property remains vacant and inactive and the existing zoning (and permitted uses) apparently does not permit a viable use and, therefore, does not serve the best interests of the property, neighborhood, vicinity or City.
4. The proposed Comprehensive Plan Map Amendment (change) from Mixed Density Residential to Special Development District will still allow a variety of potential residential uses at the subject property. The uses permitted in the proposed MU zone are compatible with existing residential uses in the immediate vicinity.

5. The proposed Comprehensive Plan Map Amendments comply with Policy #1, Residential Land Use Section, Land Use Element, of the Lebanon Comprehensive Plan in that it will encourage compact residential development in proximity to needed services, employment opportunities and transportation facilities.
6. The subject property can successfully accommodate a variety of MU zone permitted uses in a manner that will not conflict with and will be compatible with the adjacent hospital and vacant lands, adjacent and nearby residential uses, and the abutting highway and infrastructure.
7. The proposed Comprehensive Plan Amendment complies with the Lebanon Comprehensive Plan, Land Use Element, Residential Land Use Section, Policies #5 and #8, and Commercial Land Use Section, Policy #10 in that 1) flexible housing opportunities and densities with direct highway access will be permitted; 2) future commercial development will have highway access, are potentially permitted now in the Mixed Density Residential District, and implementing the highway access controls will encourage compact commercial centers rather than strip commercial development.
8. The development of highway access plans for large vacant parcels adjacent to the highway complies with the Lebanon Comprehensive Plan, Transportation Element, Streets and Highways Section, Policy #9 in that such access plans will help to assure that the development of these sites will be designed so as not to conflict with highway operations and safety.

dm

LEBANON ZONING MAP

LAND USE ZONES

RL		Residential Low Density Zone	CH		Highway Commercial Zone
RM		Residential Mixed Density Zone	ML		Limited Industrial Zone
RH		Residential High Density Zone	MG		General Industrial Zone
CN		Neighborhood Commercial Zone	MU		Mixed Use Zone
CB		Central Business Commercial Zone	AC		Aircraft Control Subzone

SITE # 1

UGM 10

↑ (COUNTY)

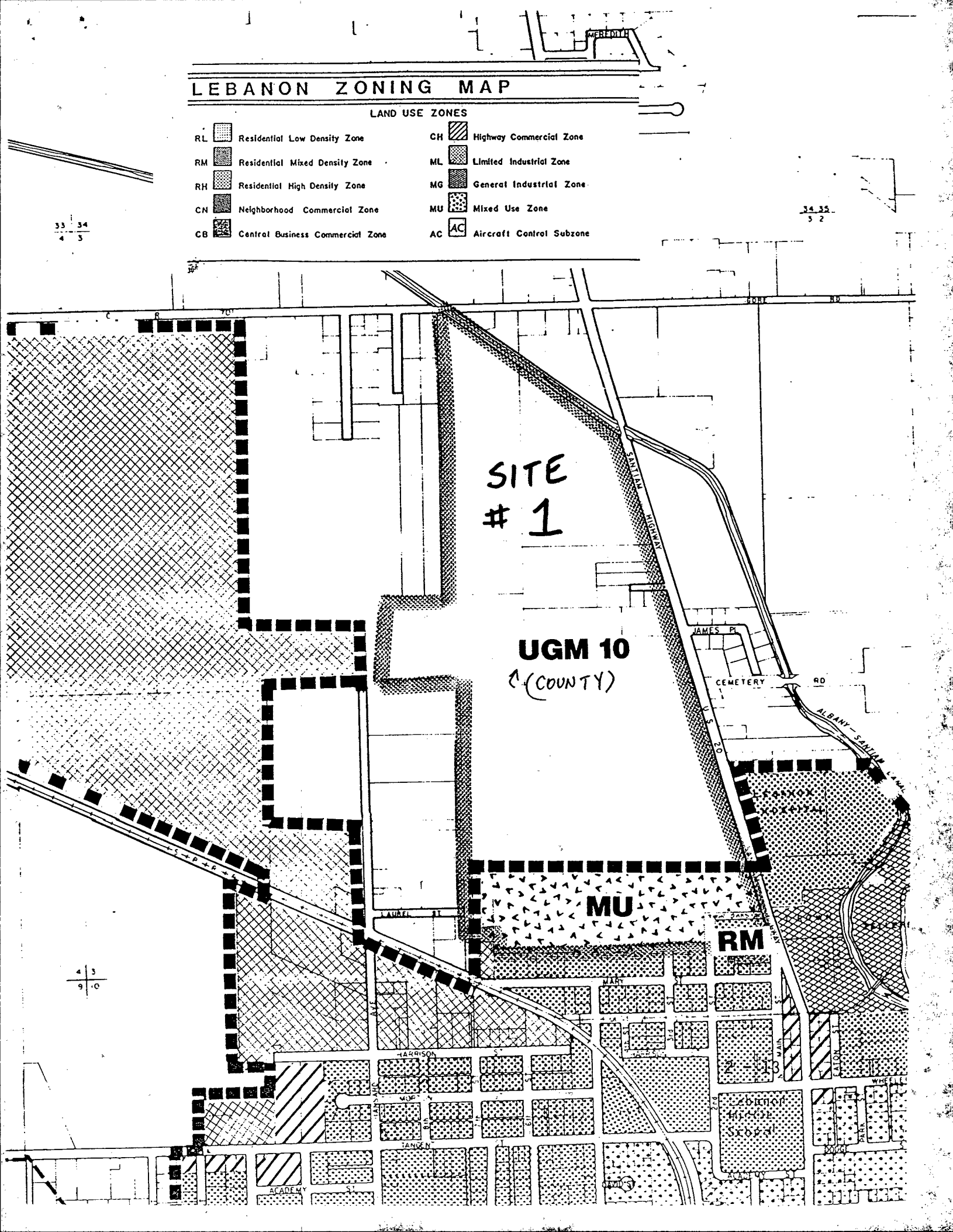
MU

RM

33 34
4 3

34 35
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COMPREHENSIVE PLAN MAP

LAND

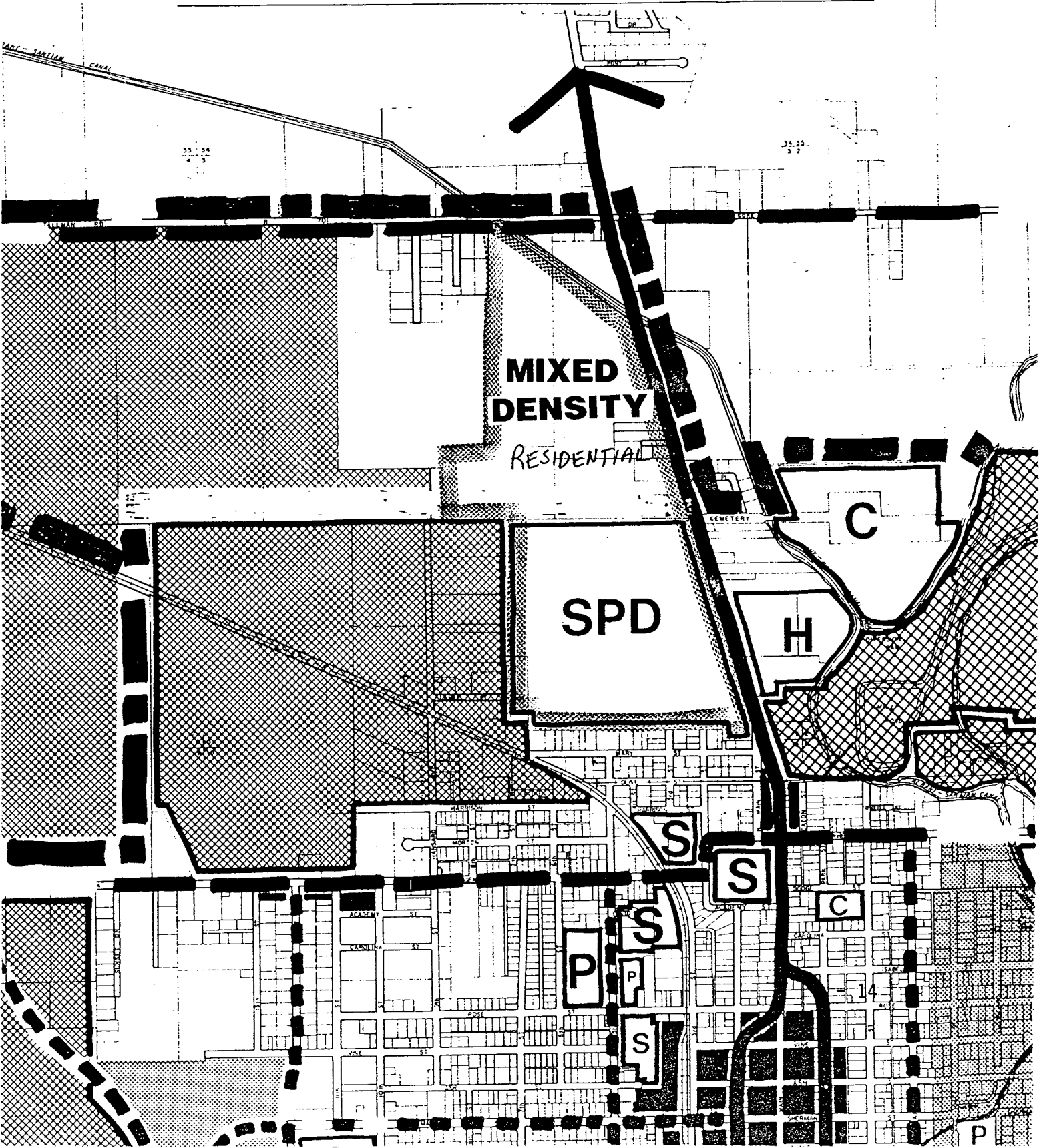
- COMMERCIAL
- LIGHT INDUSTRIAL
- GENERAL INDUSTRIAL

USE

- SINGLE-FAMILY RESIDENTIAL
- MIXED-DENSITY RESIDENTIAL
- SPD SPECIAL DEVELOPMENT DISTRICT

STREETS

- HIGHWAYS
- MAJOR ARTERIALS
- COLLECTORS
- APPROVED URBAN GRC
- PROPOSED



**MIXED
DENSITY
RESIDENTIAL**

SPD

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33.34
4.5

36.33
5.2

WAY - SANTIAGO
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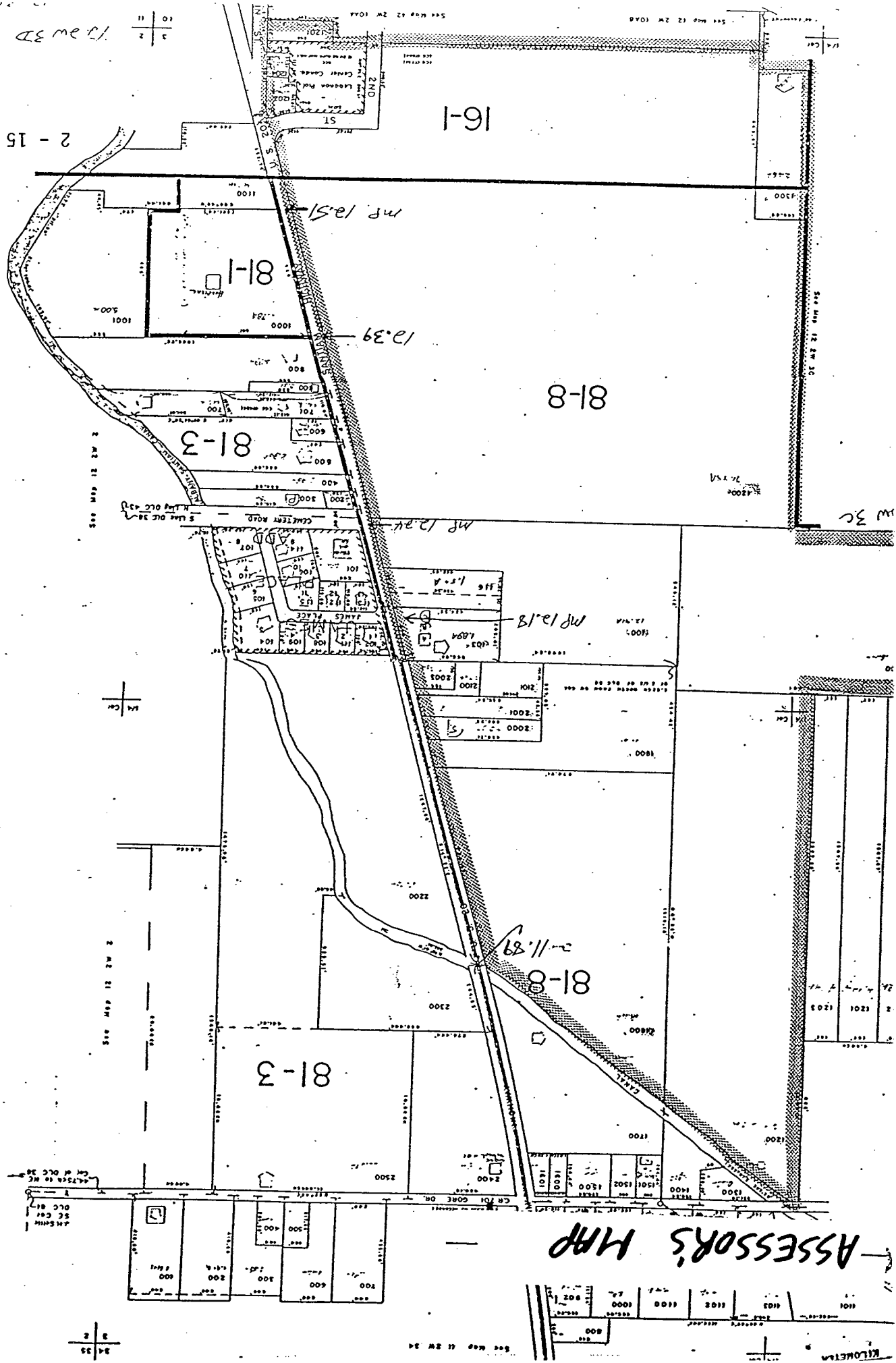
WALK ST

WALK ST

WALK ST

WALK ST

WALK ST



ASSESSOR'S MAP

See Map 12 2M 10A
 10 11
 3 2
 12 me 37

2 - 15

16-1

81-1

81-8

81-3

81-3

81-8

ALSO IN ME
 CM of D.C. 36
 ANSHIN
 SC Cal
 D.C. 81

34 35
 3 2

See Map 12 2M 34

KILOMETER

LEBANON COMMERCIAL LAND STUDY

CITY OF LEBANON PLANNING COMMISSION STAFF REPORT

COMPREHENSIVE PLAN MAP AND ZONE MAP AMENDMENTS

Commercial Lands Study Site # 3
Total Land Area: 28 acres
Number of Parcels: 8

Files #:
CPA-95-2
ZMA-95-1

Site Location: North and east of Highway 20, south of Gilbert Street and east of the OERR tracks

Current Zone Designation: Highway Commercial and Limited Industrial
Proposed Zone Designation: Highway Commercial and Mixed Use

Current Comprehensive Plan Designation: Commercial and Light Industrial
Proposed Comprehensive Plan Designation: Commercial and Special Development District

Parcel Legal Description (Assessor's Map) of parcels proposed for Amendment:

1. T12S - R2W - 23B, Tax Lot 102 (13.76 acres)
2. T12S - R2W - 23B, Tax Lot 100 (12.61 acres)

Total area proposed for Amendment ~ 26.37 acres

Proposed Comprehensive Plan Map Amendment - from Light Industrial to Special Development District

Proposed Zoning Map Amendment - from Limited Industrial (ML) to Mixed Use (MU)

Background and Site Description

The proposed redesignation area consists of two large, vacant, industrial zoned parcels that function as a buffer zone separating the remaining industrial activity (GP hardboard mill) to the east from the commercial (and limited residential) development along Highway 20. The south part of the site abuts a vacant mill site that once was the world's largest plywood mill. Development of this transitional area has been limited by the lack of a good highway access and city services. Recent major commercial development (Wal-Mart) across the highway from this site has generated interest in the study site. This site most recently serves the circus/carnival when it visits town.

Planning and Zoning Consideration

This site is unique in that it offers total visibility from the highway, has railroad access and abuts a vacant lumber mill. The odd triangular shape of the parcel as well as its limited width diminishes its potential as an industrial site. This site is the last large vacant parcel in city limits on the south side of town with commercial

development potential. Lebanon's largest commercial centers are located across Highway 20 to the direct west and northwest from this site.

A very large amount of vacant, undeveloped, zoned and/or designated Limited Industrial property exists in the north and west portions of the UGB. These sites include both fully served and unserved (with infrastructure/utility) properties. Redesignating this site from Limited Industrial to Special Development District will not result in an inadequate amount of available Limited Industrial land.

Highway Access - Issues and Status

A number of special access considerations are involved with this site. Market Street, which was re-aligned during the development of Wal-Mart, is a recent signalized intersection that does not currently continue eastward across the highway and, in fact, such extension is currently blocked by a privately owned commercial parcel. No additional signals will be allowed in this vicinity according to ODOT. The exclusive truck access to the industrial area is from an uncontrolled, industrial-size driveway in the middle of the site. This stretch of highway is an acceleration zone for outgoing, southbound traffic and a deceleration zone for northbound, incoming traffic. These conditions make across highway truck movements (left turns) and access difficult and at times dangerous.

Discussions with ODOT staff have resulted in the following access proposal for this site:

1. Market Street will be extended eastward across the highway providing a full service, controlled access that can be used by industrial users (trucks) and future commercial users. It is noteworthy that the eastward extension of this existing controlled (signalized) intersection is important because no other signal (other than at the extreme south) would be permitted to serve this site due to the proximity of the Market Street signal;
2. The existing industrial truck access may remain but would become a much less used, right-in and right-out access; and
3. A possible new access to the site across from the existing intersection of Cascade Drive and Highway 20 (Mile Post 15.18) which is currently a dangerous high-use intersection that is proposed for future reconfiguration/reconstruction and a possible signal.

Zoning Ordinance and Comprehensive Plan Criteria

1. Section 9.010 of the Lebanon Zoning Ordinance identifies the procedures by which a property owner or the City may petition a zone map change or amendment.
2. Section 9.020 of the Lebanon Zoning Ordinance identifies the procedures to be followed by the Planning Commission and City Council regarding public hearings on proposed zone map (and text) amendments.
3. Sections 4.210 (3-5) of the Lebanon Zoning Ordinance identifies the permitted uses in the ML zone.
4. Section 4.310 of the Lebanon Zoning Ordinance identify the permitted uses in the MU zone.
5. The Comprehensive Plan Map designation of this site is Light Industrial and is proposed for amendment to a Special Development District. The following Comprehensive Plan policies have been identified as those which are most relevant to this proposal. The following industrial and commercial land use policies are found in the Land Use Element of the Lebanon Comprehensive Plan:

Policy No.

Industrial Land Use Section

1. Suitable space for industrial development and expansion shall be preserved and protected from encroachment by incompatible land uses, to protect the City's economic growth potential.
2. Industries shall be encouraged that are compatible with Lebanon's livability and will not disrupt residential areas due to excessive traffic, noise, pollution, or other impacts that would impair the livability of the community.
4. A sufficient supply of suitable industrial land shall be maintained to actually attract industry, particularly light non-polluting industries, in support of the City's economic development program.

Commercial Land Use Section

5. Highway commercial development along U.S. 20 should be terminated at the Southgate Shopping Center, located at the intersection of Market Street and U.S. 20.
6. Existing commercial businesses should be allowed to continue but no new developments of a strip nature should occur.
7. Existing commercial centers should be reinforced and expanded prior to development of new outlying centers.
10. Commercial developments shall be constructed as compact centers rather than scattered along roadways or mixed in with noncommercial land uses that would conflict.
11. Limited industrial uses apply to activities that include wholesaling, warehousing, and material supply shops conducted primarily within an enclosed building on sites located within commercial centers. Some limited industrial uses and high density housing should be allowed secondary uses in commercial districts.

Transportation Element, Streets and Highways Section

9. The use of land adjacent to arterials shall not be allowed to conflict with the safe and efficient movement of traffic.

Staff Recommendation

Staff recommends that while reviewing this proposal that consideration be given to potential impacts of existing nearby uses, recent development trends in the area, the capacity of public infrastructure serving the site, the uniqueness of the site and its development capacity, the amount of vacant designated industrial lands, and the needs of the community relative to the potential use opportunities of the Limited Industrial (ML) and Mixed Use (MU) zones. It is noteworthy that the proposed SPD Comprehensive Plan Map amendment does not eliminate or preclude any specific use opportunities. The MU zone allows any use permitted in any zone pending a conditional use public hearing "compatibility review."

Staff believes that the SPD redesignation will allow for more flexibility and integrated or mixed use development. It is reasonable to assume that some industrial related development will still occur on this site. The SPD designation will allow for limited manufacturing, shopping and employment opportunities.

The proposed access areas will help facilitate site development that is designed to compliment the efficiency of highway travel with a minimum of conflict. Restricting access areas will require cooperation of adjacent property owners which will promote coordinated development in the area. Staff recommends that the Planning Commission recommend approval of the proposed amendment to the City Council.

Proposed Findings

1. The request for a Zone Map Amendment (change) complies with Zoning Ordinance Section 9.010 in that the applicant is the City who followed the procedures of Section 9.010.
2. The requested Zone Map Amendment to Mixed Use (MU) requires that the existing Comprehensive Plan Map designation of the subject property (Light Industrial) be redesignated to Special Development District.
3. Whereas, the property remains vacant and inactive and the existing zoning (and permitted uses) apparently does not permit a viable use and, therefore, does not serve the best interests of the property, neighborhood, vicinity or City.
4. The proposed Zone Map Amendment (change) from ML to MU will allow a variety of potential commercial and industrial uses at the subject property. The uses permitted in the proposed MU zone are compatible with and similar to existing commercial and industrial uses in the immediate vicinity.
5. The proposed Comprehensive Plan and Map Amendments comply with the intent of the Comprehensive Plan, Industrial Land Use Section, Policies #1,#2 and #4 in that industrial development is permitted in the MU zone, industrial development in the MU zone requires a conditional use compatibility review, provides a wider array of development opportunity and a very large amount of developable industrial designated property remains available for development.
6. The proposed Comprehensive Plan and Zone Map Amendments comply with the intent of the Comprehensive Plan, Commercial Land Use Section, Policies #5, #6, #7, #10 and #11 in that this site is reinforcement and expansion of the existing commercial center across the street (Wal-Mart) and to the north (Lebanon Plaza), will result in a compact commercial center rather than commercial strip development due to highway access controls, will allow limited industrial activities, and helps to focus shopping opportunities thereby decreasing transportation needs and community-wide traffic impacts.
7. The adoption of Highway Access Plans complies with and fulfills the intent of the Comprehensive Plan, Transportation Element, Streets and Highway Section, Policy #9 in that it promotes land use development that does not conflict with highway safety and traffic flow.

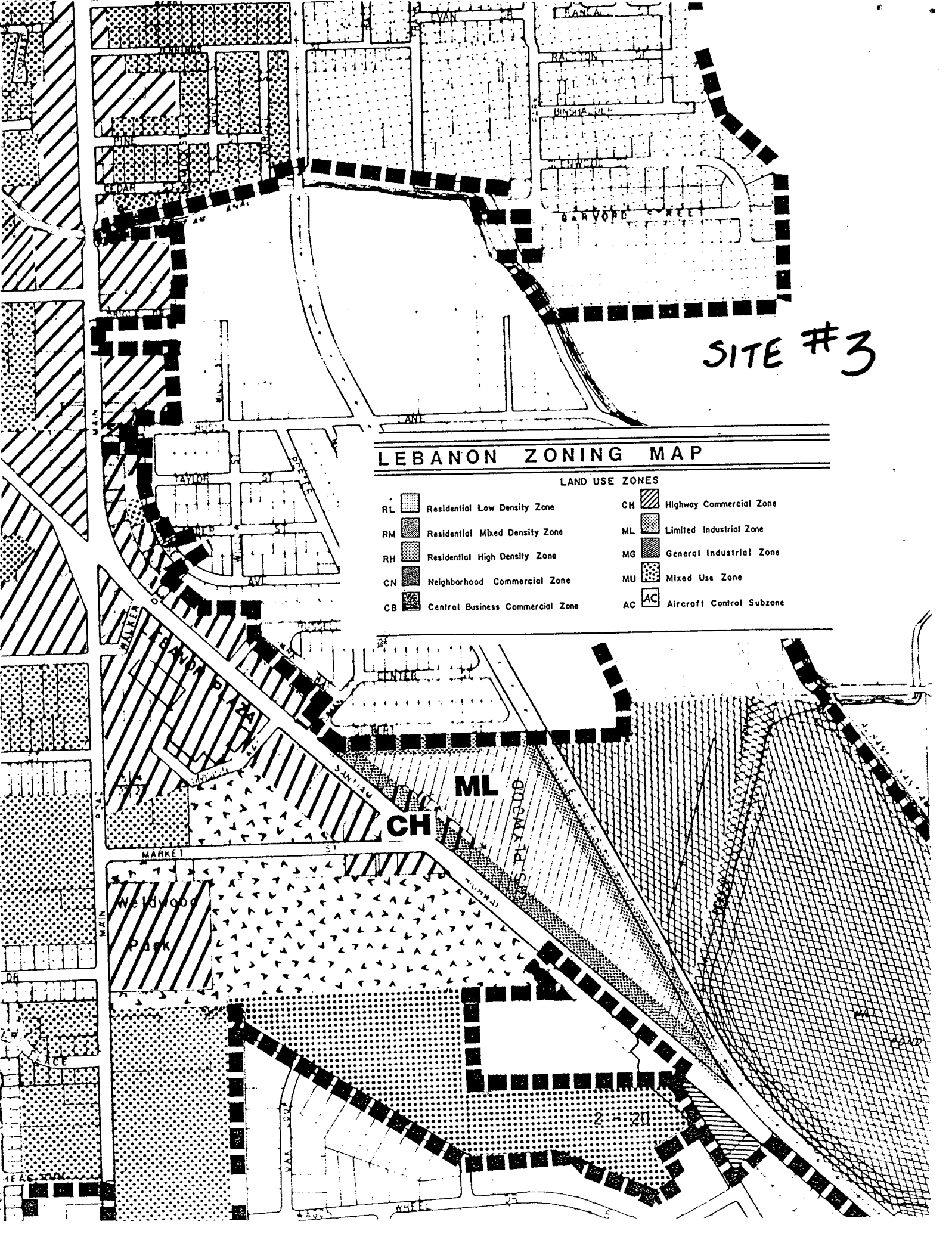
dm

SITE #3

LEBANON ZONING MAP

LAND USE ZONES

- | | | | | | |
|----|--|----------------------------------|----|--|--------------------------|
| RL | | Residential Low Density Zone | CH | | Highway Commercial Zone |
| RM | | Residential Mixed Density Zone | ML | | Limited Industrial Zone |
| RH | | Residential High Density Zone | MG | | General Industrial Zone |
| CN | | Neighborhood Commercial Zone | MU | | Mixed Use Zone |
| CB | | Central Business Commercial Zone | AC | | Aircraft Control Subzone |



LIGHT INDUSTRIAL

P SPD

SPD

S

S

S

STREETS

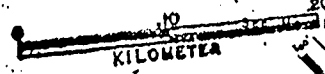
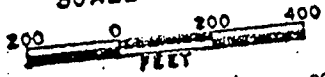
USE

LAND

<p>PROPOSED</p> <p>APPROVED URBAN GR.</p> <p>COLLECTORS</p> <p>MAJOR ARTERIALS</p> <p>HIGHWAYS</p>	<p>SPECIAL DEVELOPMENT DISTRICT</p> <p>MIXED-DENSITY RESIDENTIAL</p> <p>SINGLE-FAMILY RESIDENTIAL</p>	<p>SPD</p> <p></p> <p></p>	<p>GENERAL INDUSTRIAL</p> <p>LIGHT INDUSTRIAL</p> <p>COMMERCIAL</p>
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COMPREHENSIVE PLAN MAP

SCALE 1:4600



See Map 12 2W 14C D

GILBERT STREET

SE Cor Morgan Subdivision

89-10UR

MARKET STREET

89-13

89-8UR

89-1

89-13

ROAD MAIN SOUTH

594

U.S. 20

See Map 12 2W 23A

2 - 22

mp 15.87

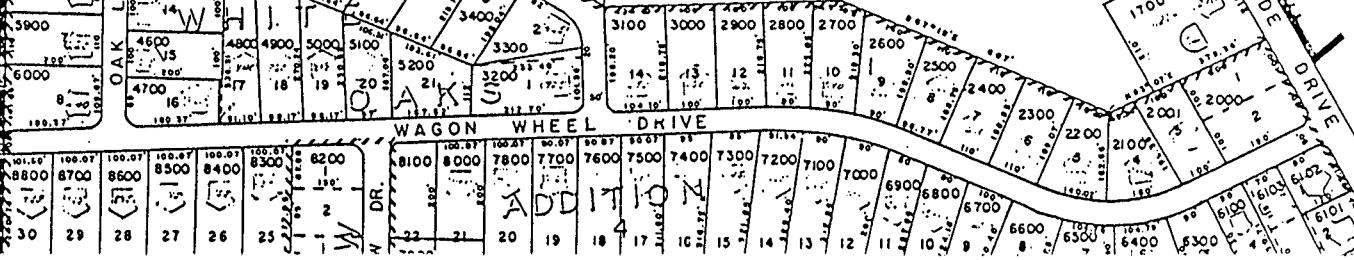
mp 14.85

LEBANITE DRIVE

OAK WHEEL DRIVE

WAGON WHEEL DRIVE

CASCADE DRIVE



LEBANON COMMERCIAL LAND STUDY

CITY OF LEBANON PLANNING COMMISSION STAFF REPORT

COMPREHENSIVE PLAN MAP AMENDMENTS

Commercial Lands Study Site # 4
Total Land Area: 91.17 acres
Number of Parcels: 3

File #: CPA-95-3

Site Location: East of Highway 20, north of Weirich Road, west of the Albany-Santiam Canal and south of Cheadle Lake

Current Zone Designation: County - EFU-80
Proposed Zone Designation: Mixed Use

Current Comprehensive Plan Designation: General Industrial
Proposed Comprehensive Plan Designation: Special Development District

Parcel Legal Description (Assessor's Map) of parcels proposed for Amendment:

- | | | |
|-----------------------------------|-------------------------------|----------------------|
| 1. | T12S - R2W - 24C, Tax Lot 206 | (31.49 acres) |
| 2. | T12S - R2W - 24C, Tax Lot 300 | (49.47 acres) |
| 3. | T12S - R2W - 23D, Tax Lot 100 | (10.21 acres) |
| Total area proposed for Amendment | | ~ <u>91.17 acres</u> |

Proposed Amendment - from General Industrial to Special Development District

Background and Site Description

This site is a relatively flat, large agricultural field that is in grass seed and strawberry production. Cheadle Lake abuts the north boundary including wetland areas and riparian vegetation zones. Industrial activities abut the south boundary next to Weirich Road. Cheadle Lake, the largest former log pond in the state, is a mapped wetland area on the National Wetland Inventory Map. This factor, the absence of city services, limited highway access, and changes in the industrial character of the economy have all resulted in this site not being attractive to industrial development.

Planning and Zoning Consideration

The special attributes of this site are the recreational potential offered by Cheadle Lake along with the access constraints to the highway. A local development group has proposed to recreationally develop the property including an RV park, sports complex, festival site and fishing lake. The Oregon Fishing Club has evaluated and aspires to develop the lake for sport fishing potential. The Lebanon Strawberry Festival is in desperate need of a new site and would like to locate here. The recently prepared Lebanon Parks Master Plan has proposed part

of this site as a new city regional park focusing on a multiple sports complex. Various recent studies involving local economic diversification have identified tourism development including a destination facility and an RV Park as a top local priority. There is no other site in the Lebanon area that offers as much recreation/tourism development potential. The proposed development of this site includes blending all of these uses in a public/private partnership that serves the entire community. On behalf of this initiative, the City has secured grant funding to conduct technical studies regarding the feasibility of developing the site. These studies include a Traffic Impact Analysis (access study), wetlands evaluation, infrastructure engineering to extend services, the preparation of a site/architectural plan, and a biological/environmental assessment of Cheadle Lake and its surrounding riparian zone. These studies are in process and scheduled for completion in September.

Highway Access - Issues and Status

Access to this rather large site is very limited and problematic. City staff have worked with ODOT staff regarding the nature of a Traffic Impact Analysis which is required for any proposed highway access. ODOT staff have requested that the Impact Analysis address the operations and function of the Highway 20 intersection with Weirich and Crowfoot Roads.

The primary highway access constraints involve limited sight distance on the highway (nearby curve, high road speeds) and the required railroad crossing as part of the highway access. Although the highway is improved to 4 lanes with a center refuge lane, a right turn egress lane is desirable yet not possible due to the railroad tracks.

Access to the site from Weirich Road is problematic because such access would not be visible from the highway and more significantly due to the fact that the existing lumber mill there operates on both sides of Weirich Road and essentially treat it as a driveway, driving loaded fork lifts back and forth across the road. Both the marketplace (users) and emergency services (fire, police) have identified the absolute necessity of multiple access points to this proposed facility.

In as much as the development proponents propose a large limited and uncontrolled access near Mile Post 15.75, a professionally prepared Traffic Impact Analysis incorporating all ODOT highway access policies and requirements is underway to determine the feasibility of highway access to this site. Given the fact that this analysis is underway, the City is not proposing any specific highway access to Sites 4 and 5 as the Traffic Impact Analysis will do so in a much more rigorous fashion. The City awaits the findings of the Traffic Impact Analysis prior to proposing access locations and controls for these sites.

Zoning Ordinance and Comprehensive Plan Criteria

1. Section 9.010 of the Lebanon Zoning Ordinance identifies the procedures by which a property owner or the City may petition a zone map change or amendment.
2. Section 9.020 of the Lebanon Zoning Ordinance identifies the procedures to be followed by the Planning Commission and City Council regarding public hearings on proposed zone map (and text) amendments.
3. Sections 4.230 (3-5) of the Lebanon Zoning Ordinance identifies the permitted uses in the General Industrial (MG) zone.
4. Section 4.310 of the Lebanon Zoning Ordinance identify the permitted uses in the MU zone.
5. The Comprehensive Plan Map designation of this site is General Industrial and is proposed for amendment to a Special Development District. The following Comprehensive Plan policies have been identified as those which are most relevant to this proposal. The following industrial and commercial land use policies are found in the Land Use Element of the Lebanon Comprehensive Plan:

Policy No.

Industrial Land Use Section

1. Suitable space for industrial development and expansion shall be preserved and protected from encroachment by incompatible land uses, to protect the City's economic growth potential.
2. Industries shall be encouraged that are compatible with Lebanon's livability and will not disrupt residential areas due to excessive traffic, noise, pollution, or other impacts that would impair the livability of the community.
4. A sufficient supply of suitable industrial land shall be maintained to actually attract industry, particularly light non-polluting industries, in support of the City's economic development program.

Commercial Land Use Section

5. Highway commercial development along U.S. 20 should be terminated at the Southgate Shopping Center, located at the intersection of Market Street and U.S. 20.
6. Existing commercial businesses should be allowed to continue but no new developments of a strip nature should occur.
7. Existing commercial centers should be reinforced and expanded prior to development of new outlying centers.
10. Commercial developments shall be constructed as compact centers rather than scattered along roadways or mixed in with noncommercial land uses that would conflict.

Transportation Element, Streets and Highways Section

9. The use of land adjacent to arterials shall not be allowed to conflict with the safe and efficient movement of traffic.

Staff Recommendation

Staff recommends that while reviewing this proposal that consideration be given to potential impacts of existing nearby uses, recent development trends in the area, the capacity of public infrastructure serving the site, the uniqueness of the site and its development capacity, the amount of vacant designated industrial lands, and the needs of the community relative to the potential use opportunities of the General Industrial (MG) and Mixed Use (MU) zones. It is noteworthy that the proposed SPD Comprehensive Plan Map amendment does not eliminate or preclude any specific use opportunities. Upon annexation, an SPD designated property will be assigned Mixed Use zoning or upon request residential, commercial or industrial zoning if a specific development proposal is presented. The MU zone allows any use permitted in any zone pending a conditional use public hearing "compatibility review."

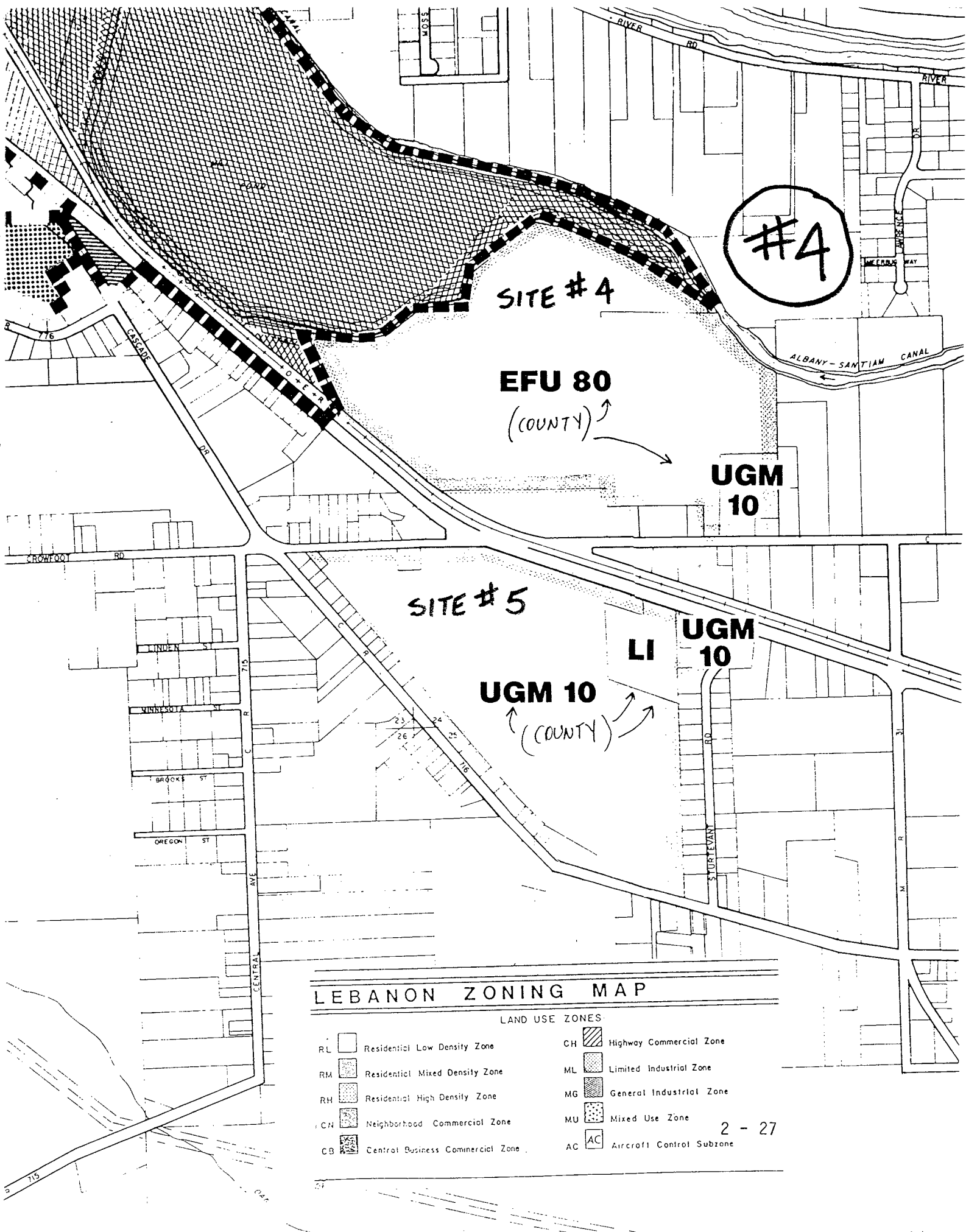
Staff believes that the SPD redesignation will allow for more flexibility and integrated or mixed use development. The SPD designation is the most appropriate one for the commercial recreational development of the site.

The Traffic Impact Analysis will identify proposed access areas designed to compliment the efficiency of highway travel with a minimum of conflict. If the community is to diversify its economic base, it must promote and implement changes in zoning necessary to facilitate this diversification. The proposed SPD map amendment is such a change that is pre-requisite to tourism development at this site. Staff recommends that the Planning Commission recommend approval of the proposed amendment to the City Council.

Proposed Findings

1. The request for a Zone Map Amendment (change) complies with Zoning Ordinance Section 9.010 in that the applicant is the City who followed the procedures of Section 9.010.
2. The requested Zone Map Amendment to Mixed Use (MU) requires that the existing Comprehensive Plan Map designation of the subject property (General Industrial) be redesignated to Special Development District.
3. Whereas, the property remains vacant and inactive and the existing zoning (and permitted uses) apparently does not permit a viable use and, therefore, does not serve the best interests of the property, neighborhood, vicinity or City.
4. The proposed Zone Map Amendment (change) from MG to MU will allow a variety of potential recreational commercial and industrial uses at the subject property. The uses permitted in the proposed MU zone are compatible with and similar to existing industrial uses in the immediate vicinity.
5. The proposed Comprehensive Plan and Map Amendments comply with the intent of the Comprehensive Plan, Industrial Land Use Section, Policies #1,#2 and #4 in that tourism is an "industry" for which no viable land is currently available for development, the tourism development of the site can be compatibly achieved, and the City must take the initiative to provide land conducive for commercial recreational development if it aspires to "actually attract (this) industry, a light non-polluting industry, that supports the City's economic development (and diversification) programs."
6. The proposed Comprehensive Plan and Zone Map Amendments comply with the intent of the Comprehensive Plan, Commercial Land Use Section, Policies #5, #6, #7, #10 and #11 in that this site is not proposed for a conventional commercial center, the proposal will result in a compact commercial site rather than commercial strip development due to highway access controls, will allow local economic diversification and will create local recreational opportunities thereby decreasing long distance transportation needs.
7. The preparation of the Traffic Impact Analysis and the subsequent adoption of Highway Access Plans complies with and fulfills the intent of the Comprehensive Plan, Transportation Element, Streets and Highway Section, Policy #9 in that it promotes land use development that does not conflict with highway safety and traffic flow.

dm



LEBANON ZONING MAP

LAND USE ZONES

- | | | | | | |
|----|--|----------------------------------|----|--|--------------------------|
| RL | | Residential Low Density Zone | CH | | Highway Commercial Zone |
| RM | | Residential Mixed Density Zone | ML | | Limited Industrial Zone |
| RH | | Residential High Density Zone | MG | | General Industrial Zone |
| CN | | Neighborhood Commercial Zone | MU | | Mixed Use Zone |
| CB | | Central Business Commercial Zone | AC | | Aircraft Control Subzone |

P SPD

S

GENERAL INDUSTRIAL

MIXED DENSITY RESIDENTIAL

COMPREHENSIVE PLAN MAP

LAND	USE
COMMERCIAL	SINGLE-FAMILY RESIDENTIAL
LIGHT INDUSTRIAL	MIXED-DENSITY RESIDENTIAL
GENERAL INDUSTRIAL	SPECIAL DEVELOPMENT DISTRICT

STREETS	
	HIGHWAYS
	MAJOR ARTERIALS
	COLLECTORS

LEBANC

APPROVED URBAN GRID
 PROPOSED

	HIGHWAYS
	MAJOR ARTERIALS
	COLLECTORS

A	AIRPORT
C	CEMETERY
F	FIRE HALL
H	HOSPITAL

P	PARK 2 - 28
S	SCHOOL
T	TREATMENT PLANT
C	CITY HALL

SW 1/4 Sec 24 T.12 S. R.2 W. W.M.
1" = 200

SCALE 1:4000

200 0 200 400 89-13

12 2W 23D

See Map 12 2W 24B

1/2 89-13

MP 15.64

89-1

1/4 Cor

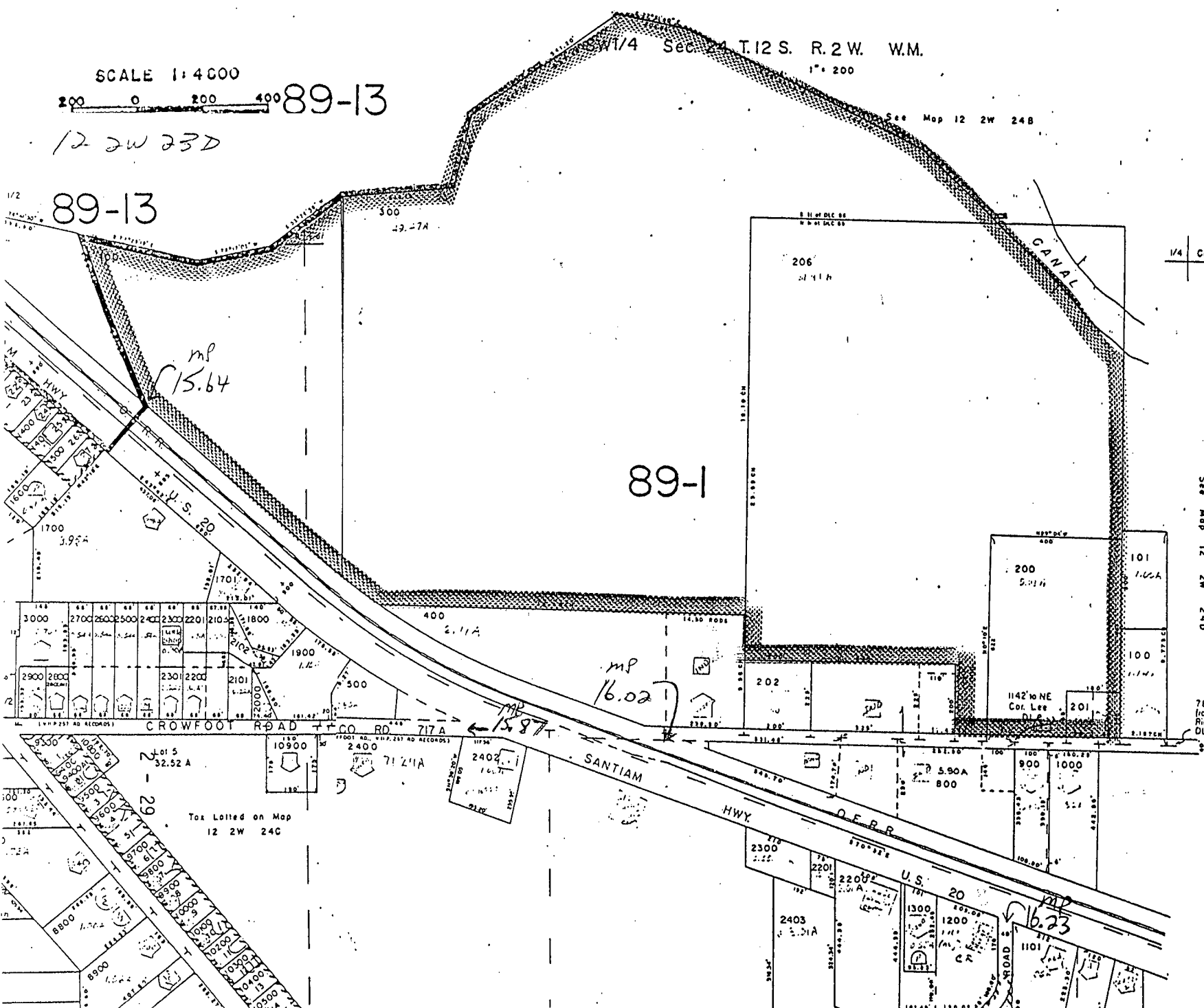
See Map 12 2W 24D

78.973 chs. W
from SE Cor
Richmond Cheadle
DLC 69

Tax Lotted on Map
12 2W 24C

MP 16.23

12 2W 24C



**CITY OF LEBANON
PLANNING COMMISSION STAFF REPORT
HIGHWAY ACCESS PLANS**

INTRODUCTION

The City of Lebanon has identified the need to provide adequate vacant land for commercial and mixed use development. Specifically, large parcels of developable commercial property adjacent to highways and arterials are very scarce, if available at all. The economic base of the community has experienced a substantial shift since the Comprehensive Plan and Zoning Maps were first developed. In order to assure that current zoning and map designations reflect local current conditions and needs and to enable the community to respond to economic development opportunities, the City has undertaken a commercial lands study as part of its Periodic Review Work Program which is designed to update the City's zoning and planning procedures, policies and practices.

A vital component of the study involves developing preliminary highway access plans for identified development sites. The major transportation routes through town, Highways 20 and 34, are owned and maintained by the Oregon Department of Transportation (ODOT). All access permits onto Highways 20 and 34 are administered and issued by ODOT who has recently adopted Highway Access Management and Control policies and guidelines in order to assure that land development (and access) adjacent to state highways does not conflict with the safety and operations of those roadways. Consequently, the commercial lands study includes the identification of proposed access locations that comply with ODOT's programs.

The provision of highway access is a critical element of the development of any site, especially a large commercial one. ODOT requires a permit process for all new and changed existing access; this process can at times be difficult, lengthy and expensive if major highway improvements (widening, turn lanes, signals, etc.) are required. ODOT has implemented new highway access controls which may preclude various proposed accesses if they pose potential traffic conflicts or substantially diminish the existing level of service of the adjacent highway.

As part of the Commercial Lands Study, preliminary highway access plans have been developed for the study sites regardless of their status regarding Comprehensive Plan and Zoning Map amendments. These preliminary access plans have been developed in cooperation with ODOT Highway Division staff and are intended to implement and fulfill ODOT's access control program. These access plans also reflect the City's policies and requirements regarding road access as well as the adopted Transportation (Facility) Master Plan.

It is noteworthy that two of the five study sites (Sites 4 and 5) are currently the subject of a Traffic Impact Analysis in support of a proposed development of Site 4. Consequently, access plans for these two sites will be developed pending the findings of this analysis.

District 4

FILE CODE:

September 18, 1995

Doug Parker, City Planner
City of Lebanon
925 Main Street
Lebanon, OR 97355-3200

RE: City's Commercial Lands Study and Highway Access Plans

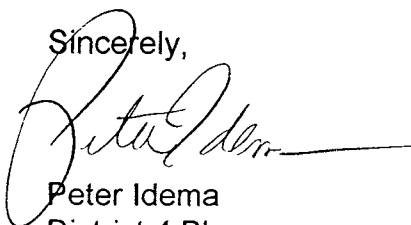
Dear Doug:

Thank you for taking the time and reviewing with me the City's preliminary highway access plans for identified sites along State highways 20 and 34. City staff has done an excellent job in coordinating this effort with the Oregon Department of Transportation (ODOT) and local stakeholders. As you indicated in your report, there still are issues that will require further investigation and analysis. However, overall the plan would appear to provide a strategy that, if adopted, will facilitate discussions between ODOT, affected property owners, and the City on future highway accesses.

As part of this effort, the City is proposing to make several comprehensive map amendments to Special Development District. As you explained to me, this designation would allow a large possibility of uses, including all of the uses permitted under the existing designations. Therefore, it is not possible to evaluate transportation issues beyond the work you have done at this time.

ODOT looks forward to continued participation with the City on refining and implementing these plans, as specific development proposals are presented to the City and ODOT through our respective permitting procedures.

Sincerely,



Peter Idema
District 4 Planner

cc Anna Russo, DLCD

2 - 31



3700 SW Philomath Blvd.
Corvallis, OR 97333-1194
(503) 757-4211

LEBANON COMMERCIAL LAND STUDY

CITY OF LEBANON PLANNING COMMISSION STAFF REPORT

HIGHWAY ACCESS PLAN - SITE 1

Commercial Lands Study Site # 1
Total Land Area: 163 acres
Number of Parcels: 14

File #: CPA-95-4

Site Location: South of Albany-Santiam Canal, west of Highway 20, east of Hansard Avenue and north of Mary Street

Current Zone Designation: County - UGM-10; City - Mixed Use
Proposed Zone Designation: Mixed Use (upon annexation)

Current Comprehensive Plan Designation: Mixed Density Residential and Special Development District
Proposed Comprehensive Plan Designation: Special Development District

BACKGROUND AND SITE DESCRIPTION

This site is primarily in active agricultural production and contains about a half-dozen residences. The site has significant development potential as it abuts Highway 20 and is across the street from the Lebanon Community Hospital and medical offices. Current and planned public infrastructure will bring water, sewer, storm drainage and interior road access to or adjacent to this site. Other than a few residences, this site has been in a "holding pattern" waiting for development. It is believed that the proposed infrastructure improvements as well as recent acquisition of part of this site by the Hospital will result in pending development activity.

PLANNING AND ZONING CONSIDERATION

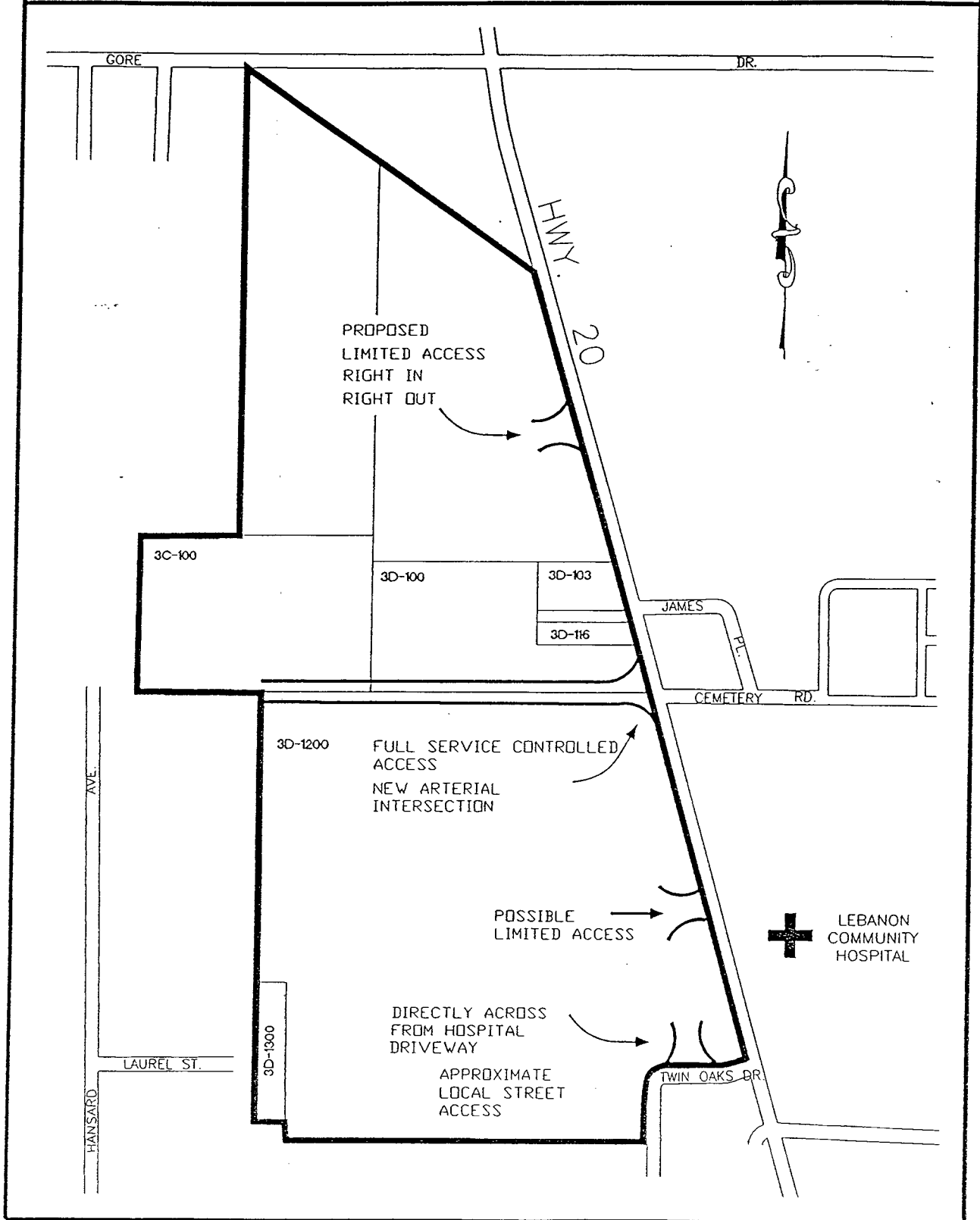
This area is somewhat of a buffer between the Limited Industrial zoned land to the west (Hansard area) and the hospital to the east as well as residential to the south. Half of this site is currently designated as a Special Development District. Given the proximity to the highway, hospital and industrial areas, a mixed use zone development potential is best able to respond to local land development needs that blend commercial, industrial and residential uses. This area is within an established Urban Renewal District.

HIGHWAY ACCESS - ISSUES AND STATUS

A meeting with ODOT staff regarding a future Highway Division Maintenance Project for Highway 20 adjacent to this site has identified 4 primary access points as follows: 1) a limited access south of the canal between Tax Lots 1800 and 1900 near Mile Post 12; 2) a full service, controlled signalized access across from Cemetery Road (at Mile Post 12.24) along a future arterial road alignment; 3) a limited access point directly across from the current main Hospital entry (near Mile Post 12.39); and 4) access from Twin Oaks Drive, an existing local street.



LEBANON COMMERCIAL LAND STUDY SITE #1



LEBANON COMMERCIAL LAND STUDY

CITY OF LEBANON PLANNING COMMISSION STAFF REPORT

HIGHWAY ACCESS PLAN - SITE 2

Commercial Lands Study Site # 2
Total Land Area: 31 acres
Number of Parcels: 27

File #: CPA-95-4

Site Location: East of Highway 20, south of the Albany-Santiam Canal, east of the OERR tracks and north of Russell Drive

Current Zone Designation: County - UGM-10 and Heavy Industrial; City - Highway Commercial
Proposed Zone Designation: No change

Current Comprehensive Plan Designation: Commercial and Special Development District
Proposed Comprehensive Plan Designation: No change

BACKGROUND AND SITE DESCRIPTION

This is an underdeveloped area that currently has commercial development along Highway 20, residential development along Russell Drive and Industrial development in the northeast bordering the canal and railroad tracks. City services are currently limited to Highway 20 abutting properties. A lot of vacant land remains, most of the balance is a candidate for eventual re-development. Russell Drive is a county-standard road with substantial traffic. Most of the east portion of the site formerly contained a lumber mill and log pond. This site contains the last remaining wood-chip burning wigwam (inactive) in the Lebanon area.

PLANNING AND ZONING CONSIDERATION

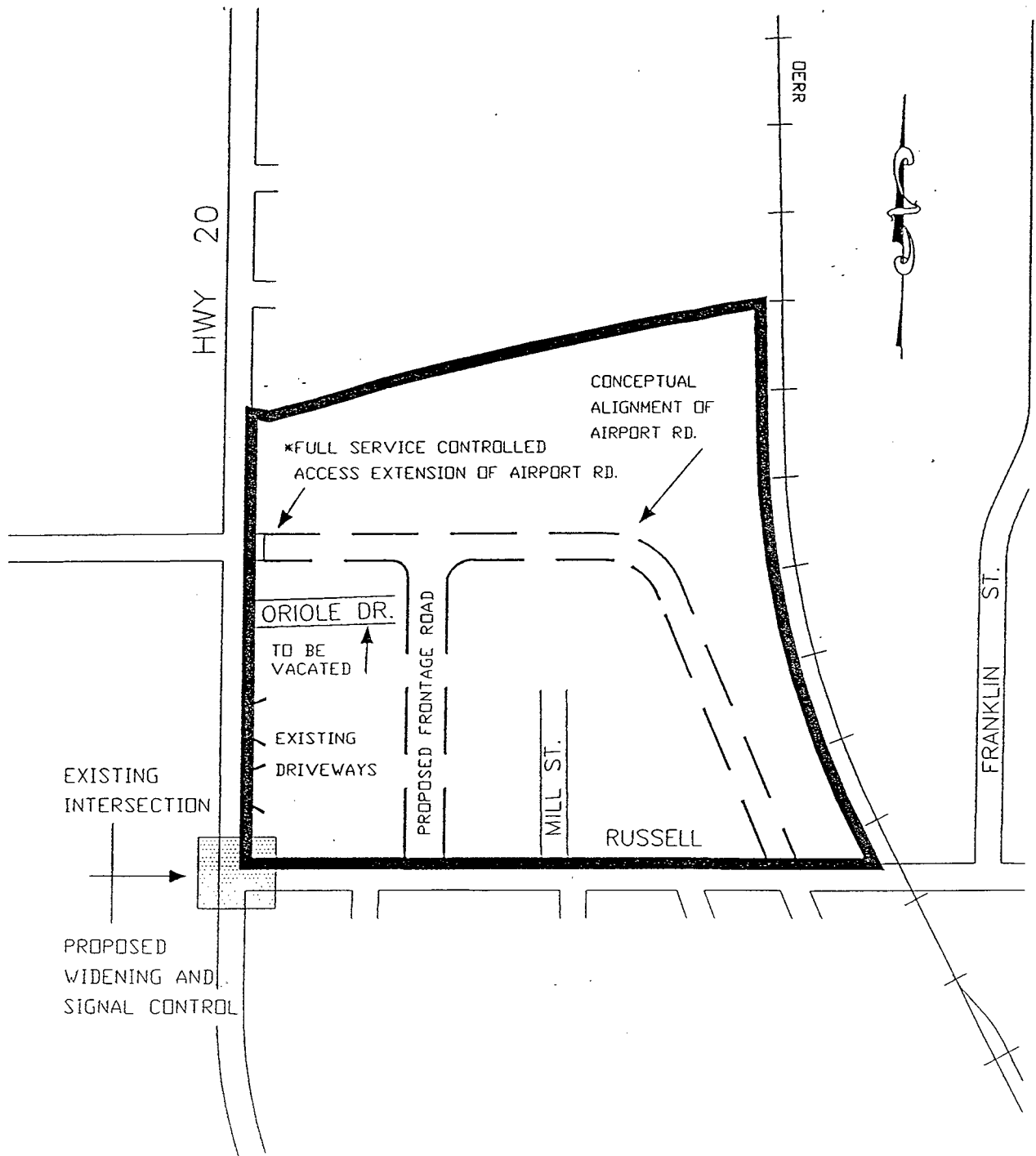
The redevelopment potential along with existing mixed uses is the reason why most of the site is designated currently as a Special Development District. The rest of the site abutting the highway is zoned and designated commercial. The City is currently reviewing a proposal for substantial commercial re-development of the west portion of the site. The City's Transportation Master Plan calls for an eastward extension of Airport Road (arterial) through the site eventually connecting with Russell Drive.

HIGHWAY ACCESS - ISSUES AND STATUS

A full service, controlled access to this site is proposed as the extension of Airport Road - a designated major arterial. A frontage road approximately 400 feet east of and parallel to Highway 20 linking Russell Drive and Airport Road is also proposed; this road will provide access to the vacant commercial properties along Highway 20 minimizing the need for additional highway access. Russell Drive intersecting with Highway 20 is proposed for 3-lane widening and future controlled, signal access. Oriole Drive, an existing unimproved short street, is proposed to be vacated and its highway access eliminated.



LEBANON COMMERCIAL LAND STUDY SITE #2



LEBANON COMMERCIAL LAND STUDY

CITY OF LEBANON PLANNING COMMISSION STAFF REPORT

HIGHWAY ACCESS PLAN - SITE 3

Commercial Lands Study Site # 3
Total Land Area: 28 acres
Number of Parcels: 8

File #: CPA-95-4

Site Location: North and east of Highway 20, south of Gilbert Street and east of the OERR tracks

Current Zone Designation: Highway Commercial and Limited Industrial
Proposed Zone Designation: Highway Commercial and Mixed Use

Current Comprehensive Plan Designation: Commercial and Light Industrial
Proposed Comprehensive Plan Designation: Commercial and Special Development District

BACKGROUND AND SITE DESCRIPTION

The proposed redesignation area consists of two large, vacant, industrial zoned parcels that function as a buffer zone separating the remaining industrial activity (GP hardboard mill) to the east from the commercial (and limited residential) development along Highway 20. The south part of the site abuts a vacant mill site that once was the world's largest plywood mill. Development of this transitional area has been limited by the lack of a good highway access and city services. Recent major commercial development (Wal-Mart) across the highway from this site has generated interest in the study site. This site most recently serves the circus/carnival when it visits town.

PLANNING AND ZONING CONSIDERATION

This site is unique in that it offers total visibility from the highway, has railroad access and abuts a vacant lumber mill. The odd triangular shape of the parcel as well as its limited width diminishes its potential as an industrial site. This site is the last large vacant parcel in city limits on the south side of town with commercial development potential. Lebanon's largest commercial centers are located across Highway 20 to the direct west and northwest from this site.

A very large amount of vacant, undeveloped, zoned and/or designated Limited Industrial property exists in the north and west portions of the UGB. These sites include both fully served and unserved (with infrastructure/utility) properties. Redesignating this site from Limited Industrial to Special Development District will not result in an inadequate amount of available Limited Industrial land.

HIGHWAY ACCESS - ISSUES AND STATUS

A number of special access considerations are involved with this site. Market Street, which was re-aligned during the development of Wal-Mart, is a recent signalized intersection that does not currently continue eastward across the highway and, in fact, such extension is currently blocked by a privately owned

commercial parcel. No additional signals will be allowed in this vicinity according to ODOT. The exclusive truck access to the industrial area is from an uncontrolled, industrial-size driveway in the middle of the site. This stretch of highway is an acceleration zone for outgoing, southbound traffic and a deceleration zone for northbound, incoming traffic. These conditions make across highway truck movements (left turns) and access difficult and at times dangerous.

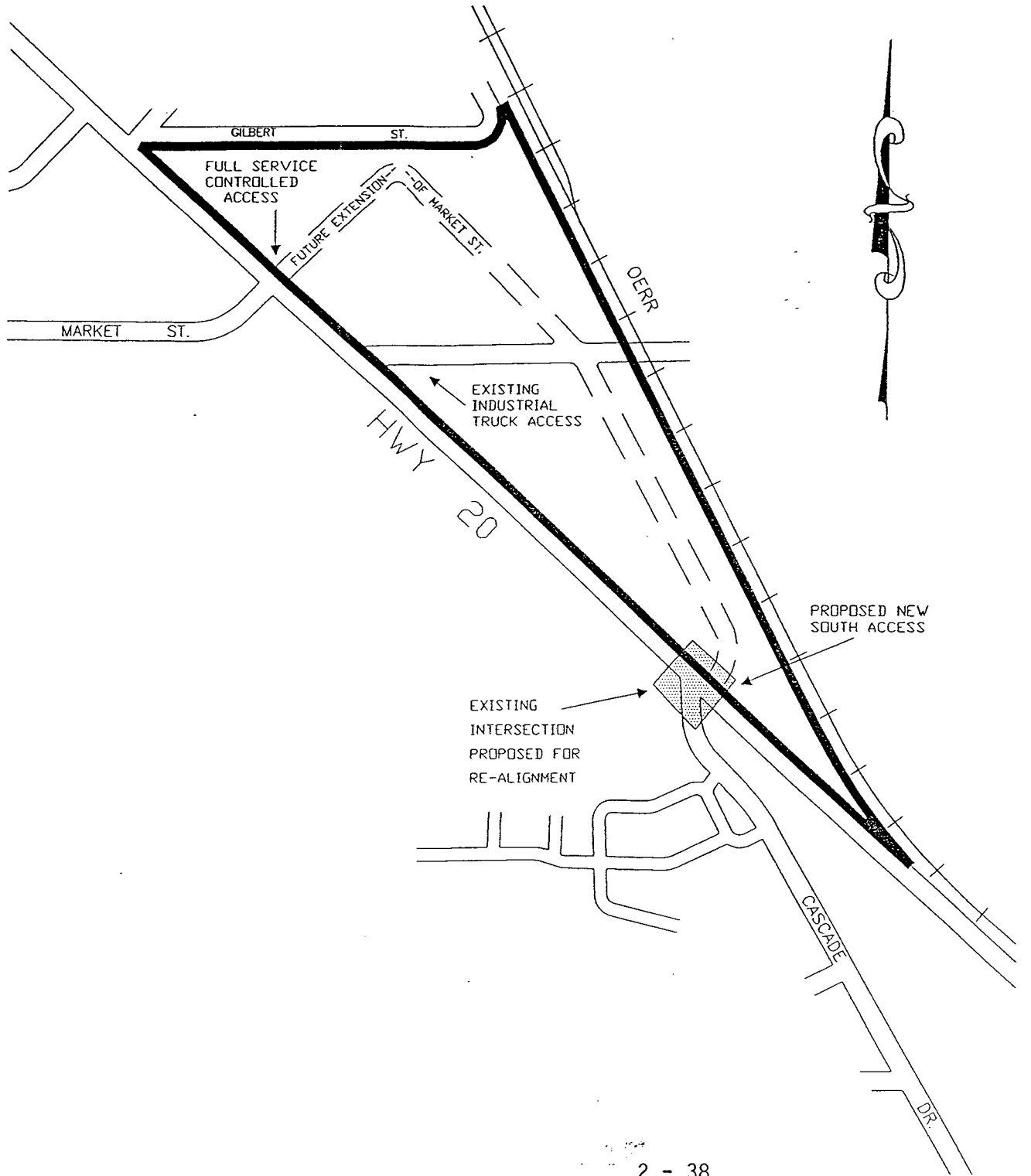
Discussions with ODOT staff have resulted in the following access proposal for this site:

1. Market Street will be extended eastward across the highway providing a full service, controlled access that can be used by industrial users (trucks) and future commercial users. It is noteworthy that the eastward extension of this existing controlled (signalized) intersection is important because no other signal (other than at the extreme south) would be permitted to serve this site due to the proximity of the Market Street signal;
2. The existing industrial truck access may remain but would become a much less used, right-in and right-out access; and
3. A possible new access to the site across from the existing intersection of Cascade Drive and Highway 20 (Mile Post 15.18) which is currently a dangerous high-use intersection that is proposed for future reconfiguration/reconstruction and a possible signal.



LEBANON COMMERCIAL LAND STUDY

SITE #3



LEBANON COMMERCIAL LAND STUDY

CITY OF LEBANON PLANNING COMMISSION STAFF REPORT

HIGHWAY ACCESS PLAN - SITE 4

Commercial Lands Study Site # 4
Total Land Area: 91.17 acres
Number of Parcels: 3

File #: CPA-95-4

Site Location: East of Highway 20, north of Weirich Road, west of the Albany-Santiam Canal and south of Cheadle Lake

Current Zone Designation: County - EFU-80
Proposed Zone Designation: Mixed Use

Current Comprehensive Plan Designation: General Industrial
Proposed Comprehensive Plan Designation: Special Development District

BACKGROUND AND SITE DESCRIPTION

This site is a relatively flat, large agricultural field that is in grass seed and strawberry production. Cheadle Lake abuts the north boundary including wetland areas and riparian vegetation zones. Industrial activities abut the south boundary next to Weirich Road. Cheadle Lake, the largest former log pond in the state, is a mapped wetland area on the National Wetland Inventory Map. This factor, the absence of city services, limited highway access, and changes in the industrial character of the economy have all resulted in this site not being attractive to industrial development.

PLANNING AND ZONING CONSIDERATION

The special attributes of this site are the recreational potential offered by Cheadle Lake along with the access constraints to the highway. A local development group has proposed to recreationally develop the property including an RV park, sports complex, festival site and fishing lake. The Oregon Fishing Club has evaluated and aspires to develop the lake for sport fishing potential. The Lebanon Strawberry Festival is in desperate need of a new site and would like to locate here. The recently prepared Lebanon Parks Master Plan has proposed part of this site as a new city regional park focusing on a multiple sports complex. Various recent studies involving local economic diversification have identified tourism development including a destination facility and an RV Park as a top local priority. There is no other site in the Lebanon area that offers as much recreation/tourism development potential. The proposed development of this site includes blending all of these uses in a public/private partnership that serves the entire community. On behalf of this initiative, the City has secured grant funding to conduct technical studies regarding the feasibility of developing the site. These studies include a Traffic Impact Analysis (access study), wetlands evaluation, infrastructure engineering to extend services, the preparation of a site/architectural plan, and a biological/environmental assessment of Cheadle Lake and its surrounding riparian zone. These studies are in process and scheduled for completion in September.

HIGHWAY ACCESS - ISSUES AND STATUS

Access to this rather large site is very limited and problematic. City staff have worked with ODOT staff regarding the nature of a Traffic Impact Analysis which is required for any proposed highway access. ODOT staff have requested that the Impact Analysis address the operations and function of the Highway 20 intersection with Weirich and Crowfoot Roads.

The primary highway access constraints involve limited sight distance on the highway (nearby curve, high road speeds) and the required railroad crossing as part of the highway access. Although the highway is improved to 4 lanes with a center refuge lane, a right turn egress lane is desirable yet not possible due to the railroad tracks.

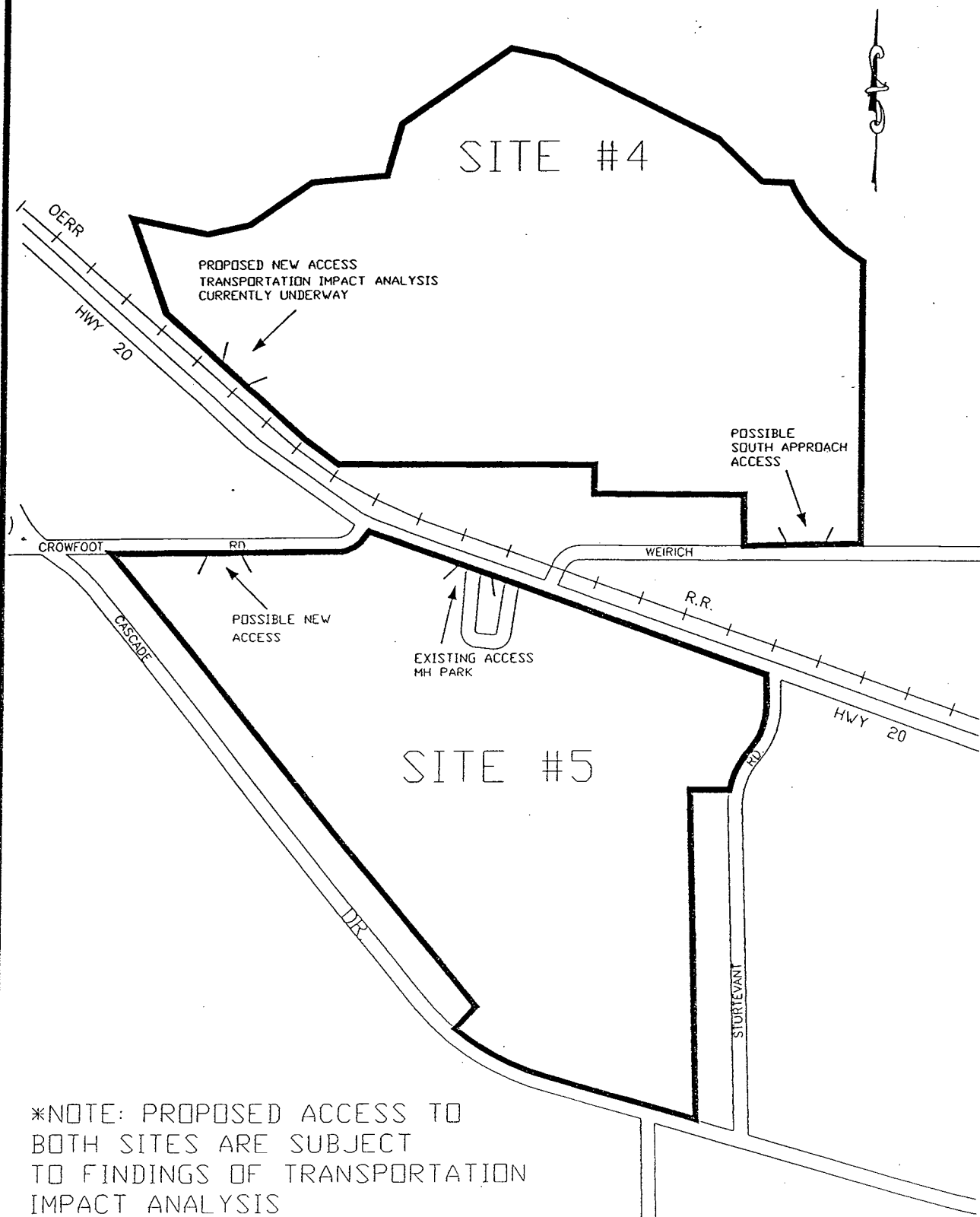
Access to the site from Weirich Road is problematic because such access would not be visible from the highway and more significantly due to the fact that the existing lumber mill there operates on both sides of Weirich Road and essentially treat it as a driveway, driving loaded fork lifts back and forth across the road. Both the marketplace (users) and emergency services (fire, police) have identified the absolute necessity of multiple access points to this proposed facility.

In as much as the development proponents propose a large limited and uncontrolled access near Mile Post 15.75, a professionally prepared Traffic Impact Analysis incorporating all ODOT highway access policies and requirements is underway to determine the feasibility of highway access to this site. **Given the fact that this analysis is underway, the City is not proposing any specific highway access to Sites 4 and 5 as the Traffic Impact Analysis will do so in a much more rigorous fashion.** The City awaits the findings of the Traffic Impact Analysis prior to proposing access locations and controls for these sites.



LEBANON COMMERCIAL LAND STUDY

SITES #4 & #5



LEBANON COMMERCIAL LAND STUDY

CITY OF LEBANON PLANNING COMMISSION STAFF REPORT

HIGHWAY ACCESS PLAN - SITE 5

Commercial Lands Study Site # 5
Total Land Area: 81 acres
Number of Parcels: 5

File No.: CPA-95-4

Site Location: South of Crowfoot Road, southwest of Highway 20 and northeast of Cascade Drive

Current Zone Designation: UGM-10 and Light Industrial

Proposed Zone Designation: None

Current Comprehensive Plan Designation: Mixed Density Residential and Commercial

Proposed Comprehensive Plan Designation: No change

BACKGROUND AND SITE DESCRIPTION

This site is developed with limited industrial (auto wrecking yard and woodworking shop) and commercial (amusement center) uses as well as a manufactured home park - all of these uses abut Highway 20. The vast majority of the site is a vacant agricultural field.

PLANNING AND ZONING CONSIDERATION

This site is distant from city services and consequently has experience limited development. Current County zoning limits additional development at this time. Although somewhat distant from City activities and amenities, this site holds the potential for a large-scale residential development for sometime in the future. It represents the largest undeveloped residentially designated parcel abutting Highway 20 on the south part of town.

HIGHWAY ACCESS - ISSUES AND STATUS

Highway access to this site is limited and constrained due to the peculiar configuration of the Highway 20/Crowfoot/Weirich Road intersection. Because this intersection is subject to a Traffic Impact Analysis currently underway, the City is not proposing any specific highway access to this site at this time. The findings of the Traffic Impact Analysis will provide guidance regarding future highway access to this site.

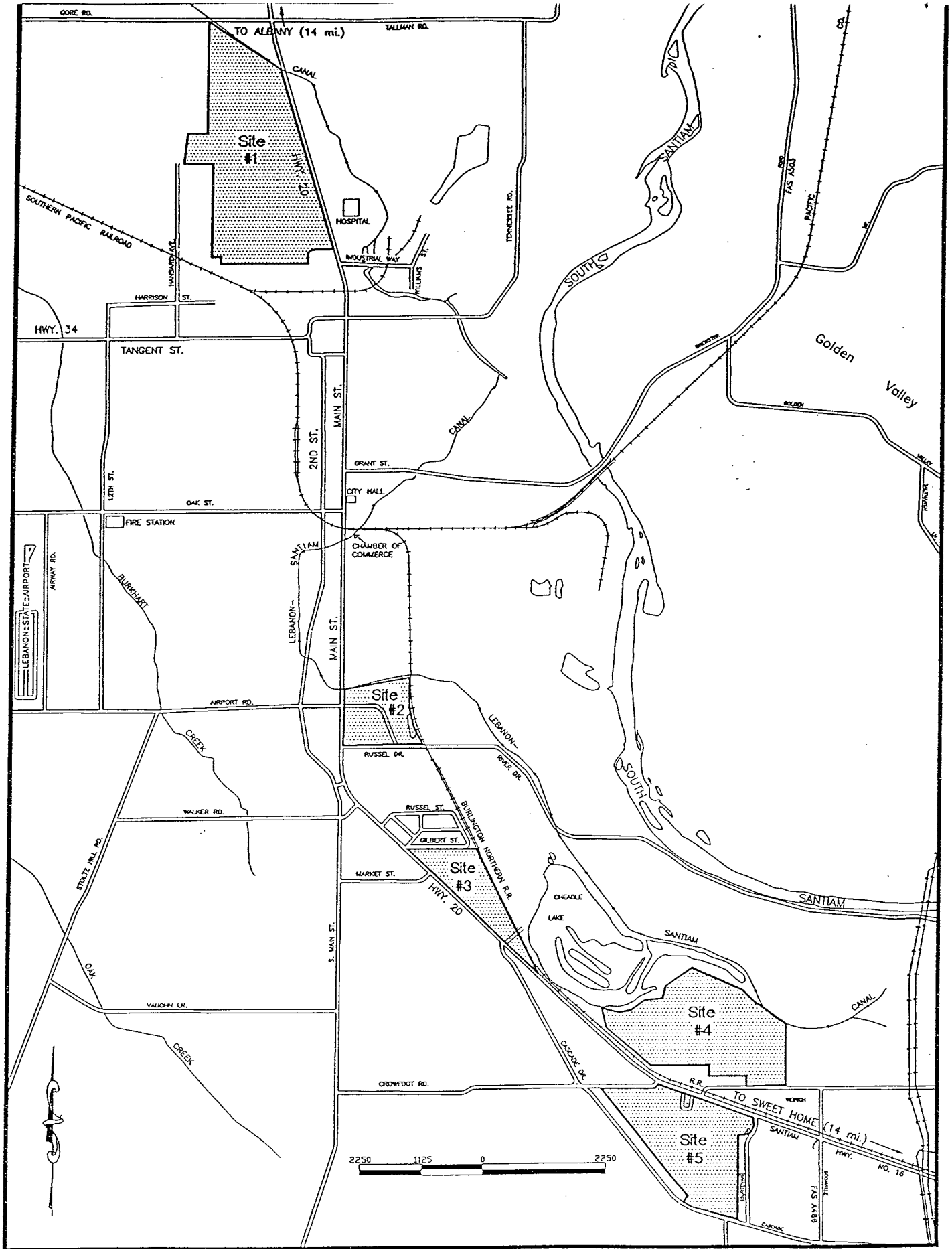
SUMMARY

The proposed Highway Access Plans will provide guidance for future access improvements to major vacant sites abutting Highway 20. These access plans were prepared according to the directives of the ODOT Access Management Manual in cooperation with ODOT staff. Proposed access locations will promote safe new access to sites that minimize conflicts with traffic movement and existing access locations. These plans can be used to expedite the ODOT issuance of highway access permits and to assist in site planning and development.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission recommend to the City Council that the proposed Highway Access Plans be adopted as an amendment to the Comprehensive Plan. This plan will be used in the same capacity as adopted facility plans in providing guidance for future site and infrastructure improvements.

/arg



RESOLUTIONS WILL BE HAND CARRIED TO THE MEETING.

AGENDA ITEM 3



CITY OF LEBANON

MEMORANDUM

TO: Joseph A. Windell
City Administrator

DATE: September 22, 1995

FROM: James P. Ruef
Director of Public Works

SUBJECT: Award of Bid - City Shop Paving and Fence

Staff has received bids for most of the remaining shop site work. This includes paving, driveways, fencing and sidewalks. The apparent low bidder is John McGregor Construction (GKB) with a bid of \$154,002.65. I concur with the recommendation of Charles Eaton, Senior Engineer, to award the bid to GKB which would include Option A (early completion) and Alternatives H (plastic slats in the fence) and I (welded wire fabric in the concrete floor slabs instead of rebar).

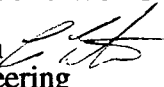
dm



CITY OF LEBANON

MEMORANDUM

TO: James Ruef, Director of Public Works
Director of Public Works

FROM: Charles Eaton 
Senior Engineering

SUBJECT: Bid Tabulation of Shop Site Phase I
Project #92726-44

DATE: September 15, 1995

This project is the fourth contract for the Maintenance Shop (Phase I) involving the construction of paving, sidewalks, driveways, and fencing.

Four bids were received for the project:

John McGregor Construction (GKB Construction)	\$157,102.65
Roger Langeliers Construction Co.	\$187,459.65
Kip Construction Company	\$196,642.00
Alan Roth Construction	\$222,498.33

Evaluation of the bid documents resulted in the discovery of errors in Alan Roth Constructions bid on items no.8,10,11,12,16,17,& 23. These were all rounding errors and changed the base bid by \$29.33.

An error was also discovered in John McGregors bid documents and were also due to rounding. Items no.7,8,10,11,13,17, & 23. This changed the base bid by (\$.35). These errors did not result in any significant changes in the bid results. Evaluation of the bid documents resulted in no further errors or omissions, and all other submittals were in order.

Evaluation of Options and Alternatives resulted in the recommendation of acceptance of Option A and Alternatives H and I which results in a total contract value of \$154,002.65. The engineering estimate for this work is \$171,400.00. Therefore, I recommend award of this project to John McGregor Construction as revised.

Attachment

cc: Jim Clark, Engineering Division Manager
Tom McHill, City Attorney

CE:dw

CITY OF LEBANON
 MAINTENANCE SHOP SITE PHASE I
 PROJECT NUMBER 92726-44

NO.	BID ITEMS	UNITS	QUANT	Engineers Est.		John McGregor Construction		Roger Langeliers Construction		Kip Construction Company		Alan Roth Construction	
				UNIT COST	TOTAL COST	UNIT COST	TOTAL COST	UNIT COST	TOTAL COST	UNIT COST	TOTAL COST	UNIT COST	TOTAL COST
****BASE BID****													
1	MOBILIZATION	L.S.	1	\$14,826.00	\$14,826.00	\$15,600.00	\$15,600.00	\$18,100.00	\$18,100.00	\$31,500.00	\$31,500.00	\$5,750.00	\$5,750.00
2	TEMP TRAFFIC CONTROL	L.S.	1	\$1,650.00	\$1,650.00	\$750.00	\$750.00	\$4,300.00	\$4,300.00	\$1,000.00	\$1,000.00	\$1,285.00	\$1,285.00
3	STREET PATCHING	S.Y.	260	\$48.00	\$12,480.00	\$14.40	\$3,744.00	\$18.00	\$4,680.00	\$27.00	\$7,020.00	\$15.40	\$4,004.00
4	STANDARD CURB AND GUTTER	L.F.	210	\$16.00	\$3,360.00	\$5.90	\$1,239.00	\$12.96	\$2,721.60	\$21.00	\$4,410.00	\$32.00	\$6,720.00
5	STANDARD STRAIGHT CURB	L.F.	650	\$12.00	\$7,800.00	\$8.10	\$5,265.00	\$9.61	\$6,246.50	\$18.00	\$11,700.00	\$27.50	\$17,875.00
6	8" P.C.C. VALLEY GUTTER (NON-SYM.)	L.F.	90	\$15.00	\$1,350.00	\$8.80	\$792.00	\$22.87	\$2,058.30	\$20.00	\$1,800.00	\$23.50	\$2,115.00
7	STANDARD P.C.C. SIDEWALK	S.Y.	125	\$26.00	\$3,250.00	\$17.10	\$2,137.50	\$27.54	\$3,442.50	\$33.00	\$4,125.00	\$20.72	\$2,590.00
8	8" P.C.C. DRIVEWAY	S.Y.	65	\$25.00	\$1,625.00	\$22.32	\$1,450.80	\$41.76	\$2,714.40	\$28.00	\$1,820.00	\$42.69	\$2,774.85
9	8" P.C.C. PAVING (4000PSI)	S.Y.	2800	\$20.00	\$56,000.00	\$22.32	\$62,496.00	\$34.74	\$97,272.00	\$28.00	\$78,400.00	\$39.50	\$110,600.00
10	6" REINFORCED P.C.C. (4000 PSI)	S.Y.	695	\$35.00	\$24,325.00	\$28.93	\$20,106.35	\$31.95	\$22,205.25	\$28.00	\$19,460.00	\$30.88	\$21,461.60
11	8" REINFORCED P.C.C. (4000 PSI)	S.Y.	80	\$45.00	\$3,600.00	\$29.23	\$2,338.40	\$46.17	\$3,693.60	\$32.00	\$2,560.00	\$41.62	\$3,329.60
12	6' DECORATIVE MASONRY/WOOD FENCE	L.F.	196	\$85.00	\$16,660.00	\$57.75	\$11,319.00	\$13.00	\$2,548.00	\$90.00	\$17,640.00	\$56.08	\$10,991.68
13	6' DECORATIVE WOOD FENCE	L.F.	78	\$20.00	\$1,560.00	\$33.70	\$2,628.60	\$15.00	\$1,170.00	\$14.00	\$1,092.00	\$33.00	\$2,574.00
14	6' PLAIN WOOD FENCE	L.F.	26	\$10.00	\$260.00	\$31.00	\$806.00	\$14.00	\$364.00	\$13.00	\$338.00	\$31.00	\$806.00
15	CL-6 FENCE	L.F.	300	\$8.00	\$2,400.00	\$13.10	\$3,930.00	\$8.00	\$2,400.00	\$7.00	\$2,100.00	\$13.00	\$3,900.00
16	CL-6 FENCE WITH CEDAR SLATS	L.F.	223	\$30.00	\$6,690.00	\$36.00	\$8,028.00	\$13.00	\$2,899.00	\$12.00	\$2,676.00	\$38.50	\$8,585.50
17	STAIN CEDAR FENCING	L.F.	441	\$4.00	\$1,764.00	\$1.75	\$771.75	\$4.50	\$1,984.50	\$1.00	\$441.00	\$2.85	\$1,256.85
18	4 X 72" CL SINGLE GATE	EA.	1	\$300.00	\$300.00	\$534.00	\$534.00	\$125.00	\$125.00	\$125.00	\$125.00	\$504.00	\$504.00
19	5' X 72" SC SINGLE GATE	EA.	1	\$300.00	\$300.00	\$534.00	\$534.00	\$135.00	\$135.00	\$135.00	\$135.00	\$504.00	\$504.00
20	16' X 72" CANTILEVER GATE W/ CEDAR SLATS	EA.	2	\$1,600.00	\$3,200.00	\$1,839.00	\$3,678.00	\$1,400.00	\$2,800.00	\$1,300.00	\$2,600.00	\$1,850.00	\$3,700.00
21	28' X 72" CL CANTILEVER GATE W/CEDAR SLATS	EA.	1	\$2,800.00	\$2,800.00	\$3,145.00	\$3,145.00	\$2,000.00	\$2,000.00	\$2,000.00	\$2,000.00	\$3,145.00	\$3,145.00
22	28' X 72" CL DBL CANTILEVER GATE W/CEDAR SLATS	EA.	1	\$3,000.00	\$3,000.00	\$4,778.00	\$4,778.00	\$2,500.00	\$2,500.00	\$2,600.00	\$2,600.00	\$5,345.00	\$5,345.00
23	1" ELECTRICAL CONDUIT	L.F.	275	\$8.00	\$2,200.00	\$3.75	\$1,031.25	\$4.00	\$1,100.00	\$4.00	\$1,100.00	\$9.75	\$2,681.25
					<u>BASE BID</u>	<u>\$171,400.00</u>	<u>\$157,102.65</u>	<u>\$187,459.65</u>	<u>\$196,642.00</u>	<u>\$222,498.33</u>			
****BID OPTIONS****													
A.	COMPENSATION FOR EARLY COMPLETION	L.S.	1	\$5,000.00	\$5,000.00	\$5,500.00	\$5,500.00	\$10,000.00	\$10,000.00	\$25,000.00	\$25,000.00	\$27,531.00	\$27,531.00
B.	FURNISH & INSTALL DBL GATE	L.S.	1	\$14,400.00	\$14,400.00	\$19,875.00	\$19,875.00	\$14,000.00	\$14,000.00	\$13,900.00	\$13,900.00	\$16,942.00	\$16,942.00
C.	FURNISH & INSTALL GATE	L.S.	1	\$7,200.00	\$7,200.00	\$11,595.00	\$11,595.00	\$7,000.00	\$7,000.00	\$6,900.00	\$6,900.00	\$9,912.00	\$9,912.00
D.	FURNISH & INSTALL LOOP DETECTORS	EA.	2	\$1,400.00	\$2,800.00	\$1,875.00	\$3,750.00	\$100.00	\$200.00	\$100.00	\$200.00	\$1,823.00	\$3,646.00
E.	FURNISH & INSTALL RECVR AND ANTENNA	L.S.	1	\$200.00	\$200.00	\$408.00	\$408.00	\$100.00	\$100.00	\$100.00	\$100.00	\$355.00	\$355.00
F.	FURNISH & INSTALL 2-CHANNEL TRANS.	EA.	6	\$25.00	\$150.00	\$39.00	\$234.00	\$100.00	\$600.00	\$30.00	\$180.00	\$35.00	\$210.00
G.	RED. EST. QTY OF 8" PCC PAVING	S.Y.	-1100	\$20.00	(\$22,000.00)	\$18.22	(\$20,042.00)	\$32.00	(\$35,200.00)	\$28.00	(\$30,800.00)	\$35.00	(\$38,500.00)
H.	SUB PLASTIC SLATS IN LIEU OF CEDAR	L.S.	1	(\$1,000.00)	(\$1,000.00)	(\$3,400.00)	(\$3,400.00)	(\$500.00)	(\$500.00)	\$0.00	\$0.00	(\$3,200.00)	(\$3,200.00)
I.	SUB 6X12 WELDED WIRE FABRIC	L.S.	1	(\$1,000.00)	(\$1,000.00)	(\$5,200.00)	(\$5,200.00)	(\$500.00)	(\$500.00)	\$0.00	\$0.00	(\$2,500.00)	(\$2,500.00)

AGENDA ITEM 4



CITY OF LEBANON

MEMORANDUM

TO: MAYOR AND CITY COUNCIL

DATE: SEPTEMBER 22, 1995

FROM: JOSEPH A. WINDELL, CITY ADMINISTRATOR

SUBJECT: CENTURY PARK GRANT AGREEMENT

Enclosed is a copy of the Intergovernmental Agreement that the County Commissioner will approve Wednesday morning, September 27. I will have the approved copy for the Council meeting.

Tom will be reviewing this between now and the meeting.

/arg

INTERGOVERNMI

Post-It* Fax Note	7671	Date	9/21/95	# of pages	13
To	Joe Windell	From	Roxanne Summers		
Co./Dept.	Lebanon	Co.			
Phone #		Phone #	924-8467		
Fax #	451-1210	Fax #			

This Intergovernmental Agreement made and entered into on _____, 1995, by and between the CITY OF LEBANON, a municipal Corporation, organized and existing under the laws of the State of Oregon, hereinafter called "City" and LINN COUNTY, a political subdivision of the State of Oregon, hereinafter called "County".

RECITALS

The State of Oregon has declared it to be a matter of state-wide concern to promote intergovernmental cooperation for the purposes of furthering economic growth and efficiency in local government.

Oregon Statutes grant general authority for intergovernmental agreements by units of local government pursuant to the provisions of ORS 190.010 et seq., and;

City and County have deemed it to be to their mutual advantage and to the best interest of their respective constituencies to enter into this Intergovernmental Agreement to proceed with the Linn County Tourism Coalition Community Action Package projects, hereinafter called "projects" funded through the USDA Forest Service Rural Community Assistance Programs.

NOW, THEREFORE, in consideration of the recitals above and the mutual covenants, terms and provisions set forth below, the parties agree as follows:

SECTION 1. SCOPE OF AGREEMENT

- A. This Agreement between County and the City, shall be for the purpose of providing grant funds to the City in the amount of \$20,000. These grant funds are dependent upon the City's ability to provide match of \$5,000.
- B. The use of these funds is expressly limited to cover contractual services to construct the Lebanon Century Park Playground. This project shall follow the scope of the project description in the USDA Forest Service grant application titled WORK PROGRAM NARRATIVE (provided as Attachment A).

SECTION 2. OTHER PROVISIONS

- A. Contract Period: This agreement shall become effective September 1, 1995 and shall conclude July 15, 1996. Costs incurred prior to the date of this agreement are not reimbursable. By the termination date, all project activities shall be completed, including submission of all payment requests.
- B. Termination: This agreement may be terminated by either party. Suspension in whole, or in part, of this agreement by either party will require fifteen (15) days written notice to the other party.
- C. Assignability: This contract is for the benefit of the parties hereto. It shall not be assigned, transferred, or pledged by either party without the prior written consent of the remaining parties.

- D. **Legal responsibility:** The City shall comply with all state and federal laws, regulations, policies, guidelines, and requirements, including the USDA Forest Service Standard Terms and Conditions (provided as Attachment B) in relation to the use of these funds.
- E. **Procurement:** Contractors shall be selected through acceptable procurement processes. The City shall provide written documentation of the procurement process to the County or its agent prior to release of any funds.
- F. **Payments by the City:** The City shall make payments promptly, as due, to all persons supplying to the City labor or materials for the prosecution of the work provided for in the agreement. If the City fails to make prompt payment of any claim for labor or services furnished in connection with this contract, the County may pay the claim and charge the amount to funds due or to become due to the City. The City shall not permit any lien or claim to be filed or prosecuted against the County on account of any labor or material furnished.
- G. **Payments to the City by the County:** The City may submit payment requests to the County, with a copy to its agent, by the 5th of each month based on costs incurred up to that date. The County will disburse funds to the City by the 5th of the following month. A one page final report summarizing the accomplishments of the project shall be submitted by the City to the County or its agent prior to disbursement of the final payment.
- H. **Evaluation of Performance:** The USDA Forest Service and/or the County may evaluate the performance of the City in meeting contractual responsibilities on a periodic basis. The City shall, upon request, provide these entities access to all records, books, papers, and documents related to this grant.
- I. **Amendment:** Any amendment to this agreement shall be in writing and signed by authorized representatives of both parties.

IN WITNESS WHEREOF, the parties hereto each herewith subscribe the same in duplicate.

 William R. Wagner
 Executive Director
 Oregon Cascades West
 Council of Governments

 Bob Smith
 Mayor
 City of Lebanon

Date: _____

Date: _____

ATTACHMENT A
WORK PROGRAM NARRATIVE

4 - 4

WORK PROGRAM NARRATIVE

Project Description

This Community Action Program includes the development of ten different tourism oriented projects located throughout Linn County. A map noting the location of these projects is provided in the Attachments. The following is a brief summary of the scope of the projects proposed for funding in this package.

Bohemia Hall Covered Bridge Reconstruction: This 120-foot long, double Howe truss span bridge has been dismantled, inventoried, and moved to storage for planned assembly in a park adjacent to the planned Linn County Fair/Exposition site. Visible from the Interstate 5 Freeway, the bridge when completed will serve as the likely starting point for Linn's Covered Bridge Tours, a large tourist draw for outlying Linn County.

The Albany Jaycees and the Oregon Army National Guard Engineering Battalion have been donating their time to the reconstruction of the bridge, and are currently underway with necessary concrete work. The project proposed for USFS funding would include the purchase of the timbers (bridge structure, bottom bracing, portals, roof bearing) needed to reconstruct the bridge and, pending the cost of these timbers at time of funding award, the purchase of cedar siding. The City of Albany Parks and Recreation Department is prepared to provide a cash match of \$2,500 toward this project.

Brownsville Victorian-style Street Lighting: With an emphasis on heritage tourism in Linn County, the City of Brownsville has adopted goals and policies in its Comprehensive Plan denoting the downtown area as "Historical Old Town". Efforts to provide a turn-of-the-century ambiance in this area have included restoration of commercial structures, County assistance to rebuild Main Street, development of public green spaces, and two phases of Victorian-style street light installation. These improvements have helped to attract movie productions and tourists to the downtown area.

This project would include the site preparation (sidewalk areas must be removed and replaced), purchase and installation of five additional lights consistent with existing lighting. This project was proposed by the Brownsville Community Chamber in cooperation with the City of Brownsville. The City has committed \$10,200 as match for this project.

Halsey Memorial Park Rehabilitation: The City of Halsey's 1879 Memorial Park, located adjacent to Highway 99E, serves as a gateway to the City and the only community park in the area. Lack of irrigation has provided limited greenery in this public space, greatly reducing its potential appeal and use. A recently completed Park Plan calls for several phases of development, including significant landscaping, installation of toddler play equipment, a fitness trail, a gazebo and other amenities.

This project would provide the first phase of park rehabilitation - the installation of an irrigation system, electrical services for future lighting, and the first phase of lighting fixtures. A Park Committee is prepared to oversee the project. A local utility is donating trenching services, and the City's Public Works staff providing labor for installation of irrigation and electric lines.

Harrisburg Riverfront Park Improvements: As a part of their strategic planning process, the residents of Harrisburg noted a potential asset in their community - neglected land alongside their commercial center, adjacent to the Willamette River. The community actively developed a plan for improving this land, creating a vision that would make it the centerpiece of the commercial area, a tourist draw, and community events site. The community then stepped forward to implement the plan, beginning site work and development of a gazebo. With the 1994 award of a USFS grant, the community effort moved forward on a faster track, completing their gazebo project and a pergola. Utilizing local and State Marine Board funding they added ADA accessible restrooms in 1995.

The next phase of this truly community-based project is the division of the park from adjacent street lanes. The City has developed plans which call for curbing and a storm sewer system to tie into the existing roadway. This project would assist the City in the moving this phase of park development forward. Preliminary cost estimates place the total project at about \$40,000. To simplify audit requirements and reduce potential NEPA concerns, it is proposed that the scope of the USFS portion of the project be restricted to the curbing (placed on previously disturbed land), with a local funding match of about \$10,000.

Lebanon Century Park: The "Adopt A Park" project, sponsored through the Lebanon Chamber of Commerce, has been actively raising funds for the rehabilitation of a park located adjacent to their Boys and Girls Club. This grass roots effort includes the area Rotary, Optimists, Kiwanis, Senior Center, Boy Scouts, Boys and Girls Club, High School clubs, and many businesses.

This project proposes to purchase the planned play structures for the park area. The City of Lebanon has agreed to provide, as it's contribution to this community effort, funding of at least \$5,000.

Linn County's Sunnyside Park and Campground: This County-owned site, located at Foster Reservoir near Sweet Home, is a heavily used visitor destination. In 1993, the Park had almost 35,000 visitors, the vast majority coming from outside of Linn County. Accommodating more visitors, and extending their length of stay, is believed to have significant impacts on the Sweet Home economy.

To provide more extensive use of the park, especially by family groups, the County has proposed the installation of play equipment. This project would utilize USFS funds to purchase the play equipment, which would be installed in a previously disturbed area by County Parks Department staff.

Lyons City Park Rehabilitation: The City of Lyons Park is located adjacent to the City Hall and Library. This site is in a very visible area of the City, and is in close proximity to the business district. The park has had limited development, and is fairly uninviting in its present condition. The need to improve this site is consistent with the goals of the North Santiam Canyon Economic Development Strategy.

The proposed project would provide a revitalized park area with new playground equipment, repaired fencing, increased lighting, and landscaping improvements. A community group has formed with the expressed purpose of implementing this project. Commitment by this group will provide most of the labor required to renovate the park area, as well as some material donations.

Mill City Kimmel Park Playground: The North Santiam Canyon Economic Development Committee has been actively working to provide amenities that will attract additional tourist trade. Mill City's Kimmel Park, located alongside the North Santiam River, is seen as a major attribute of the region which could be used as an anchor for other tourist draws. The installation of play equipment was found to be a very high priority in the community survey conducted as a part of the City's Parks Master Plan development.

The project proposed would provide playground equipment and site framing materials, which would be installed by the City staff as an in-kind contribution. In addition, the City has agreed to provide match through oversight of the project implementation and acquisition of bark dust material.

Scio "New Face on Trash" Receptacles: With historic buildings, a scenic waterway, a museum, and a location near the center of Linn County's Covered Bridge Tour Route, Scio has the potential to attract a significant level of tourist trade. The City is currently developing a conceptual plan for the restoration of its commercial center.

This project would provide funding for the purchase of twelve attractive concrete and steel garbage receptacles. The City Public Works Staff will provide time to place the receptacles in public spaces in the City, and the City will also provide a cash match.

Sweet Home Visitor Information Kiosks: The City of Sweet Home has been a part of several recent visitor industry studies, all of which point to its potential to attract a strong tourist trade. The Sweet Home Economic Development Group, Inc. has spearheaded several improvement programs aimed at improving Sweet Homes image to these visitors. In addition, SHEDG has identified a need to provide additional visitor information.

This project would provide three visitor information kiosks at strategic locations in and adjacent to Sweet Home. Visitors utilizing recreation facilities east of the City, and pass-through motorists, will be exposed to the community's assets, attractions, and be encouraged to stop. It is expected that these kiosks will provide direct benefits to downtown businesses, as well as improve community image.

ATTACHMENT B

USDA FOREST SERVICE
STANDARD TERMS AND CONDITIONS

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ASSURANCES — CONSTRUCTION PROGRAMS

Note: Certain of these assurances may not be applicable to your project or program. If you have questions, please contact the Awarding Agency. Further, certain federal assistance awarding agencies may require applicants to certify to additional assurances. If such is the case, you will be notified.

As the duly authorized representative of the applicant I certify that the applicant:

1. Has the legal authority to apply for Federal assistance, and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project costs) to ensure proper planning, management and completion of the project described in this application.
2. Will give the awarding agency, the Comptroller General of the United States, and if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the assistance; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
3. Will not dispose of, modify the use of, or change the terms of the real property title, or other interest in the site and facilities without permission and instructions from the awarding agency. Will record the Federal interest in the title of real property in accordance with awarding agency directives and will include a covenant in the title of real property acquired in whole or in part with Federal assistance funds to assure nondiscrimination during the useful life of the project.
4. Will comply with the requirements of the assistance awarding agency with regard to the drafting, review and approval of construction plans and specifications.
5. Will provide and maintain competent and adequate engineering supervision at the construction site to ensure that the complete work conforms with the approved plans and specifications and will furnish progress reports and such other information as may be required by the assistance awarding agency or State.
6. Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
7. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
8. Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§ 4728-4763) relating to prescribed standards for merit systems for programs funded under one of the nineteen statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).
9. Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§ 4801 et seq.) which prohibits the use of lead based paint in construction or rehabilitation of residence structures.
10. Will comply with all Federal statutes relating to non-discrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686) which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. § 794) which prohibit discrimination on the basis of handicaps; (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§ 6101-6107) which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 93-255), as amended, relating to non-discrimination on the basis of drug abuse; (f) the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. § 3601 et seq.), as amended, relating to non-discrimination in the sale, rental or financing of housing; (i) any other non-discrimination provisions in the specific statute(s) under which application for Federal assistance is being made, and (j) the requirements on any other non-discrimination Statute(s) which may apply to the application.

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Prescribed by OMB Circular A-102

Authorized for Local Reproduction

11. Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) which provides for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal and federally assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases.
12. Will comply with the provisions of the Hatch Act (5 U.S.C. §§ 1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.
13. Will comply, as applicable, with the provisions of the Davis-Bacon Act (40 U.S.C. §§ 276a to 276a-7), the Copeland Act (40 U.S.C. § 276c and 18 U.S.C. § 874), the Contract Work Hours and Safety Standards Act (40 U.S. §§ 327-333) regarding labor standards for federally assisted construction subagreements.
14. Will comply with the flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
15. Will comply with environmental standards which may be prescribed pursuant to the following: (a) institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514; (b) notification of violating facilities pursuant to EO 11738; (c) protection of wetlands pursuant to EO 11990; (d) evaluation of flood hazards in floodplains in accordance with EO 11988; (e) assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§ 1451 et seq.); (f) conformity of Federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. § 7401 et seq.); (g) protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended, (P.L. 93-523); and (h) protection of endangered species under the Endangered Species Act of 1973, as amended, (P.L. 93-205).
16. Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§ 1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
17. Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. 470), EO 11593 (identification and preservation of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. 469a-1 et seq.).
18. Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act of 1984.
19. Will comply with all applicable requirements of all other Federal laws, Executive Orders, regulations and policies governing this program.

SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL		TITLE	
APPLICANT ORGANIZATION		DATE SUBMITTED	

CERTIFICATION REGARDING
 DRUG-FREE WORKPLACE REQUIREMENTS (GRANTS)
 ALTERNATIVE I - FOR GRANTEEES OTHER THAN INDIVIDUALS

This certification is required by regulations implementing Sections 5151-5160 of the Drug-Free Workplace Act of 1988 (Pub. L. 100-690, Title V, Subtitle D; 41 U.S.C. 701 et seq.), 7 CFR Part 3017, Subpart F, Section 3017.600, Purpose. The January 31, 1989, regulations were amended and published as Part II of the May 25, 1990 Federal Register (pages 21681-21691). Copies of the regulations may be obtained by contacting the Department of Agriculture agency offering the grant.

(BEFORE COMPLETING CERTIFICATION, READ INSTRUCTIONS ON PAGE 3)

Alternative I

- A. The grantee certifies that it will or will continue to provide a drug-free workplace by:
- (a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
 - (b) Establishing an ongoing drug-free awareness program to inform employees about--
 - (1) The dangers of drug abuse in the workplace;
 - (2) The grantee's policy of maintaining a drug-free workplace;
 - (3) Any available drug counseling, rehabilitation, and employee assistance programs; and
 - (4) The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace;
 - (c) Making it a requirement that each employee to be engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
 - (d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will--
 - (1) Abide by the terms of the statement; and
 - (2) Notify the employer in writing of his or her conviction for a violation of a criminal drug statute occurring in the workplace no later than five calendar days after such conviction;

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- (e) Notifying the agency in writing, within ten calendar days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction. Employers of convicted employees must provide notice, including position title, to every grant officer on whose grant activity the convicted employee was working, unless the Federal agency has designated number(s) of each affected grant;
- (f) Taking one of the following actions, within 30 calendar days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted--
 - (1) Taking appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; or
 - (2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitatio program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- (g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e) and (f).

(B) The grantee may insert in the space provided below the site(s) for the performance of work done in connection with the specific grant:

Place of Performance (Street address, city, county, State, zip code)

Check if there are workplaces on file that are not identified here.

Organization Name	Award Number or Project Name
Name and Title of Authorized Representative	
Signature	Date

Form AD-1049 (REV 5/90)

=====
Certification Regarding Lobbying

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Organization Name PR/Award Number or Project Name

Name and Title of Authorized Representative

Signature

U.S. DEPARTMENT OF AGRICULTURE

Certification Regarding Debarment, Suspension, and Other
Responsibility Matters - Primary Covered Transactions

This certification is required by the regulations implementing Executive Order 12549, Debarment and Suspension, 7 CFR Part 3017, Section 3017.510, Participants' responsibilities. The regulations were published as Part IV of the January 30, 1989, Federal Register (pages 4722-4733). Copies of the regulations may be obtained by contacting the Department of Agriculture agency offering the proposed covered transaction.

(BEFORE COMPLETING CERTIFICATION, READ INSTRUCTIONS ON NEXT PAGE)

- (1) The prospective primary participant certifies to the best of its knowledge and belief, that it and its principals:
 - (a) are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
 - (b) have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or Local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - (c) are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - (d) have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or Local) terminated for cause or default.
- (2) Where the prospective primary participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

Organization Name _____ PR/Award Number or Project Name _____

Name and Title of Authorized Representative _____

Signature _____ Date _____

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Form AD-1047 (2/99)

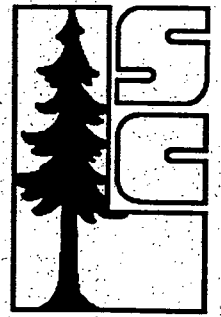
AGENDA ITEM 5



SENIOR AND DISABLED SERVICES

LEBANON SENIOR CENTER
585 PARK STREET
LEBANON, OREGON 97355

(503) 451-7481 Fax 258-7386



ADVISORY BOARD MEETING AUGUST 23, 1995

The meeting was called to order by Chairperson Maxine Gassner. All Advisory Board Members were present. Also in attendance was John Richard, Lebanon City Councilman and Lou Ann Grosch; Lebanon Senior Center Director.

Minutes of the June 21, 1995 and July 26, 1995 meetings were approved as written. Amanda Anderson noted that she was not absent from the June meeting, as reported in the minutes.

STAFF

SENIOR SERVICES TRUST

- ◆ Ending balance for July and August 1995, will be reported at the September 1995 meeting.
- ◆ The Annual Senior Services Trust Report was handed out and discussed. It will be published in the September Newsletter.

PROGRAMS/ACTIVITIES

- ◆ Donna Shewey, the NW Representative to the National Council on Aging, presented the program on Senior Center Accreditation. Accreditation is down the road about two years, however the Self-Assessment for Senior Center Standards and Guidelines will be the first step. We viewed a video "Senior Center Standards and Guidelines" produced by the National Council on Aging. Do's and don'ts were discussed on how to proceed with the first part of the accreditation process.
- ◆ Donna suggested 'DO' set a time frame for beginning and ending the self-assessment, normally six months to one year works best. Setting a start and stop date helps to recruit volunteers for the self-assessment committee, as members will need to know how much of their time will need to be set aside for this project. 'DON'T' drag out the self-assessment process too long, volunteer committee members will loose interest in the project.
- ◆ Donna said that the self-assessment committee volunteers can be anyone, but should encompass board members, staff members, community members and seniors. Seniors feel better about being part of their own destiny.
- ◆ 'DO' keep records of each committee meeting. If you have different committees taking separate sections, then select a chairman of each committee to keep records of each meeting.
- ◆ 'DON'T' go back to a section that has been completed. These sections should be over-viewed annually and reviewed every three years. Therefore, once completed a section need not be reviewed for at least another year.
- ◆ 'DON'T' tack the self-assessment time on to the regular monthly board meetings. Something always comes up in board meetings so no one is able to focus on the project at hand.
- ◆ 'DO' Set a time aside separately from the monthly board meetings to do the self-assessment.

- ◆ Donna highly recommended we 'DO' the self-assessment prior to new facility completion which will assist with marketing strategies (among other things), when asked if it needed to be done before the 'New' building is finished. Board members are extremely busy with this project.
- ◆ Completing the self-assessment will distinguish Lebanon Senior Center as a professional senior serving agency, vs. a group of seniors who get together for recreational purposes, as a club. It provides and substantiates credibility of the center (its programs, board, and staff) not to mention, may assist in vying for valued federal, state, and other grant funding.

CHAIRPERSON

UNFINISHED BUSINESS

- ◆ Community Business Representatives: Nominee Mary Blanchan, at the U.S. Bank, did not contact Margaret Spaeth regarding her nomination and Gene Shannon reported Claire Arnold from Speedway, will not be able to join us as he will be vacationing in the Canary Islands for one year.
- ◆ Maxine voiced the importance of finding Community Business Representatives and getting them appointed to the advisory board.

OPEN DISCUSSION

- ◆ Linda Learn thought the Memorial Designation Cards were good ideas and she would like several to hand out to people staying at the Oaks. It was suggested that funeral homes are also a good place to leave these cards.
- ◆ Lunch was delivered by Big Town Hero.

NEXT MEETING: WEDNESDAY, SEPTEMBER 27, 1995

LOCATION: Lebanon Senior Center, 10:00 am

AGENDA ITEM 6



CITY OF LEBANON

MEMORANDUM

TO: Joseph A. Windell, City Administrator

DATE: September 15, 1995

FROM: Walter R. Richmond, Chief of Police *WR*

SUBJECT: "COPS IN SHOPS"

Albany Police Department has initiated a program called "Cops in Shops". It is a nationwide program sponsored by the Century Council (this is a national not-for-profit organization of brewers, vintners, distillers and alcohol wholesalers who want to prevent the abuse and illegal use of alcohol). Posters are placed in licensed premises warning under age persons about attempting to purchase alcohol. Also, plain clothes officers/reserves, or OLCC personnel periodically work or patrol in the licensed premise.

This program has been in place in Eugene and Springfield for about two years. Springfield feels the posters in the stores are especially effective. Their plain clothes officers have not made a lot of apprehensions. The Oregon Liquor Control Commission supports this program. They will provide information and assist with initiating a program if we wish.

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