

LEBANON CITY COUNCIL MEETING
Wednesday, September 10, 2008
7:00 p.m.
(Santiam Travel Station - 750 3rd Street)

A G E N D A (Revised 9/9/08)

REGULAR SESSION - CALL TO ORDER/FLAG SALUTE

ROLL CALL

APPROVAL OF CITY COUNCIL MINUTES: Regular Session – August 13, 2008

CONSENT CALENDAR (Approve/Amend by Motion):

- City Council Agenda: September 10, 2008
- Accept: Parks Committee Tree Board Minutes – July 15, 2008
- Accept: Utility Easement – Weirich Rd.
- Appointment to Library Advisory Board: Kathy Pointer

CITIZEN COMMENTS – *Those citizens with comments concerning public matters may do so at this time. Please identify yourself before speaking and print your name and address on the sign-up sheet.*

ITEMS FROM COUNCIL

PRESENTATION: Special Presentation – Presented by John Hitt, City Manager

PUBLIC HEARINGS:

1) Proposed New URD – North Gateway

Presented by: Jeff Tashman, Consultant

Approval/Denial by ORDINANCE

2) Minor Amendments - NW Urban Renewal District

Presented by: Jeff Tashman, Consultant

Approval/Denial by ORDINANCE

3) Right of Way Vacation – Unimproved Ridgeway Drive

Presented by: Dan Grassick, Directory of Engineering/City Engineer

Approval/Denial by ORDINANCE

**4) Liquor License Application (Change of Ownership): Duffy’s Irish Pub,
679 S. Main St.**

Presented by: Mike Healy, Police Chief

Approval/Denial by MOTION

5) Liquor License Application (New Outlet): Sports Shack & Deli, 1250 E. Grant St.

Presented by: Mike Healy, Police Chief

Approval/Denial by MOTION

**6) Liquor License Application (Change of Ownership): Sherman Street Bar & Grill,
76 E. Sherman St.**

Presented by: Mike Healy, Police Chief

Approval/Denial by MOTION

REGULAR SESSION

7) Extended Enterprise Zone Benefit & Waiver – Wah Chang, Millersburg

Presented by: John Pascone, Zone Co-Mgr., President / John Hitt, City Manager

Approval/Denial by RESOLUTION

8) Lebanon Area Chamber of Commerce Tourism Agreement

Presented by: John Hitt, City Manager/Greg Nervino & Shelly Garrett, Chamber

Approval/Denial by MOTION

9) City Manager’s Report

Presented by: John Hitt, City Manager

DISCUSSION

ADJOURNMENT

Approval of Minutes

LEBANON CITY COUNCIL MEETING
MINUTES
August 13, 2008

Council Present: Mayor Ken Toombs and Councilors Bob Elliott, Floyd Fisher, Tim Fox, Don Thoma and Ray Weldon.

Staff Present: City Manager John Hitt, City Attorney Tom McHill, Finance Director Casey Cole, Police Chief Mike Healy, Public Works Director Jim Ruef, Senior Engineer Ron Whitlatch, Community Development Manager Walt Wendolowski and City Clerk/Recorder Linda Kaser.

CALL TO ORDER/FLAG SALUTE/ROLL CALL

Mayor Toombs called the Regular Session of the Lebanon City Council to order at 7:00 p.m. in the Santiam Travel Station Board Room. Roll call was taken; Councilor Grizzle was absent.

APPROVAL OF COUNCIL MINUTES – July 23, 2008

Councilor Fox moved, Councilor Thoma seconded, to approve the July 23, 2008 City Council Minutes as presented. The motion passed unanimously by roll call vote.

CONSENT CALENDAR

- ❖ City Council Agenda – August 13, 2008
- ❖ Accept Library Advisory Board Minutes – June 11, 2008
- ❖ Accept Library Advisory Board Minutes – July 23, 2008
- ❖ Accept Library Advisory Board Minutes – June 11, 2008
- ❖ Accept Easement – Public Access & Utilities (Queen Anne Apartments)
- ❖ Accept Irrevocable Petition for Public Improvement
- ❖ Accept Right-of-Way Vacation – Unimproved Ridgeway Drive

Councilor Elliott moved, Councilor Fisher seconded, to approve the Consent Calendar as presented. The motion passed with 4 yeas (Councilors Elliott, Fisher, Fox and Thoma) and 1 nay (Councilor Weldon).

CITIZEN COMMENTS - *There were no citizen comments.*

ITEMS FROM COUNCIL -

Councilor Weldon asked whether anyone else saw the news story about the Portland City Council threatening to close the Peterson store. He stated that he presumes the store leases the building from the City of Portland and questioned whether the Council is authorized to make certain restrictions. City Attorney McHill indicated that he has the feeling that it is a landlord/tenant relationship, but he would like to look into it more before commenting further. Council Weldon requested that McHill provide more information on this.

There were no further items from Council.

REGULAR SESSION

1) Approval to Award – Lebanon Rail Reload Facility

Senior Engineer Whitlatch requested that Council pass a motion to award the Rail Reload Facility project contract with the deductive alternate for fencing to Knife River Corporation for \$1,761,154.00. This deductive alternate will leave us with about a 5% contingency. Barring something unforeseen, the fence will likely be put back in.

In response to Mayor Toombs' question, Whitlatch indicated that the contract would not be awarded until Friday to allow for possible contesting. He does not anticipate this happening, so the project will probably begin at the beginning of September.

Councilor Fox moved, Councilor Thoma seconded, to award the Rail Reload Facility Project contract with the implementation of the deductive alternate for fencing to Knife River for the amount of \$1,761, 154. The motion passed unanimously by roll call vote.

2) Survey Services Contract for Westside Interceptor

Whitlatch requested that Council pass a motion to award the Engineering Services Agreement for surveying associated with the proposed Westside Interceptor project to Udell Engineering and Surveying for \$76,000, which falls within staff's rough estimate of \$50,000–\$100,000. Of the 20 proposals submitted, the reviewing staff unanimously recommended Udell Engineering because of their knowledge of the area. The City has also worked with them multiple times before.

Whitlatch showed the approximately 15,000 feet extension from 12th & Tangent Streets to Walker & Stoltz Hill Roads and indicated that construction will begin about 2011 or 2012.

Councilor Fox asked if the extension was originally routed down 12th Street. Whitlatch indicated that this was previously discussed, but the route shown was what has been in the plan for the last two years and what was shown to Council at the work session. We could not go down Tangent because preliminary investigations showed that we could not get under Burkhart Creek in that location, but the survey will show us more.

Councilor Fox moved, Councilor Elliott seconded, to award the Engineering Services Agreement for surveying associated with the proposed Westside Interceptor Project to Udell Engineering and Surveying for \$76,000. The motion passed unanimously by roll call vote.

3) Initiative 21 Overview (Building Permit Limitations)

City Manager Hitt reminded everyone that staff or Council is not allowed to advocate for or against this initiative.

Community Development Manager Wendolowski presented a brief overview of Initiative 21, which is currently on the November 4 [2008] Ballot as *Measure 63*. This measure seeks to allow an exemption to homeowners from obtaining building permits for projects valued at \$35,000 or less per year. This provision does not authorize constructing a home or addition that would add an extra story without a building permit. No matter what is done, setback requirements or height limitations cannot be exceeded.

Sellers would need to provide a detailed description of all improvements made without a building permit to potential buyers. The \$35,000 would be pegged to inflation so it would certainly go up over time. Any modification or improvements to electrical and wiring would need to be done or inspected by a licensed contractor. How the improvement is valued is not noted in this statute.

Although some may be speculation, comments from other building officials are listed in the memo. Staff's biggest concern is fire, life and safety. No matter how it is valued, \$35,000 can create quite a bit of improvements to a home. There are questions about fire and seismic issues: bedroom improvements with no egress, roof improvements being able to handle various loads, et cetera.

Another concern is how this will be enforced; more time will likely be spent on enforcement issues. Building officials may be going in after the fact for something valued less than \$35,000 which fails to comply with requirements.

He indicated that he did not do a financial analysis, but noted that a building permit for a simple single-family home amounts to about \$1,200 to \$1,500. Information about the financial aspect of this measure is provided by the State and is noted in the memo.

Councilor Weldon asked what the time period is for each incidence of \$35,000. Wendolowski indicated that this is set up at \$35,000 for each calendar year. He pointed out that the measure does not note whether it is simply the value of the cost of materials or whether it is the value of the end product. This will be adjusted by inflation but it was not determined whether the Consumers Price Index would be used or whether it will be different for different areas.

Mayor Toombs commented that during a discussion at the Oregon Mayor's Conference, a concern was raised that improvements could be made at the end of the year and then again at the beginning of the next year, so a house can literally be built over a period of possibly five years. Wendolowski added that there is also an element of a potential tax shift. Mayor Toombs remarked that there was a resolution against this measure at the Conference because of a lot of potential issues.

Mayor Toombs and Councilor Weldon thanked Wendolowski for providing this information.

4) City Manager's Report

Hitt provided a brief report on the following:

North Gateway – A smaller version of the proposed new North Gateway URD is now on the table (smaller area with fewer projects). The consultant is amending the URD plan and projections. This will tentatively be on the September 10 agenda.

COG Wetlands Group – COG is putting together a study group to look at the available amount of mid-Willamette Valley industrial land likely impacted by wetlands and the most appropriate response to deal with those impacted wetlands.

This could possibly include looking at establishing a regional wetlands bank that could allow wetlands credits at a somewhat lower price and a little more predictable process. They are also looking at ways to facilitate streamlining DSL's permit process. Unfortunately, the Army Corp of Engineers is not part of this group because they are a federal agency, but it is hoped that industries moving in will be able to deal with them in a more timely and cost-effective way.

Special City Council Meeting – There will be none.

LOC Annual Conference – The conference will be held in Salem on October 2-4. You may sign up online or contact Becky Hood if interested.

City Council Elections – The filing period closes on August 15 [2008] at 5:00 p.m.

Charter Lawsuit – An error was just recently caught. With most staff time included, but excluding four to five weeks of billings, litigation costs total \$69,700, not \$80,000 as was noted at the last Council meeting.

ADJOURNMENT

Mayor Toombs adjourned the meeting at 7:25 p.m.

[Meeting recorded and transcribed by Donna Trippett]

Kenneth I. Toombs, Mayor
Bob Elliott, Council President

ATTEST:

Linda Kaser, City Clerk/Recorder

Consent Calendar

- City Council Agenda: September 10, 2008
- Accept: Parks Committee Tree Board Minutes – July 15, 2008
- Accept: Utility Easement – Queen Anne Apartments
- Appointment to Library Advisory Board: Kathy Pointer



City of Lebanon
Parks Committee Tree Board

Meeting Minutes

July 15, 2008

MEMBERS PRESENT: John Dinges, Gary Heintzman, Mollie Kerins, Bob Elliott, Joan Williams, and Sally Skaggs

STAFF/ADVISORY PRESENT: Garry Black, and Shannon Muskopf

CALL TO ORDER: John Dinges, Chair called the meeting of the City of Lebanon Parks Committee Tree Board to order at 5:17 p.m. on June 17, 2008 in the Santiam Travel Station at 750 3rd Street.

APPROVAL OF MINUTES: The June 17, 2008 minutes were approved with corrections under the Tree Board section to Bruce Howe's name from the incorrect Howell and changing the word thy to they.

TREE BOARD: The Vista apartments across from Subway did not need a permit as the trees were not street trees.

John looked at the trees in Bruce Howe's neighborhood and stated that they were losing less than 1% of their leaves. He stated the trees are aged but still have years left in them.

PUBLIC COMMENT: none

BOYS AND GIRLS CLUB: Allen Stanley was not present to give an update.

CHEADLE LAKE RECREATION AREA UPDATE: Plans are in the works for installing boat docks. Continued work that implements the Cheadle Lake Master Plan is in process. The National Guard moved debris and built a berm along River Road.

The Lebanon Community Foundation has continued fencing. In addition, they have a park host on site due to all the vandalism and theft.

GRANT UPDATES: Rod is working on the Youth Legacy grant and the National Parks grant.

SUB COMMITTEE MEETINGS:

TRAILS COMMITTEE: The BLT Star Spangled Banner Celebration was a huge success. They received a lot of good public comment. In August they will be at the National Night Out and the Waldon Project Hike. BLT meetings are held the first Tuesday of every month.

BARK PARK: No update

PIONEER CEMETERY COMMITTEE: No update.

SKATE PARK: In August they are holding concerts in Ralston park accepting donations for the skate park.

WYNN MILL PARK GRAND OPENING: The grand opening was a success with over 50 people in attendance. Many good comments were received. Ron Baker from Rhodes Warden offered Rod some grass seed for the park.

POST HOST POSITION: A new couple was hired as park hosts. They will move in next week to Gills Landing and be here until October. The city is still recruiting for park hosts. There has been talk of creating a park ranger position.

PARK FACILITIES REPORT REVIEW: A handout was included in the packet. The vandalism in the park has become a daily event ranging from graffiti to damaging the facilities. The Booth Park playground has been completed.

TERM EXPIRATION: Sally's term expired on in September of 2007. It was thought that she had been reinstated but review of the past minutes showed this to be incorrect. Sally would like to complete the term that runs from September 2007 to September 2011. The mayor will need to reappoint and Garry and Shannon were not sure of the steps to take to do this and will confer with Rod.

GENERAL DISCUSSION: The excellent condition of the parks was discussed.


NEXT MEETING: The next Parks Committee Tree Board meeting is August 19, 2008 from 5:15 p.m. to 6:45 p.m. meeting at the Santiam Travel Station, 750 S. 3rd Street in Lebanon.

ADJOURN: There being no further business; John Dinges adjourned the Parks Committee Tree Board meeting at 5:40 p.m.



MEMORANDUM

Engineering Division

To:	Dan Grassick, PE Director of Engineering / City Engineer	Date: 8/11/08
From:	Shana Marquez, LSIT Engineer Technician III 	
CC:	Ed Patton, PE, PLS Senior Engineer	
Subject:	Public Utility Easement – Weirich Rd	

Attached are the easements needed as part of the Lebanon Fire Station and Weirich Road extension. These easements are needed to extended power along Weirich Rd.

These easement forms are presented for use during the next available City Council meeting.

EASEMENT FOR PUBLIC ACCESS AND UTILITIES

THIS AGREEMENT, made and entered into this 30 day of July, 2008 by and between Bender Real Estate LLC, herein called Grantors, and the CITY OF LEBANON, a Municipal corporation, herein called "City."

WITNESSETH:

That for and in consideration of the total compensation to be paid by the City, the Grantor does bargain, sell, convey and transfer unto the City of Lebanon, a perpetual and permanent easement and right-of-way, including the right to enter upon the real property hereinafter described, construct sidewalk, and to maintain and repair public utilities for the purpose of conveying public utilities services over, across, through and under the lands hereinafter described, together with the right to excavate and refill ditches and/or trenches for the location of the said public utilities and the further right to remove trees, bushes, under-growth and other obstructions interfering with the location and maintenance of the said public utilities.

This agreement is subject to the following terms and conditions:

- 1. The right-of-way hereby granted is described as follows: SEE "EXHIBIT A" and "EXHIBIT B" ATTACHED
2. The permanent easement described herein grants to the City and to its successors, assigns, authorized agents or contractors, the perpetual right to enter upon said easement at any time that it may see fit for construction, maintenance, evaluation and/or repair purposes.
3. The easement granted is in consideration of \$1.00, the receipt of which is hereby acknowledged, and in further consideration of the public improvements to be placed upon said property and the benefits Grantor may obtain therefrom. Nothing herein shall reduce or limit grantor's obligation to pay any costs or assessments which may result from the improvements.
4. The Grantor does hereby covenant with the City that Grantor is lawfully seized and possessed of the real property above described, has a good and lawful right to convey it or any part thereof, and will forever warrant and defend the title thereto against the lawful claims of all persons whomsoever.
5. Upon performing any maintenance, the City will make reasonable efforts to return the site to its original condition.
6. No permanent structure shall be constructed on this easement.

IN WITNESS WHEREOF, we have set our hands hereto this 30 day of July, 2008.

STATE OF OREGON)
County of Linn)ss.
City of Lebanon)
David C. Bender
Bender Real Estate LLC

IN WITNESS WHEREOF, we have set our hands hereto this ___ day of ___, 2008.

STATE OF OREGON)
County of Linn)ss.
City of Lebanon)
Ken Toombs, Mayor

GRANTOR(S)

Linda Kaser, City Recorder
GRANTEES

On the 30 day of July, 2008, personally appeared the within named David Bender who acknowledged the foregoing instrument to be a voluntary act and deed.

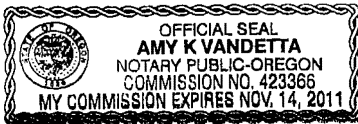
BEFORE ME: Amy Vandetta
NOTARY PUBLIC FOR OREGON

My commission expires: Nov. 14, 2011

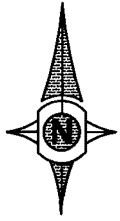
On the ___ day of ___, 2008, personally appeared ___ and LINDA KASER, who each being duly sworn, did say that the former is the ___ and the latter is the Recorder for the City of Lebanon, a Municipal Corporation, and that the seal affixed to the foregoing instrument was signed and sealed in behalf of said corporation by authority of its City Council, which accepted this easement on the ___ day of ___, 2008, and each of them acknowledged said instrument to be its voluntary act and deed.

BEFORE ME: ___
NOTARY PUBLIC FOR OREGON

My commission expires: ___



AREA RESERVED
FOR USE BY
LINN COUNTY RECORDER



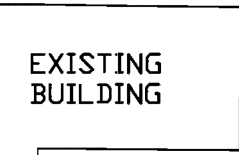
SCALE: 1" = 40'



PARCEL 2
PP 1999-41

PARCEL 1
PP 1999-41

DN2007-12366



EXISTING BUILDING

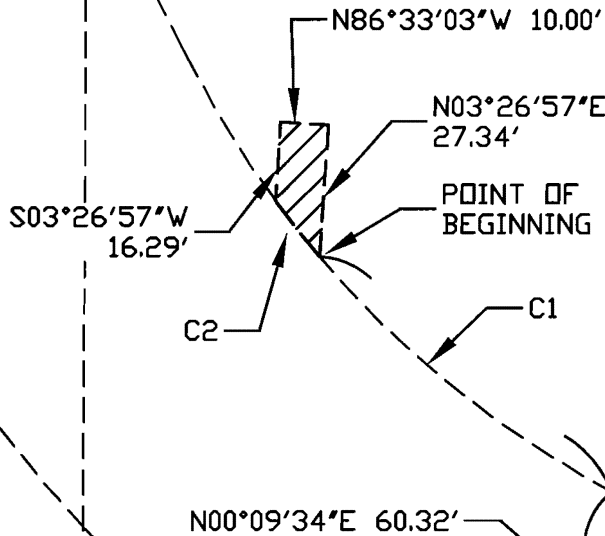
RICHMOND CHEADLE
DLC NO. 69

WEIRICH DRIVE
R/W = (50')

N89°04'31"W 1341.78'

FD 3-1/4" ALUM. CAP
IN BOX, HELD AS NW
CORNER OF DLC 79
REMON BOOK 15-15

CURVE TABLE				
CURVE	LENGTH	RADIUS	DELTA	CHORD
C1	78.30'	213.00'	21°03'42"	N51°15'00"W 77.86'
C2	14.90'	213.00'	04°00'29"	S38°42'55"E 14.90'



Date 07-18-08
 Project
 Drawn by GSG
 Checked by ASD

EASEMENT EXHIBIT "B"

**BENDER REAL ESTATE
LEBANON, OREGON**

**UDELL ENGINEERING
AND
LAND SURVEYING, LLC**
 63 EAST ASH ST.
 LEBANON, OREGON, 97356
 541-451-5125

SHEET 1
 of 1
 SCALE: AS NOTED

Power Guy Pole Easement

Legal Description

Exhibit A

An area of land in the Southeast 1/4 of the Southwest 1/4 of Section 24, Township 12 South, Range 2 West, Willamette Meridian, Linn County, Oregon being more particularly described as follows:

Beginning at a point bearing North $89^{\circ}04'31''$ West 1341.78 feet; North $00^{\circ}09'34''$ East 60.32 feet and thence along the arc of a 213.00 foot radius curve to the right 78.30 feet (chord bearing North $51^{\circ}15'00''$ West 77.86 feet) from the Northwest corner of the Daniel Simons DLC No. 79 in the Southeast 1/4 and Southwest 1/4 of Section 24, Township 12 South, Range 2 West, Willamette Meridian, Linn County, Oregon: thence North $03^{\circ}26'57''$ East 27.34 feet; thence North $86^{\circ}33'03''$ West 10.00 feet; thence South $03^{\circ}26'57''$ West 16.29 feet; thence along the arc of a 213.00 foot radius curve to the left 14.90 feet (chord bearing South $38^{\circ}42'55''$ East 14.90 feet) to the point of beginning.



August 14, 2008

Mayor Ken Toombs,

As the secretary for the Library Advisory Board for the Lebanon Public Library, I am forwarding the Board's recommendation for the appointment of Kathy Pointer to a four year term on the Lebanon Public Library Advisory Board.

Kathy Pointer is a newly retired Lebanon school teacher with a long history at the Lebanon Public Library and a desire to serve her community. While Kathy was a teacher, she made extensive use of the library for her classroom needs, and as a new retiree she has been bringing her grandson to the Pre-school Story Time and the Summer Reading Program. It is Kathy's desire to work to promote the library and reading in our community.

We are pleased to recommend that you appoint Kathy Pointer to the Advisory Board of the Lebanon Public Library. The board looks forward to receiving notification of her appointment.

Sincerely,

Denice Lee

Secretary, Lebanon Public Library Advisory Board

Board Members:

Cathy Benneth

Garry Browning, Chair Pro Tempore

Sharon Follingstad

Harlan Mastenbrook

Sue Spiker

Tom Stewart, Chair

Presentation

Special Presentation

Agenda Item 1



MEMORANDUM

Administration Department

To: Mayor and City Council

Date: September 3, 2008

From: John Hitt, City Manager *[Signature]*

Subject: Proposed North Gateway URD

You have before you a proposed ordinance that would create the North Gateway Urban Renewal District. This district, which would function as a separate legal entity and taxing district, is being proposed primarily as a funding mechanism to complete various City owned infrastructure and projects in support of the Samaritan Health Services (SHS) planned medical college and associated campus. (There are also two proposed projects not related to the SHS campus).

Once a URD is created, the assessed property value of the district area (see map, Urban Renewal Plan, p.4) is "frozen" in the sense that all taxing districts will continue to receive the same property taxes they previously collected, but will NOT share in any new or increased assessed value in the district. All of the property taxes collected in excess of the "frozen" value go to the Urban Renewal District, only, to pay for those projects outlined and approved in the Urban Renewal Plan (pp. 6-9).

The basic URD concept is that property taxes collected from new development within the district should first go to pay-off the costs of public infrastructure that made the new development possible. Once this has been accomplished (anticipated to be 25 years – see Report, pp. 27-30) the district will be dissolved and all taxing districts will then share in the increased property tax values in accordance with their approved levy rates. The district can end sooner if property tax revenues exceed projections, one or more planned projects aren't done, and/or project costs are less than anticipated.

Please review carefully the included September 3, 2008 and September 2, 2008 memos from Jeff Tashman, our URD consultant, and the accompanying draft 'North Gateway URD Plan' and 'North Gateway URD Report'. Also, keep in mind the following:

- Much of the area proposed for the North Gateway URD has been in the Northwest URD for some years.
- Much of the development proposed by SHS will be exempt from property tax.
- All the taxing districts associated with this URD have received a copy of the draft 'Plan' and 'Report'.

- SHS was and is motivated to build this project in Lebanon in large measure because much of the necessary infrastructure is being done by the URD at URD expense.
- The details of the legal and financial relationship (including mutual obligations and timelines) between the district and SHS will be negotiated and will come to the City Council for approval in the form of an Economic Development Agreement, similar to what was executed between the City and Lowe's HIW, Inc. in 2005.

Becky Hood from my office will be contacting you to schedule possible times when we can review this material in further detail.

MEMORANDUM

TO: Lebanon City Council
FROM: Jeff Tashman, Urban Renewal Consultant
SUBJECT: Urban Renewal Ordinance
DATE: 3 September 2008

I. INTRODUCTION

At its September 10, 2008 meeting, the City Council will hold a public hearing and consider adoption of an ordinance approving the North Gateway Urban Renewal Plan. The ordinance is a non-emergency ordinance which takes effect 30 days after its adoption, unless a successful petition is filed to refer the ordinance to Lebanon voters.

II. OVERVIEW OF URBAN RENEWAL PLAN

The Plan establishes a redevelopment program for the North Gateway Urban Renewal Area and primarily provides a means of financing public improvements related to the Samaritan Health Services "Samaritan Health Care Lebanon Campus". The Plan calls for the use of tax increment financing, which means that the property taxes resulting from growth in taxable property value within the urban renewal area are received by the City's Urban Renewal Agency instead of those taxes going to the City's general fund and to other taxing districts. These annual tax increment revenues can be used to pay off bonds that are issued to finance urban renewal projects.

The maximum amount of indebtedness (amount of tax increment financing for projects and programs) that may be issued for the Plan is Fifteen Million Seven Hundred Thousand Dollars (\$15,700,000).

There is virtually no impact of this financing on tax payers, but taxing districts forego revenue that would have received from taxes on growth within the urban renewal area. The City has consulted with affected taxing districts, both formally and informally and will continue to do so as it considers adoption of the Plan.

III. ORDINANCE ADOPTING PLAN

The ordinance adopting the Plan requires the City Council to make certain findings, These findings are based on various documents and events. The findings are as follows.

North Gateway Urban Renewal Plan Ordinances: Staff Report

1. **The area designated in the Plan as the Area meets the statutory definition of “blight,” as defined by ORS 457.010(1) and is eligible for inclusion within the Plan because of conditions described in the Report, including the including the underdevelopment of property within the Area, the lack of adequate streets and other rights of way serving property in the Area, the lack of pedestrian connections, and the insufficiency of utilities, including sewer and water.**

This finding is supported by the information in the Urban Renewal Report which documents the conditions listed in the finding.

2. **The rehabilitation and redevelopment described in the Plan to be undertaken by the Agency is necessary to protect the public health, safety and welfare of the City because absent the completion of urban renewal projects, the Area will fail to contribute its fair share of property tax revenues to support City services and will fail to develop and/or redevelop according the goals of the City’s Comprehensive Plan.**

This is the basic justification for the Plan and the Council’s finding is meant to make that justification explicit. It does not need to be based on specific facts.

3. **The Plan conforms to the Lebanon Comprehensive Plan and provides an outline for accomplishing the projects described in the Plan, as more fully described in the Plan;**

This finding is supported by the Urban Renewal Plan’s Chapters III (outline of projects) and IX (conformance with Comprehensive Plan), respectively.

4. **No residential displacement will occur as a result of the acquisition and disposition of land and redevelopment activities proposed in the Plan;**

The Plan does not contemplate acquisition of property that would displace residents. Should the Plan be amended to include such acquisition, the Agency would be obligated to provide relocation assistance to prevent residential displacement.

5. **The acquisition of real property provided for in the Plan is necessary for the development of public facilities in the Area and for the development of adequate streets and utilities, as more fully described in Section II of the Report.**

The Report documents the need for adequate streets and utilities. The Plan authorizes the acquisition of property using all legal means only for public improvement projects.

6. **Adoption and carrying out the Plan is economically sound and feasible in that eligible projects and activities will be funded by urban renewal tax revenues derived from a division of taxes pursuant to section 1c, Article IX of**

North Gateway Urban Renewal Plan Ordinances: Staff Report
**the Oregon Constitution and ORS 457.440 and other available funding as
more fully described in Section VIII of the Report; and**

The Report contains information on the projected revenues and projected expenditures under the Plan and provides the basis for this finding of economic feasibility.

7. The City shall assume and complete any activities prescribed it by the Plan.

The Plan does not prescribe any specific activities to the City.

The ordinance also notes the process of preparing the plan included presenting the Plan and Report to the Lebanon Planning Commission for its recommendation, presenting the Plan and Report to the Linn County Board of Commissioners and sending a copy of the Plan and Report to affected taxing districts for their review and such recommendations as they choose to make. Affected taxing districts are those districts that levy property taxes within the Urban Renewal Area.

At its July meeting, the Lebanon Planning Commission voted to recommend that the City Council adopt the Plan.

To date the City has not received written recommendations from the affected taxing districts. If such recommendations are received, the Council will be required to “accept, reject or modify” the recommendations and language to that effect will be added to the ordinance for its second reading and adoption.

The ordinance also calls for publication of a notice that the Council has adopted the ordinance, for the recording of the Plan and for transmitting the Plan to the Linn County Assessor.

IV. STAFF RECOMMENDATION

Staff recommends that the Council hold a public hearing on the ordinance and following such hearing approve its first reading.



Tashman Johnson LLC

Consultants in Policy, Planning & Project Management

MEMORANDUM

TO: City of Lebanon
Linn County
Lebanon Fire District
Lebanon Aquatic Center
Linn Benton Community College

FROM: Jeff Tashman

SUBJECT: Property Tax Revenues Foregone and Gained from Tax Increment Financing of Proposed North Gateway Urban Renewal Plan

DATE: 2 September 2008

The City of Lebanon's Urban Renewal Agency is proposing an urban renewal plan for the North Gateway area, located west of the North Santiam Highway 20 from Gore Drive south to Academy Street. (see Figure 1, North Gateway Urban Renewal Area Map). The Area will include some property which will be deleted from the Northwest Lebanon Urban Renewal Area and added to the North Gateway Urban Renewal Area. Along with this memorandum, you will receive copies of the North Gateway documents for your review. (North Gateway Urban Renewal Area Plan, North Gateway Urban Renewal Report) We will send copies of the Northwest Lebanon Plan Amendment and Northwest Lebanon Report as soon as those documents are finalized, within the next few days. The deletion of area from the Northwest Lebanon Urban Renewal Plan is not expected to have any impact on the taxing districts.

The proposed North Gateway Urban Renewal Plan will call for tax increment financing of urban renewal projects, with the expenditures from tax increment revenues for projects and administration of approximately \$15.7million. This memo summarizes our draft projections of how the tax increment financing will affect those taxing districts that levy permanent rate property taxes in the Urban Renewal Area. We have already met with representatives of some of the taxing districts, and invite representatives of other taxing districts to meet with the Agency's urban renewal consultants to discuss these impacts.

The tax increment financing is anticipated to be in use from FY 2009/2010 through FY 2032/2033, a period of 23 years. While tax increment financing is in use, the property tax revenues from growth in assessed value in the Urban Renewal Area will provide revenues to the Urban Renewal Agency and not to the taxing districts that currently levy

permanent rate property taxes in the Area. This results in property tax revenues “foregone” during this period. When the tax increment financing is completed, the taxing districts will gain property tax revenues from the additional assessed value, and, we project, by the end of FY 2042/2043, the present value of the property tax revenues gained will exceed the present value of the property taxes foregone.

The value in today’s dollars of the permanent rate revenues foregone, both the total throughout the 23 years and the average annual amount, for the affected permanent rate levies is shown in Table 1, Present Value of Property Tax Revenues Foregone, below.

Table 1: Present Value of Property Tax Revenues Foregone

Taxing District	Present Value, Total Revenues Foregone Through 2033	Average Present Value Per Year
Linn County	\$1,114,586	\$46,441
Lebanon City	\$4,495,099	\$187,296
Lebanon Fire District	\$1,977,829	\$82,410
Lebanon Aquatic Center	\$210,035	\$8,751
Linn Benton Community College	\$439,236	\$18,301

Table 2 shows the percent of the FY 2007/2008 permanent rate levy represented by the average annual figure.

Table 2. Average Annual Revenues Foregone as Percent of Levy

Taxing District	FY 2007/2008 Levy	Percent of Levy
Linn County	\$8,846,368	0.5%
Lebanon City	\$3,306,230	5.7%
Lebanon Fire District	\$2,866,268	2.9%
Lebanon Aquatic Center	\$327,194	2.7%
Linn Benton Community College	\$3,216,411	0.6%

There are no impacts to the revenues received for GO Bond levies, nor will there be for any local option levies. Property tax revenue impacts are not projected for the K-12 School District or the Educational Service District, because of the state funding that results in no direct impacts of property taxes foregone.

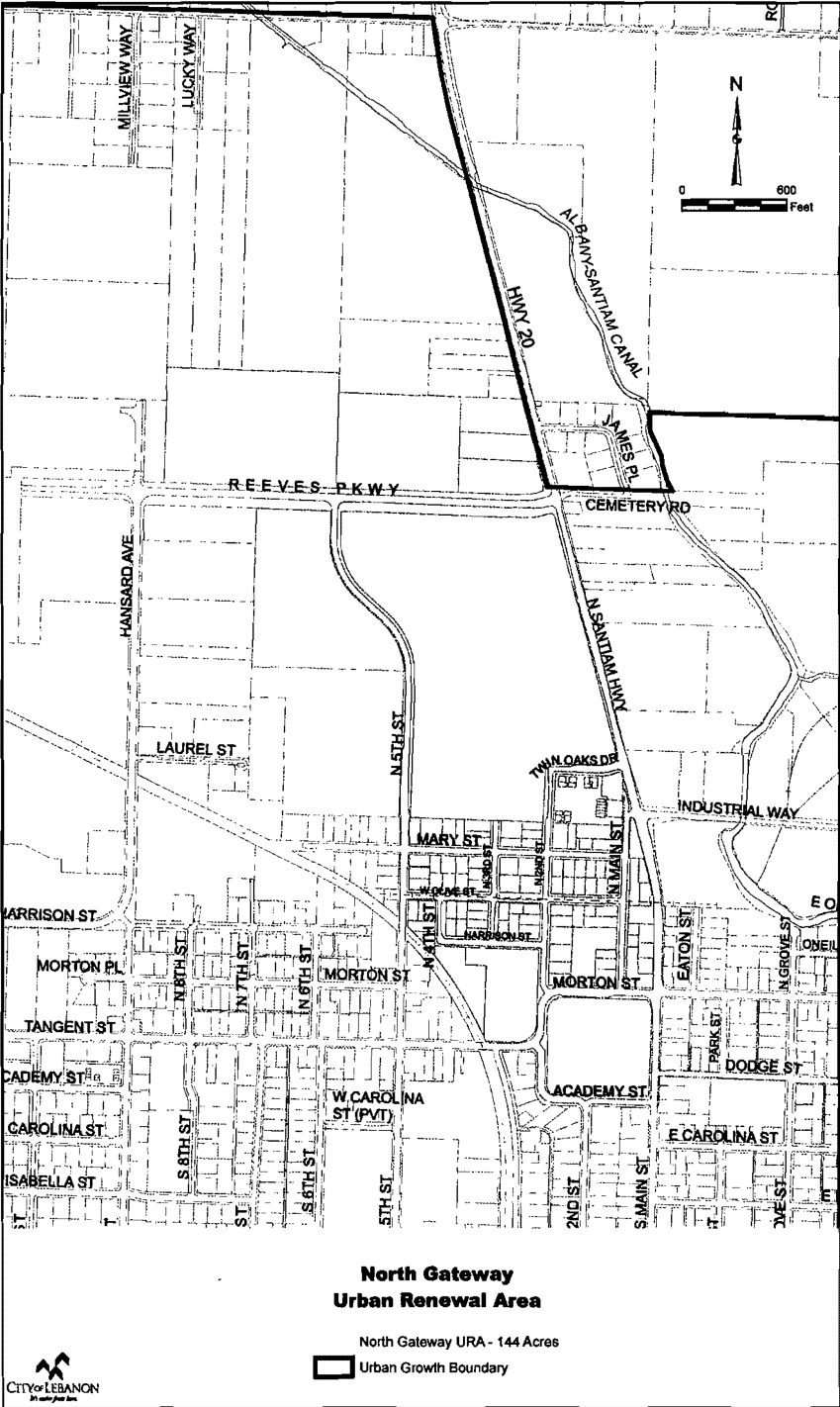
The revenues foregone as a percent of the current permanent rate levy are quite low. The impacts are highest for the City of Lebanon because the incremental assessed value – the growth in value over time in the Urban Renewal Area – is a greater percentage of the projected total assessed value of these taxing districts. The other taxing districts are much larger (they are county wide districts) and the impacts as a percent are lower.

Table 3 shows the increase in permanent rate levy revenues that would occur after termination of the tax increment financing in FY 2032/2033. By FY 2041/2042, revenues added to the permanent rate levies would substantially equal the revenues foregone during the use of tax increment financing.

Table 3. Additional Revenues Obtained after Termination of Tax Increment Financing

Taxing District	Present Value, Total Revenues Gained FY 2034 - 2042
Linn County	\$1,247,125
Lebanon City	\$5,029,628
Lebanon Fire District	\$2,213,021
Lebanon Aquatic Center	\$235,011
Linn Benton Community College	\$491,467

Figure 1. North Gateway Urban Renewal Area Boundary



AN ORDINANCE MAKING CERTAIN)
 DETERMINATIONS AND FINDINGS RELATING TO)
 AND APPROVING THE NORTH GATEWAY URBAN)
 RENEWAL PLAN) ORDINANCE BILL NO.
 For 2008
)
) ORDINANCE NO.

WHEREAS, the City Council of Lebanon (“City Council”) has declared that blighted areas exist in Lebanon and has elected to have the powers of an urban renewal agency exercised by the City Council itself acting as the Lebanon Urban Renewal Agency (“Agency”); and

WHEREAS, the Agency is proposing to undertake certain urban renewal activities in a designated area within the city of Lebanon pursuant to ORS Chapter 457; and

WHEREAS, the Agency, pursuant to the requirements of ORS 457.085(1) and (2) , has caused the preparation of the North Gateway Urban Renewal Plan (“Plan”) dated September 10, 2008 which is attached to this Ordinance as Exhibit A, and incorporated herein by this reference. The Plan authorizes urban renewal activities within the North Gateway Urban Renewal Area (the “Area”); and

WHEREAS, the Agency has caused the preparation of a report accompanying the Plan as required by ORS 457.085(3) (“Report”), which Report is dated September 10, 2008 and is attached to this Ordinance as Exhibit B and incorporated herein by this reference; and

WHEREAS, the Plan and the Report, and the Planning Commission Staff Report, which Staff Report is dated July 9, 2008 and is attached to this Ordinance as Exhibit C and incorporated herein by this reference, were forwarded to the Lebanon Planning Commission on July 16, 2008 for its recommendation, and the Planning Commission considered the Plan, Report and Staff Report and acted to recommend that the Plan be approved by the City Council; and

WHEREAS, the Plan and the Report were forwarded on September 2, 2008 to the governing body of each taxing district affected by the Plan, and the Agency has thereafter consulted and conferred with said districts; and

WHEREAS, the City Council has any written recommendation from the governing bodies of the affected taxing districts, but has received oral recommendation and has considered and acted on those recommendation; and

WHEREAS, on August 28, 2008 the City Council caused notice of the hearing to be held before the City Council on the Plan, including the required statements of ORS 457.120(3), to be mailed to postal patrons within the city limits of Lebanon and published according to ORS 457.120(4), and

WHEREAS, on September 10, 2008 the City Council held a public hearing to review and consider the Plan, the Report, the recommendation of the Planning Commission, and the public testimony received on that date, and does by this Ordinance desire to approve the Plan;

NOW THEREFORE, THE CITY OF LEBANON HEREBY ORDAINS:

Section 1. The City Council hereby determines and finds that the Plan complies with all requirements of ORS Chapter 457 and the specific criteria of ORS 457.095(1) through (7), in that, based on the information provided in the Report, information provided in the Planning Commission Staff Report, the recommendation of the Planning Commission, and the public testimony before the City Council:

1. The area designated in the Plan as the Area is blighted, as defined by ORS 457.010(1) and is eligible for inclusion within the Plan because of conditions described in Section II of the Report, including the underdevelopment of property within the Area, the lack of adequate streets, pedestrian ways and other rights of way serving property in the Area, the insufficiency of traffic signals, the insufficiency of utilities, including sewer and water, the inadequacies of the existing railroad lines, and the insufficiency of public facilities.
2. The rehabilitation and redevelopment described in the Plan to be undertaken by the Agency is necessary to protect the public health, safety and welfare of Lebanon because absent the completion of the urban renewal projects, the Area will fail to contribute its fair share of property tax revenues to support public services and will fail to develop and/or redevelop according the goals of the City's Comprehensive Plan;
3. The Plan conforms to the Comprehensive Plan of Lebanon as a whole, and provides an outline for accomplishing the projects described in the Plan, as more fully described in Chapters III and V of the Plan;
4. In connection with any residential displacement occurring as a result of the acquisition and disposition of land and redevelopment activities proposed in the Plan, provision has been made for displaced persons in Section XI of the Report as required under applicable state and federal law;
5. The acquisition of real property provided for in the Plan is necessary for the development of public facilities and public improvements in the Lebanon Waterfront Area as described in Chapters IV and V of the Plan;
6. Adoption and carrying out the Plan is economically sound and feasible in that funds are available to complete the Plan projects using urban renewal tax increment revenues derived from a division of taxes pursuant to section 1c, Article IX of the Oregon Constitution and ORS 457.440, and other available funding as shown in Sections VI, VIII and IX of the Report; and
7. The City shall assume and complete any activities prescribed it by the Plan.

Section 2. The City Council expressly accepts the oral recommendations of the Lebanon Rural Fire District and Linn County as follows: 1) the size of the district and number of planned projects have been decreased in response to the recommendations of the Lebanon Rural Fire District; and 2) provision has been made to terminate the URD at an earlier date if possible as circumstances allow (recommended by Linn County).

Section 3. In accordance with the findings set forth above, the public testimony and the information presented to the City Council, the City Council hereby approves the North Gateway Urban Renewal Plan.

Section 4. The City Clerk shall forward a copy of this Ordinance to the Agency. The Agency shall deliver a copy of the Plan to Linn County to be recorded in the Records of Linn County, Oregon.

Section 5. In accordance with ORS 457.095 and 457.115, notice of the adoption of this Ordinance approving the Plan, and the provisions in ORS 457.135, shall be published in the Lebanon Express newspaper no later than four days following adoption of this Ordinance.

Passed by the Lebanon City Council by a vote of ____ for and ____ against and approved by the Mayor on this 10th day of September, 2008.

CITY COUNCIL OF LEBANON, OREGON

KENNETH I. TOOMBS, Mayor

BOB ELLIOTT, Council President

ATTEST:

LINDA KASER, City Clerk/Recorder

PLAN (Exhibit A)

NORTH GATEWAY URBAN RENEWAL PLAN

City of Lebanon

September 10, 2008

LIST OF PARTICIPANTS

Mayor Ken Toombs

City Council/Urban Renewal Agency

Ward I Ray Weldon
Ward I Tim Fox
Ward II Floyd Fisher
Ward II Rebecca Grizzle
Ward III Don Thoma
Ward III Bob Elliott

Planning Commission

Jamie Bennett
Brian Daniels
Jon Davis
Lita Dyson
Aaron Falotico
Shelly Garrett
Tom Owen
Walt Rebmann
Mike Reineccius
Don Robertson
Barry Scott

City Manager	John Hitt
Assistant to City Manager	Ginger Allen
Public Works Director	Jim Ruef
Public Works Senior Engineer	Rob Emmons
Community Development Manager	Walt Wendolowski
Senior Planner	Terry Lewis
Administrative Assistant	Jamie Bilyeu
GIS Specialist	Ilima Kennedy

Consultant Team

Tashman Johnson LLC
Jeannette Launer, Attorney
Elaine Howard Consulting LLC
James Vanden Bos, planner

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NORTH GATEWAY URBAN RENEWAL PLAN

I. INTRODUCTION

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

The Area is comprised of five main sub districts:

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

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

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

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

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

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

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

NORTH GATEWAY URBAN RENEWAL PLAN

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

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

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

II. GOALS AND OBJECTIVES

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

Goal 1: *ECONOMY*

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

Objectives:

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

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

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

NORTH GATEWAY URBAN RENEWAL PLAN

Goal 2:*LAND USE*

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

Objectives:

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

Goal 3:*TRAFFIC AND TRANSPORTATION*

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

Objectives:

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

Goal 4:*PUBLIC UTILITIES*

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

Objectives:

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

NORTH GATEWAY URBAN RENEWAL PLAN

Goal 5: *PARKS AND WETLANDS*

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

Objectives:

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

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

Goal 6: *PUBLIC FACILITIES*

Support existing public facilities and add new facilities when feasible.

Objectives:

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

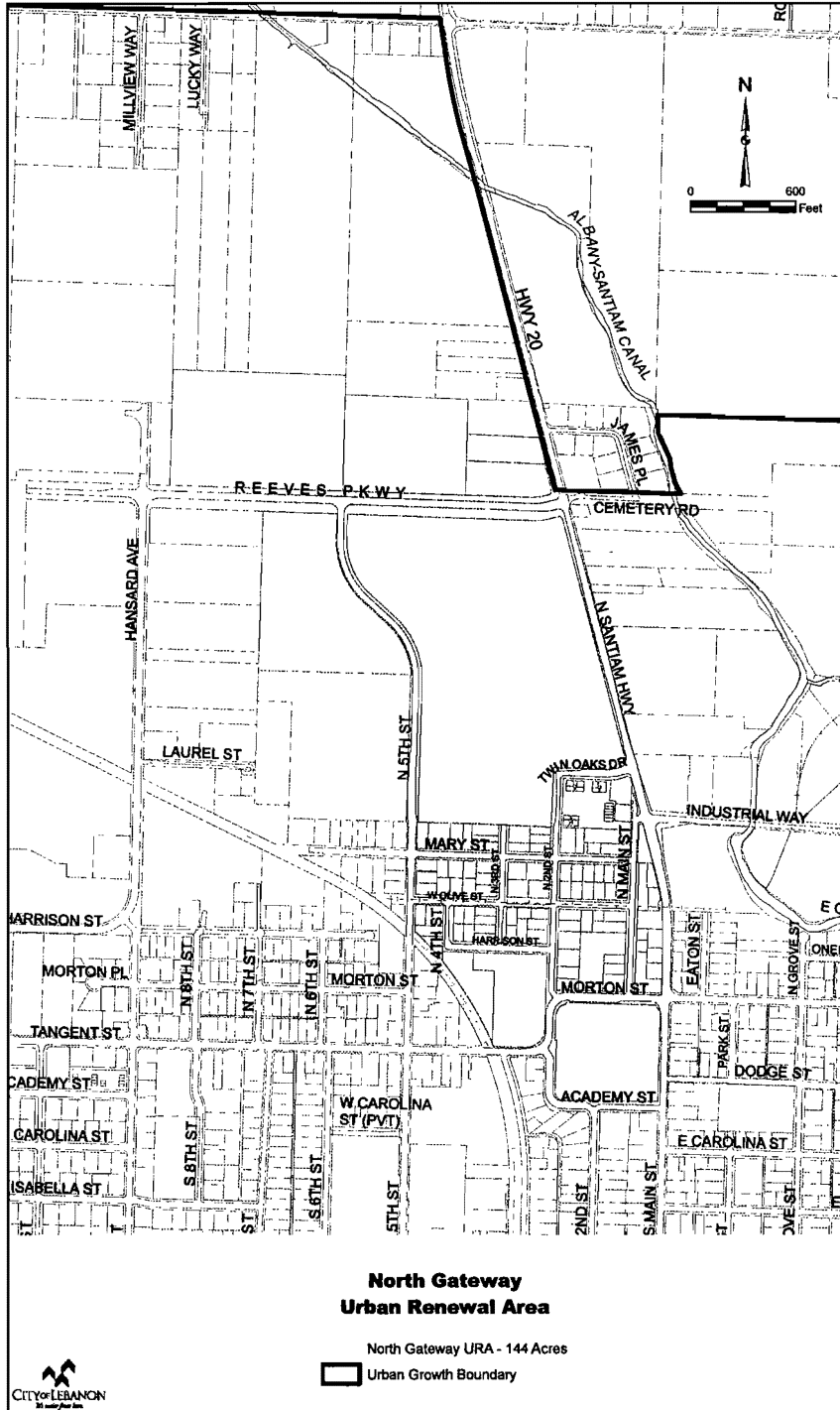
6B: Assist in the development of training facilities for Linn Benton Community College.

NORTH GATEWAY URBAN RENEWAL PLAN

II. MAP AND LEGAL DESCRIPTION OF URBAN RENEWAL AREA

Figure 1 shows the Area boundaries. The legal description of the Area is attached as Appendix A.

Figure 1: North Gateway Urban Renewal Area Boundaries



III. OUTLINE OF MAJOR URBAN RENEWAL PROJECT ACTIVITIES

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

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

IV. URBAN RENEWAL PROJECTS

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

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

A. Transportation: Streets and Pedestrian Facilities

1. Samaritan Healthcare Lebanon Campus Street & Utility Network

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

NORTH GATEWAY URBAN RENEWAL PLAN

2. 5th Street Half-Street Improvements

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

3. N. 2nd Street Pedestrian Way

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

4. Tangent/2nd/Morton Street Improvements

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

5. Santiam Highway (Highway 20) Traffic Signals

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

6. Pedestrian Crossing of Highway 20

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

B. Railroad/Olive Street

Lebanon Short Line Railroad Repair - Phase I:

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

NORTH GATEWAY URBAN RENEWAL PLAN

C. Water

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

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

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

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

D. Parks and Public Spaces

1. Sk8board Park - Harrison & 4th

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

2. Academy Square Western University Corridor Improvements

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

E. Public Facilities

Senior Center Improvements

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

NORTH GATEWAY URBAN RENEWAL PLAN

F. Acquisition

Samaritan Educational Land Acquisition

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

G. Linn Benton Community College Assistance

Assistance in development of a Mechatronics Training Center

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

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

H. Wetland Mitigation

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

I. System Development Charges and Permits

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

V. PROPERTY ACQUISITION AND DISPOSITION

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

A. Property Acquisition for Public Improvements

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

B. Property Acquisition – From Willing Sellers

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

C. Land Disposition

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

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

Property shall be conveyed at its fair reuse value. Fair reuse value is the value, whether expressed in terms of rental or capital price, at which the urban renewal agency in its discretion determines such land should be made available in order that it may be developed, redeveloped, cleared, conserved or rehabilitated for the purposes specified in

NORTH GATEWAY URBAN RENEWAL PLAN

such plan. Because fair reuse value reflects limitations on use of the property to those purposes specified in the Plan, the value may be lower than the property's fair market value.

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

VI. RELOCATION METHODS

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

VII. TAX INCREMENT FINANCING OF PLAN

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

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

A. General Description of the Proposed Financing Methods

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

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

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

B. Tax Increment Financing and Maximum Indebtedness

The Plan may be financed, in whole or in part, by tax increment revenues allocated to the Agency as provided in ORS Chapter 457. The ad valorem taxes, if any, levied by a taxing district in which all or a portion of the Area is located, shall be divided as provided

NORTH GATEWAY URBAN RENEWAL PLAN

in Section 1c, Article IX of the Oregon Constitution, and ORS 457.440. Amounts collected pursuant to ORS 457.440 shall be deposited into the unsegregated tax collections account and distributed to the Agency based upon the distribution schedule established under ORS 311.390.

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

C. Prior Indebtedness

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

VIII. FUTURE AMENDMENTS TO PLAN

The Plan may be amended as described in this section.

A. Substantial Amendments

Substantial Amendments are solely amendments:

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

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

B. Council Approved Amendments

Council Approved amendments consist solely of amendments which result in:

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

NORTH GATEWAY URBAN RENEWAL PLAN

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

C. Minor Amendments

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

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

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

IX. RELATIONSHIP TO LOCAL OBJECTIVES

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

A. Lebanon Comprehensive Plan

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

The applicable Lebanon Comprehensive Plan categories for the Area are:

1. Commercial

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

2. Public Use

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

3. Mixed Use

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

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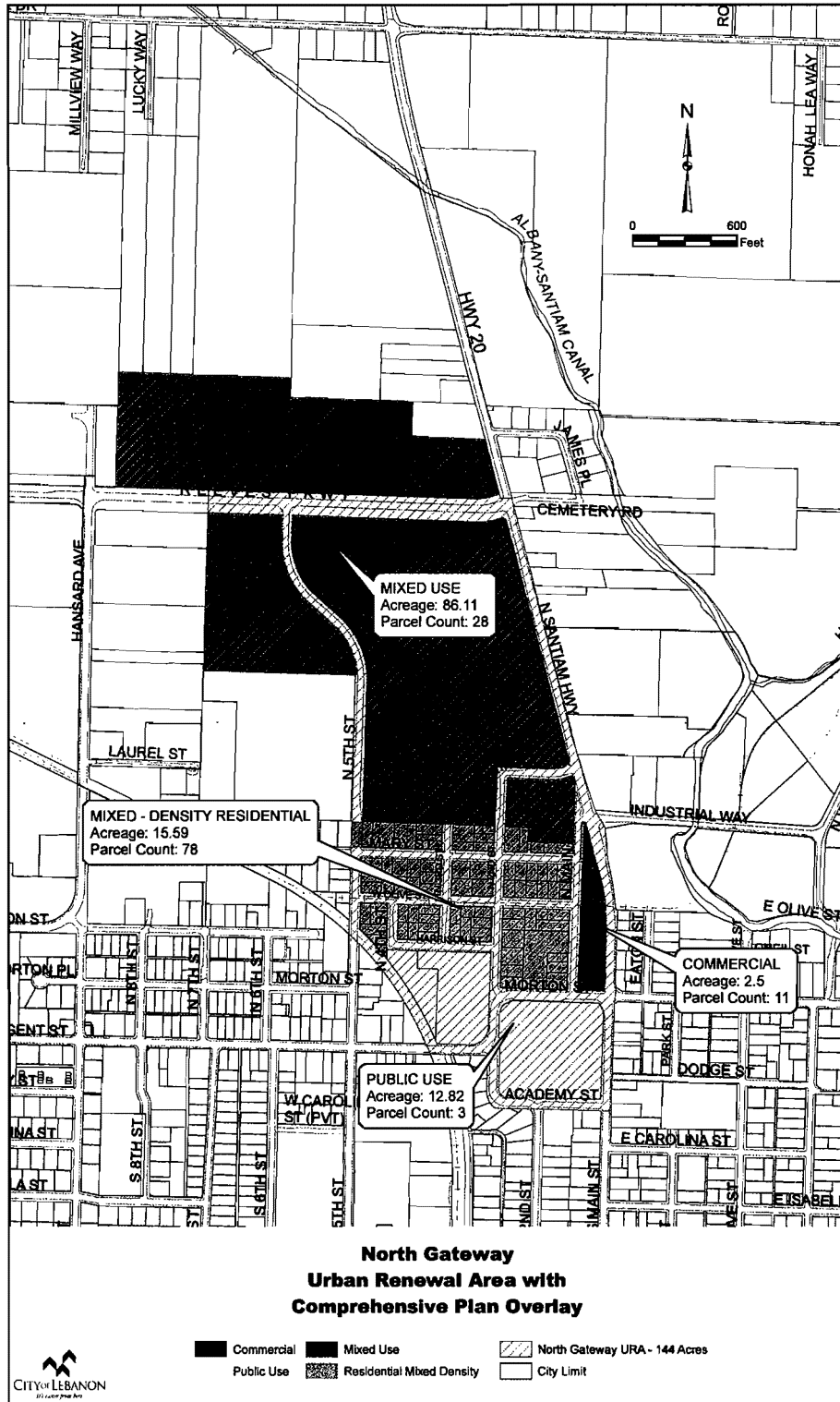
4. Residential Mixed Density

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

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

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Figure 2. Comprehensive Plan



NORTH GATEWAY URBAN RENEWAL PLAN

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

Chapter I - Introduction

3.2 City's Citizen Involvement Program

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

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

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

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

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

5.0 General Goals

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Chapter 2 - Natural Environment

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

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

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

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

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

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

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

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

Chapter 4 - Land Use

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

The City's Land Use Goals include:

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

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

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

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

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

Residential Land Use Policies:

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

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

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

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

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

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

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

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

Commercial Land Use Policies:

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

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

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

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

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

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

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

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

Mixed Use Land Use Policies:

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

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

Public Use and Open Space

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

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

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

Chapter 5 - Population and Economy

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

3.4.4 Public Services

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

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

3.4.5 Transportation

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

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

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

3.4.6 Housing to Support Job Growth

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

Goals, Policies, and Recommendations

GOALS

G-1: Providing employment opportunities for its citizens.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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POLICIES

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

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

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

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

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

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

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

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

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

Chapter 6 - Housing

GOALS

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

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

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

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

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

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

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

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

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

POLICIES

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

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

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

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

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

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

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

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

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

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

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

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

Chapter 7 – Community Friendly Development

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

1.1 Principles of Community Friendly Development

Locally identified principles of Community Friendly Development include:

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

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• People Oriented Design

These principles are intended to provide community development guidance through historically and practically proven elements of design and resource utilization. Community Friendly Development principles seek to improve on conventional patterns by: (1) increasing housing options as to size, price, and location; (2) creating aesthetically pleasing, people-friendly neighborhoods; (3) offering multiple transportation options; and, (4) reducing reliance on the automobile.

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

2.6 Mixed-Use Development

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

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

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

2.6.1 Buildings

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

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

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

2.6.2 Neighborhoods

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

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

2.6.3 Neighborhood Commercial Districts

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

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

2.7 Transportation and Community Friendly Development

2.7.1 Connectivity and Person Oriented Transportation Systems

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

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

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

2.7.2 Multi-Modal Streets

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

GOALS

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

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

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

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

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

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the community

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

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

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

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

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

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

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

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

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

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

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

Chapter 8 - Transportation

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

GOALS

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

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

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

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

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

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

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

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P-6: The City shall seek to develop a balanced transportation system that includes all transportation modes appropriate to the needs of the City's residents.

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

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

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

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

Pedestrian Policies – The City Shall:

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

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

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

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

Transit Policies – The City Shall:

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

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

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

Rail Policies – The City Shall:

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

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

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

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

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

Truck/Freight Route Policies – The City Shall:

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

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

Chapter 9 – Public Facilities and Services

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

4.2 Linn-Benton Community College (LBCC)

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

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including Lebanon, Crabtree, Sodaville, Lacombe and Scio. This campus complex also provides a community meeting facility.

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

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

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

6.0 Samaritan Lebanon Community Hospital (SLCH)

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

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

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

In September of 2002, collaboration between Linn Benton Community College and Samaritan Lebanon Community Hospital (SLCH) gave the community the Health Career Center. The Health Career Center is an educational partnership between Linn Benton

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Community College and Samaritan Lebanon Community Hospital. Linn Benton Community College provides the instructors and course materials. SLCH furnishes the equipment and space. This joint program has provided training for individuals in radiology technology, Certified Nursing Assistant, pharmacy technician, dialysis technician, respiratory therapy, sterile processing technician, restorative aide, sleep lab technician and operating room technician. The hospital is currently expanding this space by 11,500 square feet to accommodate additional educational programming, conference room space and an audio-visual production room. Together these two partners offer new health careers to a number of mid-valley residents. Expansion of this program is a key component for SLCH and Samaritan Health Services as it cares for patients now and into the future.

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

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

The City's Public Facilities and Services Goals include:

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

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

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

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

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

P-8: Review all development proposals to ensure that public facilities are available and have adequate capacity to accommodate the proposed development, or that such facilities and their capacities can be made available through appropriate extensions and/or enhancements concurrent with or prior to proposed developments.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SECTION 4.020 RESIDENTIAL MIXED DENSITY ZONE (RM)

In a RM zone, the following regulations shall apply:

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

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

SECTION 4.130 HIGHWAY COMMERCIAL (CH)

In the CH zone the following regulations shall apply:

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

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

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SECTION 4.310 MIXED USE ZONE (MU)

In a MU zone the following regulations shall apply:

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

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

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

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

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

C. Transportation System Plan

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

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

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Goals and Policies

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

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

Goal 1: Transportation System Level of Service

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

Objectives:

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

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

Goal 2: Multimodal Transportation System

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

Objectives:

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

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

Goal 3: Mobility and Safety

Enhance transportation mobility and safety on the local street system.

Objectives:

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

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centers.

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

Goal 4: Freight Mobility and Access

Provide a safe and efficient system for freight that balances the need to move goods with other uses of the city's street system, and recognize the importance of maintaining efficient freight movement on truck routes and city streets.

Objectives:

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

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

Goal 5: Bicycle and Pedestrian Safety

Improve and enhance bicycle and pedestrian safety.

Objectives:

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

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

Goal 6: Bicycle and Pedestrian System Continuity and Connectivity

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

Objectives:

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

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

Goal 8: Reduce Reliance on the Automobile

Increase the use of alternative modes of transportation (walking, bicycling, rideshare, carpooling, and transit) through improved access, safety, and service.

Objectives:

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

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

Goal 10: Prepare for Future Transit Services

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

Objectives:

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

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

APPENDIX A: LEGAL DESCRIPTION

Gateway Urban Renewal District Boundary Description

8/29/08

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

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

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County Records 705.87 feet (per County Survey 24433) to the east line of that property described in deed reference MF1744-553 Linn County Records; thence, North 0°35' West 114.11 feet to a 1/2 inch iron pipe at the northeast corner of that property described in deed reference MF1744-553 Linn County Records (per County Surveys 24433 and 2885); thence, South 89°55' West 990 feet along the north line of that property described in deed reference MF1744-553 Linn County Records to a 1/2 inch iron pipe at the northwest corner of said property (per County Survey 2885); thence, South 0°35' East along the west line of said property 660 feet to a 3/4 inch iron pipe (per County Survey 2885) on the north right of way line of Reeves Parkway; thence, North 89°54'47" East along the north right of way line of Reeves Parkway 537.18 feet (per County Surveys 21373 and 2885); thence, South 0°16'48" East 130.00 feet (per County Survey 21373) to a 5/8 inch iron rod on the south right of way line of Reeves Parkway (per County Survey 24859) at the northwest corner of that property described in deed reference MF752-897 Linn County Records; thence, South 0°06'13" East 903.42 feet to a 5/8 inch iron rod (per County Survey 24859); thence, South 89°59'48" East 878.16 feet to a 5/8 inch iron rod on the west right of way line of 5th Street (per County Survey 24859); thence, South 0°00'16" East along said west right of way line 799.44 feet to a 5/8 inch iron rod (per County Survey 24859); thence, East 6.99 feet to a 5/8 inch iron rod on said west right of way line (per County Survey 24859); thence, South along said west right of way line 150 feet to a 5/8 inch rebar on the north right of way line of Mary Street (per County Survey 21932); thence, South 0°22' East along said west right of way line of 5th Street 544.60 feet to a 1/2 inch iron pipe on the southerly line of the Southern Pacific Railway Company right of way (per County Surveys 5484 and 22984); thence, South 47°40'38" East 82.11 feet to a 1/2 inch iron pipe on the southerly line of the Southern Pacific Railway Company right of way at the east right of way line of 5th Street (per County Survey 22984); thence, 176.24 feet along the southerly line of the Southern Pacific Railway Company right of way following a non-tangent curve to the right with a radius of 1910 feet long chord of which bears South 50°50'28" East 176.18 feet to a 5/8 inch rebar at the northeasterly corner of that property described in deed reference MF618-352 Linn County Records (per County Surveys 23707 and 22984); thence, continuing along the southerly line of the Southern Pacific Railway Company right of way 215.29 feet following a non-tangent curve to the right with a radius of 1840.75 feet long chord of which bears South 36°48'57" East 215.16 feet to a 5/8 inch rebar at the southeast corner of that property described in deed reference DN2006-29856 Linn County Records (per County Survey 23707); thence, continuing along the southerly line of the Southern Pacific Railway Company right of way 274.27 feet following a non-tangent curve to the right with a radius of 1880 feet long chord of which bears South 29°21' East 274.03 feet to a 3/4 inch iron pipe at the southeast corner of that property described in deed reference MF1526-520 Linn County Records on the north right of way line of (per County Survey 17160); thence, South 22°34'06" East 65.68 feet (per County Survey 22310) to a 3/4 inch iron pipe on the south right of way line of Tangent Street (Oregon Highway 34); thence, along said south right of way line South 89°00'28" East 64.98 feet to a 3/4 inch wagon hub (per County Survey 22310); thence, along said south right of way line South 89°28'00" East 63.69 feet to a 3/4 inch pipe on the east right of way line of 3rd Street (per County Survey 22310); thence, along the south right of way line of Tangent Street (Oregon

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Highway 34) North $89^{\circ}52'32''$ East 200.53 feet to a 5/8 inch rebar on the west right of way line of South 2nd Street (per County Survey 20810); thence, South $69^{\circ}20'30''$ East 38.02 feet to the centerline of South 2nd Street (per County Survey 20810); thence, South $0^{\circ}18'56''$ East 172.10 feet along the centerline of South 2nd Street (per County Survey 20810); thence, 120.75 feet following a tangent curve to the left with a radius of 77 feet long chord of which bears South $45^{\circ}14'27''$ East 108.75 feet to the centerline of Academy Street (per County Survey 20810); thence, along the centerline of Academy Street North $89^{\circ}50'02''$ East 108.73 feet (County Survey 20810); thence, North $87^{\circ}06'54''$ East 108.97 feet crossing South 2nd Street to the centerline of Academy Street; thence, North $89^{\circ}43'18''$ East along the center line of Academy Street 330.85 (per County Survey 20810) back to the POINT OF BEGINNING, containing 145.34 acres more or less.

REPORT (Exhibit B)

REPORT ACCOMPANYING THE NORTH GATEWAY URBAN RENEWAL PLAN

City of Lebanon

September 10, 2008

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REPORT ON NORTH GATEWAY URBAN RENEWAL PLAN

I. INTRODUCTION

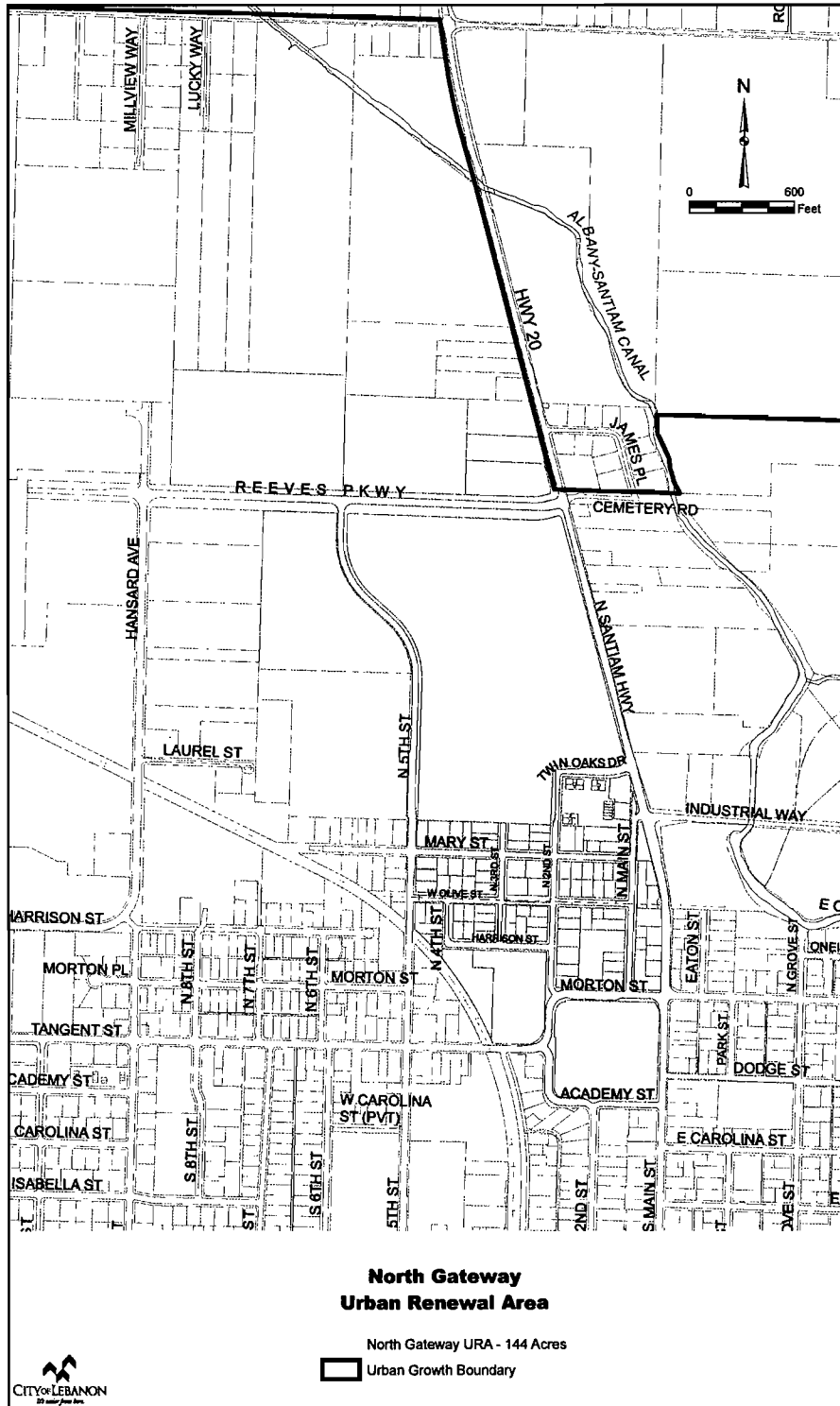
The North Gateway Urban Renewal Report (the “Report”) contains background information and project details for the North Gateway Urban Renewal Plan (the “Plan”). The Report is not a legal part of the Plan but is intended to provide public information and a basis for the findings made by the City Council as part of its approval of the Plan.

The Report provides the information required in ORS 457.085(3). The format of the Report is based on this statute.

The Area is shown in Figure 1.

REPORT ON NORTH GATEWAY URBAN RENEWAL PLAN

Figure 1. North Gateway Urban Renewal Area



REPORT ON NORTH GATEWAY URBAN RENEWAL PLAN

II. EXISTING PHYSICAL, SOCIAL AND ECONOMIC CONDITIONS AND IMPACT ON MUNICIPAL SERVICES

This section of the Report describes existing conditions within the North Gateway Urban Renewal Area (the “Area”), documenting the occurrence of “blighted areas” as defined by ORS 457.010(1).

A. Physical Conditions

1. Land Use

The Area, shown in Figure 1 above, contains approximately 144 acres, including right of way. The Assessor’s office shows 116.83 acres in parcels. The GIS data shows 114.89 acres in parcels. Of that total, 83.14 acres is vacant Mixed Use (MU) land and is west of Highway 20 and straddling Reeves Parkway.

Highway 20 borders the east side of the area, running north and south. The highway provides the major transportation access to the Area and is included in the URA boundary from its intersection with Academy Street in the south to its intersection with Gore Drive in the north. Transportation within the Area is conducted mainly along Reeves Parkway, North 5th Street, Morton Street and Academy Street.

An analysis of property classification data from Linn County 2007-08 Assessment and Taxation database was used to determine the land use designation of parcels in the Area. The largest portion (60.44 percent) of the Area is classified as Farm and Range, as shown in Table 1, “Existing Land Use (FY 2007-08)”. The second largest classification, Residential, accounts for 23.18 percent of the Area. The remaining Area is divided between Commercial, Multiple Unit Housing, Common PUD, and Abatement land. The acreage calculation in Table 1 will vary from the total area acreage as there is right of way included in the total area acreage calculation.

Table 1. Existing Land Use of Proposed Area (FY 2007-2008)

Land Use	Parcels	Acres	% of Total
Abatement Land	2	3.60	3.08%
Commercial	31	12.30	10.53%
Common PUD	1	1.49	1.28%
Farm and Range	2	70.62	60.44%
Multi. Hsg	2	1.75	1.50%
Residential	82	27.08	23.18%
<i>Total</i>	<i>120</i>	<i>116.83</i>	<i>100.00%</i>

Source: Linn County Assessor

REPORT ON NORTH GATEWAY URBAN RENEWAL PLAN

2. Zoning

As illustrated in Table 2 and Figure 2, 83.10 acres (71.09 percent) of the Area is zoned for Mixed Use. Another 26.78 percent, or 31.30 acres is zoned Residential Mixed Density. The remaining zone, Highway Commercial, consists of 2.50 acres, or 2.14 percent of the Area. The information in Table 2 was acquired using GIS, and the information used in Table 1 was acquired from the Assessor's Office. The GIS numbers vary slightly from the Assessor's but this is standard, and the variation is very small (0.07 acres).

Table 2. Existing Zoning of Proposed Area

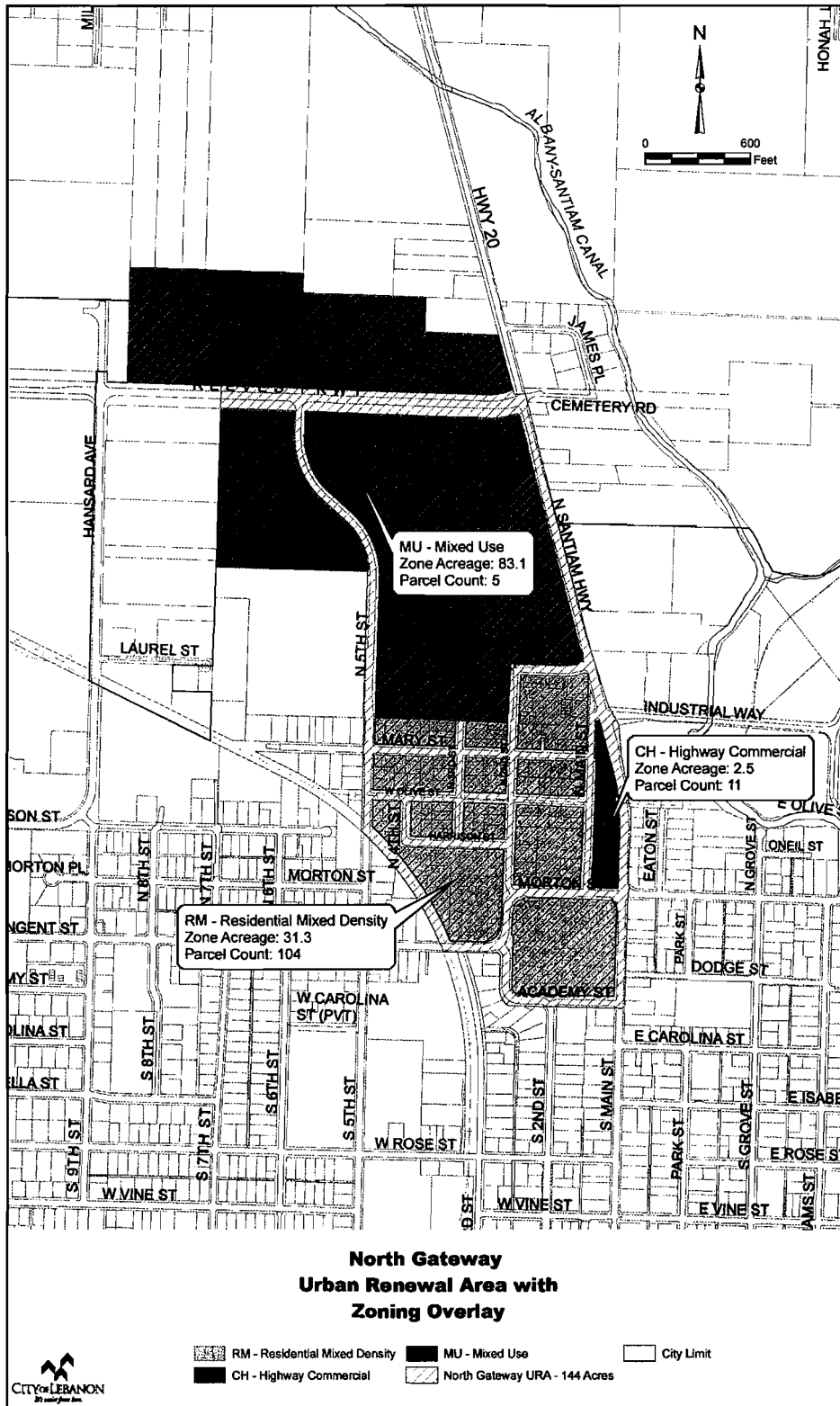
Land Use Zone	Parcels	Acres	% of Total (Acres)
Mixed Use	5	83.10	71.09%
Residential Mixed Density	104	31.30	26.78%
Highway Commercial	11	2.50	2.14%
<i>Total</i>	<i>120</i>	<i>116.90</i>	<i>100.00%</i>

Source: City of Lebanon GIS

REPORT ON NORTH GATEWAY URBAN RENEWAL PLAN

Figure 2. Lebanon Urban Renewal Area Zoning

REPORT ON NORTH GATEWAY URBAN RENEWAL PLAN



B. Infrastructure

1. Transportation

The main part of the study area, the properties adjacent to Reeves Parkway (83.10 acres) is presently vacant property with no internal transportation network. Reeves Parkway has utilities running in it, but those utilities would need to be extended for any future development in the Area.

Running north-south down the east side of the Area is Highway 20, which turns into Main Street in downtown Lebanon and is a major transportation corridor. It provides the main access to the Area from the north. The street is characterized by a lack of sidewalks in the northernmost part of the Area, and old, narrow sidewalks in disrepair and wide travel lanes that enable traffic to move at a fast pace in the southern part of the Area. The highway is unaccommodating to pedestrians and bicyclists in its current condition. The highway is inadequate to meet the demands of projected development in the Area.

The streets in the residential/mixed use zoning area west of Main Street are not fully developed and some are without sidewalks. The streets are inadequate to meet the demands of the projected development in the Area.

The classifications of streets in the Area are as follows:

Principal Arterials

- a. Highway 20/Santiam Highway/Main Street
- b. Tangent Street

Arterials

- a. Reeves Parkway
- b. Academy Street

Collectors

- a. North 5th Street

Local Roads

The remaining streets in the Area are classified as Local Roads.

REPORT ON NORTH GATEWAY URBAN RENEWAL PLAN

The bicycle classifications in the Area are as follows:

Existing Bike Lanes

- a. North 5th Street
- b. Tangent Street
- c. Reeves Parkway

High Priority Bike Lanes

- a. North 2nd Street

Streets

The streets located within the proposed Area range from very good to poor condition as rated by the City of Lebanon pavement management program. The following table lists each street and its condition.

<u>Street</u>	<u>Classification</u>	<u>Surface & Condition</u>
Reeve's Parkway	Parkway	Asphalt - Good
Second Street	Local Residential	Asphalt – Fair to Very Good
Third Street	Local Residential	Gravel/Paved – Fair to Poor
Fourth Street	Local Residential	Gravel - Poor
Fifth Street	Collector	Asphalt – Very Good
Highway 20	Principal Arterial	Asphalt - Good
Morton Street/Tangent	Principal Arterial	Asphalt – Good
North Main Street	Local Residential	Asphalt – Poor to Very Poor
Mary Street	Local Residential	Asphalt – Good to Fair
Harrison Street	Local Residential	Asphalt - Poor
Twin Oaks	Local Residential	Asphalt – Fair
Olive Street	Local Residential	Asphalt – Poor to Very Poor

Most of the paved streets within the Area are built to city standards in that they have curbs, gutters and sidewalks with the exceptions of Fourth Street and portions of Third Street.

There are two primary areas within the Area that are either undeveloped or underdeveloped and are not served by City streets. They are: (1) the area north of Reeve's Parkway; and (2) the area bound by Reeve's Parkway on the north, Mary Street on the south, Highway 20 to the east and Fifth Street to the west. The conditions of the existing streets and the lack of an adequate street network constrain the Area from proper development.

REPORT ON NORTH GATEWAY URBAN RENEWAL PLAN

2. Water, Sewer and Storm Drainage Facilities

Water:

With exception of the following list, the water system within the proposed Area is in good condition. Most of the waterlines within the developed areas are 6-inches and larger and provide adequate domestic and fire suppression flow.

The following water lines are undersized (2" or 4") and are targeted to be replaced by the City's small waterline replacement program:

<u>Street</u>	<u>Line Size</u>
North Second – Harrison to Mary	4" Copper
North Third – Harrison to Olive	2" Galvanized Iron

The water system is inadequate to meet the projected development in the Area.

Sewer:

The sanitary sewer system within the Area provides adequate flow capacity for both the developed and undeveloped areas. The majority of this capacity is provided by the existing 54-inch Westside Interceptor (WSI) trunk line which runs west to east through the Area. All the property north of Mary Street yet to be developed is designed to be served by the existing WSI. The slope of the land within the Area is down to the northwest. This makes gravity sewer service to the north of Reeve's Parkway difficult. Therefore, a pump station is necessary to pump wastewater to the existing WSI. The remaining sanitary sewer lines within the Area range from 6-inch to 10-inch lines, which are nearing the end of their useful service life. The sewer system is inadequate to meet the projected development demands in the Area.

Storm Drainage:

Storm drainage within the Area flows toward two areas. The south portion of the Area, from Mary Street south, flows through existing storm drainage pipes to the Hospital Slough located on the east edge of the Area behind the Samaritan Hospital. The north portion of the Area, from Mary Street north, flows north through the existing storm drainage system on Fifth Street to a swale along the south side of Reeve's Parkway. The area north of Reeve's Parkway flows north to a ditch system along Gore Road. Overall the storm drainage system functions well given the existing level of development. However, the storm drainage system is inadequate to meet the development demands in the Area.

REPORT ON NORTH GATEWAY URBAN RENEWAL PLAN

1. Parks and Open Space

The proposed skatepark is located in the Area south of Harrison Street, east of the railroad line and north of West Tangent Street. Academy Square is located in the Area at 65 Academy Street. The skatepark is not yet constructed and Academy Square is in need of extensive landscaping.

2. Public Spaces

There are four publicly owned lots in the area. They are Tax Lots 4600, 4700, 4800 and 1409. These lots are presently either vacant or used for the Lebanon Senior Center.

3. Public Parking

There is public parking in the Area on Tax Lot 4800.

4. Public Buildings

The Lebanon Senior Center is located in the Area at 65 Academy Street. A future library will be located at 55 Academy Street, immediately south of the Lebanon Senior Center. The Senior Center requires physical upgrading and improvements to its HVAC system and exterior siding

Across Morton Street and to the east of the Senior Center, a new Justice Center is under construction at 40 N. 2nd Street.

C. Social Conditions

There are 84 parcels in the Area classified by the Linn County Assessor as having residential use, 82 of them as single-family residences and 2 as multi-family residences.

As of the United States Census of 2000, there were 12,950 people, 5,078 households, and 3,442 families residing in the City of Lebanon. The population density was 2,467.7 people per square mile (952.4/km²). There were 5,457 housing units at an average density of 1,039.9 per square mile (401.3/km²).

The racial makeup of the city as of the 2000 census is shown in Table 3. The Census calculates Hispanic or Latino of any race as a separate category.

Table 3. Racial Characteristics

Racial Characteristics	Percentage
White	93.98%
African American	0.17%
Native American	1.03%
Asian	0.96%
Pacific Islander	0.08%
Other	3.78%
<i>Total</i>	<i>100.00%</i>

Source: United States Census of 2000

Hispanic or Latino of any race was 3.69 percent of the population.

There were 5,078 households, out of which 33.1 percent had children under the age of 18 living with them, 50.2 percent were married couples living together, 13.1 percent had a female householder with no husband present, and 32.2 percent were non-families. Individuals comprised 27.6 percent of all households and 14.5 percent had someone living alone who was 65 years of age or older. The average household size was 2.51 and the average family size was 3.02.

The population by age category in the 2000 census is shown in Table 4.

Table 4. Population by Age

Age	Percentage
<18	27.00%
18-24	8.50%
25-44	27.00%
45-64	19.70%
65 >	17.80%

Source: United States Census of 2000

The median age was 36 years. For every 100 females there were 91.1 males. For every 100 females age 18 and over, there were 87.2 males.

The median income is shown in Table 5.

Table 5. Median Income

Category	Income in Dollars Per Year
Family	\$37,818
Male	\$32,448
Female	\$24,796
Per Capita	\$14,968

Source: United States Census of 2000

About 14.4 percent of families and 15.7 percent of the population were below the poverty line, including 20.8 percent of those under age 18 and 7.9 percent of those age 65 or over.

The Portland State University Population Research Study of March 2008 estimates the population of Lebanon has increased to 14,705 as of July 1, 2007, a 14 percent increase in population over 7 years.

D. Economic Conditions

1. Taxable Value of Property within the Area

The estimated total assessed value of the Area, including all real, personal, personal manufactured and utility properties, is \$8,107,234 or 1.26 percent of the City of Lebanon’s total assessed value. The total assessed value of the City of Lebanon is \$643,686,333.

2. Building to Land Value Ratio

An analysis of property values can be used to evaluate the economic condition of real estate investments in a given area. The relationship of a property’s improvement value (the value of buildings and other improvements to the property) to its land value is generally an accurate indicator of the condition of real estate investments. This relationship is referred to as the “Improvement to Land Ratio” or “I:L”. The values used are real market values. In urban renewal areas, the I:L may be used to measure the intensity of development or the extent to which an area has achieved its short- and long-term development objectives. A healthy condition of real estate investment in the Lebanon area would be 7:1.

Table 6 below, “Improvement to Land Ratio,” shows the improvement to land ratios for taxable properties within the Area. As the table shows, over 85.42 percent of the study area’s acreage has less than 1.5 improvement value; the I:L ratios for improved properties in the urban renewal study area are very low.

REPORT ON NORTH GATEWAY URBAN RENEWAL PLAN

The parcel count in Table 3 is for taxable properties only. There are 21 parcels that have no I:L ratio as the assessor has no value listed for the land because properties are non taxable. These parcels account for 1.96 acres, which is why the total acreage calculation in this chart varies from the total acreage calculation in the Assessor's Use chart. There are 11 parcels with no improvement value, showing a pattern of underdeveloped property.

Table 6. I:L Ratio of Parcels in the Area

I:L Ratio	Parcels	Acres	% of Total
No Improvements	11	82.10	71.46%
0.0 - 0.5	7	5.31	4.62%
0.5 - 1.0	15	4.11	3.58%
1.0 - 1.5	42	6.62	5.76%
1.5 - 2.0	21	5.11	4.45%
2.0 - 2.5	4	2.72	2.37%
2.5 - 3.0	3	0.66	0.57%
3.0 - 4.0	2	7.75	6.75%
4.0 - 5.0	0	0.00	0.00%
>5.0	1	0.51	0.44%
<i>Total</i>	<i>106</i>	<i>114.89</i>	<i>100.00%</i>

Source: Linn County Assessor data

E. Impact on Municipal Services

The fiscal impact of tax increment financing on taxing districts that levy taxes within the Area ("affected taxing districts") is described in section IX of this Report. This subsection discusses the fiscal impacts resulting from potential increases in demand for municipal services.

Projected increases in mixed use, commercial, and residential occupancies within the Area will generally result in higher demand for fire, life safety, and public safety services. The projected increase in occupancies within the Area will also raise the demand for water, sewer and storm drainage services.

These impacts will be offset by funding from the Plan for an improved transportation network within the area, increased public infrastructure, including water and sewer, which will provide incentives for developing sites. These developed sites will have employment opportunities for the citizens of Lebanon. There is also park funding and funding for improvements to the Senior Center and for a training center for the Linn Benton Community College as part of the Plan. These improvements help offset impacts from the urban renewal area.

III. REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN

There is one urban renewal area in the Plan and it was selected to improve and prevent the future occurrence of blighted areas as defined in ORS 457.010(1).

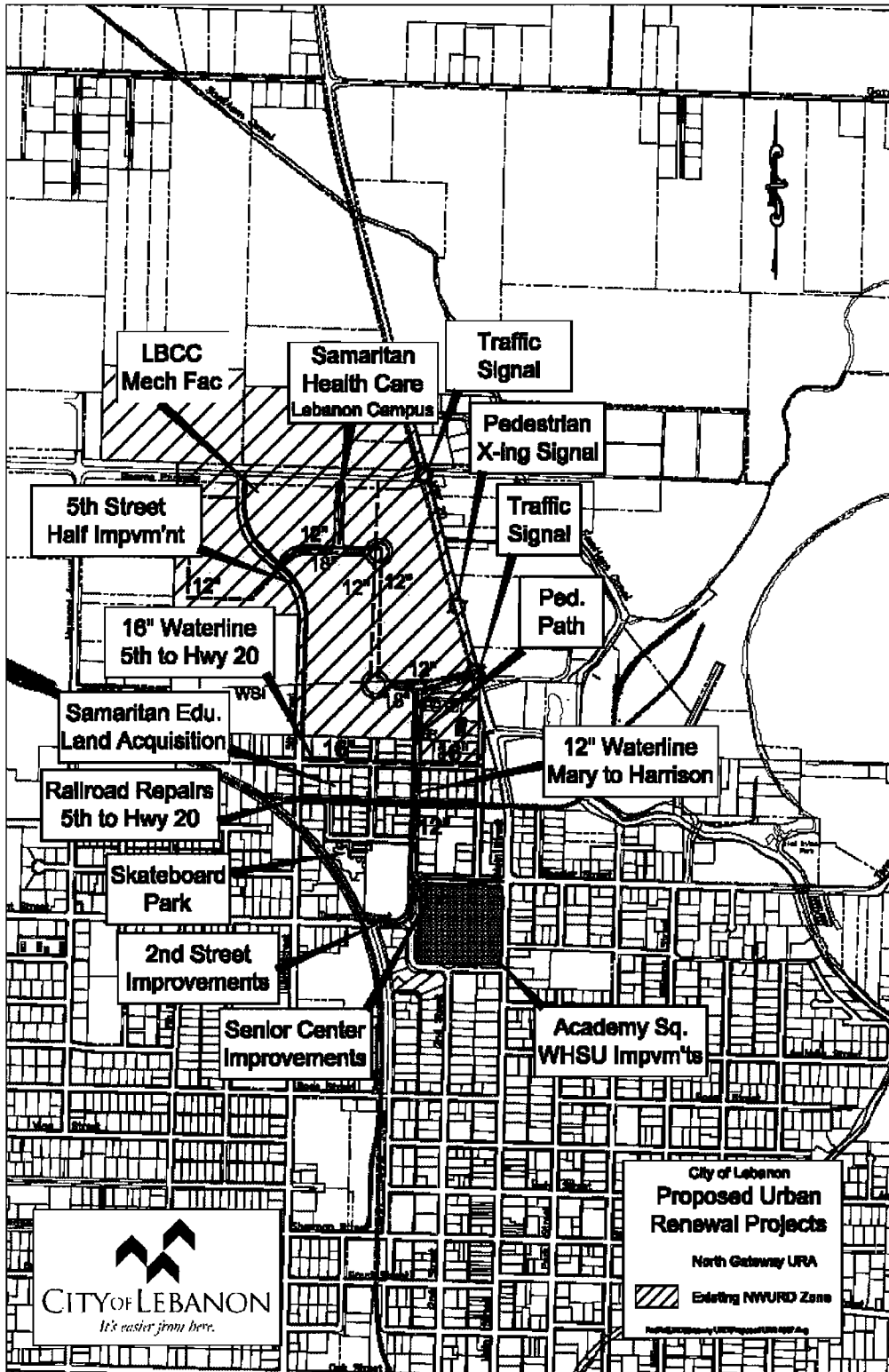
IV. THE RELATIONSHIP BETWEEN URBAN RENEWAL PROJECTS AND THE EXISTING CONDITIONS IN THE URBAN RENEWAL AREA

This section describes the relationship between the urban renewal projects called for in the Plan and conditions generally described in Section I of this Report, and more particularly described below. The Project Map is shown in Figure 3.

REPORT ON NORTH GATEWAY URBAN RENEWAL PLAN

REPORT ON NORTH GATEWAY URBAN RENEWAL PLAN

Figure 3. Project Map



A. Transportation Improvements: Streets

1. *Samaritan Healthcare Lebanon Campus Street & Utility Network*

This includes the development of a street and utility network on the Samaritan Healthcare Lebanon Campus. The Samaritan Healthcare Lebanon Campus is a proposed mixed use development located across Highway 20 from the existing Samaritan Lebanon Community Hospital. The improvements will be a street network and the provision of utilities to these parcels.

Relationship to Existing Conditions

The campus area is currently undeveloped and is being used to grow rye grass seed. There is no street network or utilities internal to the parcel. The existing street network is inadequate to serve the future development which will occur in the Area.

2. *5th Street Half-Street Improvements*

This provides for the construction of 5th Street to a collector standard with a center turn and install a sidewalk on the east side.

Relationship to Existing Conditions

Currently, 5th Street has two travel lanes, bike lanes and a sidewalk on the west side. The existing street is inadequate to serve the future development which will occur in the Area.

3. *N. 2nd Street Pedestrian Way*

This provides for the construction of a pedestrian way along North 2nd Street to connect the new Justice Center/Library/Senior Center to the proposed hospital development north of Mary Street and west of Highway 20. The pedestrian path is proposed to be a minimum of 10 feet wide and will encourage the use of alternative transportation among these civic centers.

Relationship to Existing Condition

North 2nd Street is currently fully built out, including curb, gutter, and sidewalks and is a paved residential street. It does not, however, have the 10 foot pedestrian pathway. The existing pedestrian way is inadequate to serve the future development which will occur in the Area.

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4. *Tangent/2nd/Morton Street Improvements*

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

Relationship to Existing Conditions

There is no left turn lane on 2nd Street at Morton Street, and congestion is evident at this time and expected to increase. The existing street is inadequate to serve the future development which will occur in the Area.

5. *Santiam Highway Traffic Signals*

This provides for installation of traffic signals. Signals are proposed at the intersections of Highway 20 with Reeves Parkway and Twin Oaks Drive. The signals will help maintain an acceptable level of service along Highway 20 as growth and development increases traffic volume.

Relationship to Existing Conditions

These intersections are currently un-signalized and operate at an acceptable level of service. However, with the proposed development, it is anticipated that the intersections will not be at an acceptable level of service.

6. *Pedestrian Crossing of Highway 20*

Improvements, including striping and a pedestrian activated signal, will be made for a pedestrian crossing of Highway 20 to the medical school.

Relationship to Existing Conditions

There is presently no pedestrian activated signal nor is there striping for the pedestrian crossing of Highway 20 to the proposed medical school. The safety provisions of a pedestrian crossing are inadequate for the planned development of the Area.

B. Railroad Improvements

1. *Lebanon Short Line Railroad Repair - Phase I: Olive Street (5th to N. Main Street)*

This provides for the repair and upgrade of rail spur line. The City of Lebanon gained ownership of the rail spur line from 5th Street and Olive Street to Industrial Way. The line serves the industrial properties located in the SCIP industrial park. The first phase of the repair is along Olive Street from 5th Street to Highway 20.

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The scope of the repairs involves replacing the failed railroad base rock and installing new ties and a heavier gauge rail and reconstruction of the street.

Relationship to Existing Conditions

The existing line is in poor condition and will be repaired and upgraded to continue to serve as a functioning rail spur line. The existing line is inadequate to serve the future development needs of the Area. The existing condition of Olive Street is inadequate to serve the Area.

C. Utilities: Water

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

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

Relationship to Existing Conditions

This area is currently served by water, however, the oversized 16" water line is necessary to increase flows and pressure to the initial Medical College buildings as well as help complete a planned 16-inch water line loop around the City. The existing water distribution system is inadequate to meet the initial phases of the Medical College needs.

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

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

Relationship to Existing Conditions

This area is currently served by a smaller diameter water line, however, the oversized 12" water line is necessary to increase flows and pressure for the full build-out of the URD area. The existing water distribution system is inadequate to meet the future development needs of the Area.

C. Parks

1. *Sk8teboard Park - Harrison and 4th*

This will include the construction of a skateboard park. The skateboard park is a community driven project lead by volunteers. The City has offered the land and proposed matching funding of \$150,000 to assist in the development and construction of the project. The proposed location is north of the new Justice Center adjacent to Harrison Street which is currently undeveloped.

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Relationship to Existing Conditions

The park does not presently exist. The facilities for youth recreation are insufficient in the Area.

2. Academy Square/WHSU Improvements

This includes the installation of pathways, additional parking, transit, and site improvements as well as building improvements to facilitate the mutual public and student use of Western University Health Sciences structures and the new Lebanon Public Library. Academy Square is the location of the existing Senior Center, new Library and Justice Center. Site improvements will include structural landscaping features, additional walkways, fencing, plants, a public plaza/outdoor meeting/assembly area, public transit facilities and potential expansion of the new Lebanon Public Library to facilitate joint use with Western University.

Relationship to Existing Conditions

Currently Academy Square is the site of the Lebanon Senior Center with minimal landscaping improvements. The existing site is not adequate to serve the demand for recreational and educational uses, including a possible library expansion to serve the WHSU and other student populations.

D. Miscellaneous

1. Senior Center Improvements

This will include the construction updates for the Senior Center. Some of the improvements remaining to be completed are the installation of air conditioning, exterior siding and additional parking. Additional updates will be completed to further maximize the use of the available space.

Relationship to Existing Conditions

The Senior Center building was purchased from the Lebanon Community School District. Minor improvements have been made to update the building for use as a senior center. Additional improvements are necessary for the building to adequately service the senior clientele.

2. Samaritan Educational Land Acquisition

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

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Relationship to Existing Conditions

This land is not in the ownership of Samaritan Healthcare. It is privately owned. The development proposed by Samaritan Healthcare will require land in addition to that which they already own. The existing land is not adequate to fill the projected needs of Samaritan Healthcare.

3. Linn Benton Community College (LBCC) Mechatronics Training Facility

This will include assistance in construction of a training facility. This project provides funding to assist LBCC in constructing a new Mechatronics Training Facility. The facility will be located at the existing LBCC campus at Industrial Way and Highway 20.

Relationship to Existing Conditions

This training facility does not exist. The LBCC facilities in the Area are not adequate to meet the needs of the LBCC.

4. Wetland Mitigation

This will include funds for assistance with wetlands mitigation with the funding guidelines to be designed by the Agency upon adoption of the Plan.

Relationship to Existing Conditions

A wetland mitigation fund does not exist for this area. The ability of the City to assist in wetland mitigation is not adequate in the Area.

5. System Development Charges and Permits

This will provide funding to reimburse Building and Public Improvement Development Charges (SDCs) and City of Lebanon Permits for construction within the Area.

Relationship to Existing Conditions

There is no existing program for the reimbursement of SDCs or Permits in the Area. The ability of the City to provide reimbursement is not adequate in the Area.

REPORT ON NORTH GATEWAY URBAN RENEWAL PLAN

V. THE ESTIMATED TOTAL COST OF EACH PROJECT AND THE SOURCES OF MONEYS TO PAY SUCH COSTS

Table 7. Project Expenditures and Money to Pay Costs

FY Ending June 30		2009	2010	2011	2012	2013	2014
Revenues							
Beginning Balance		0	0	107,210	230,613	41,920	443,818
Tax Increment Debt Proceeds							
Note 1			5,500,000	2,350,000		2,500,000	
Short Term Debt		0	0	0	0	0	0
Total			5,500,000	2,457,210	230,613	2,541,920	443,818
	Cost in 2008\$	1	2	3	4	5	6
Expenditures							
Materials and Services			100,000	103,000	106,090	109,273	112,551
Bond Issuance Costs		0	0	0	0	0	0
Urban Renewal Projects							
Infrastructure Improvements	Total TI Cost (2008\$)						
Streets							
Sam. Healthcare Lebanon Campus Street & Utility Network I	1,135,530		1,204,684				
Sam. Healthcare Lebanon Campus Street & Utility Network II	1,345,170		1,427,091				
5th Street Half Street Improvements	458,000					530,948	
N. 2nd Street Ped. Way	70,700						
Tangent/2nd/ Morton Street Improvements	1,900,000		2,015,710				
Santiam Highway Traffic Signals	800,000					463,710	
Ped Crossing Hwy 20	200,000			218,545			
Railroad							
Lebanon Short Line Railroad Repair Phase I	500,000						
Utilities: Water							
Mary/2nd/ Harrison 12"	88,000		93,359				
Mary/2 nd N Main St. Waterline	434,900					504,168	
Parks							
Sk8teboard Park Harrison and 4 th	225,000						
Academy Square-WUHS Corridor Improvements	1,000,000						
Miscellaneous							
Senior Center Improvements	250,000						
Samaritan Educational Land Acquisition	500,000						
Linn Benton CC Mechatronics Training Fac.	1,500,000			1,639,091			
Wetland Mitigation	200,000					231,855	
SHS SDC's and Permits	667,200		70,783	72,907	75,094	77,347	79,667
Total Capital Projects	11,274,500	0	4,811,627	1,930,543	75,094	1,808,803	79,667
Contingency @ 10%	1,127,450	0	481,163	193,054	7,509	180,803	7,967
Total	12,401,950	0	5,392,790	2,226,597	188,693	2,098,102	200,185

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Table 7. Project Expenditures and Money to Pay Costs, cont.

FY Ending June 30		2015	2016	2017	2018	2019	2020	2021	2022
Revenues									
Beginning Balance		243,633	546,366	20,464	84,092	228,305	116,713	106,413	95,804
Tax Increment Debt Proceeds									
Note 1		2,200,000		1,000,000	1,700,000				
Total		2,443,633	546,366	1,020,464	1,784,092	228,305	116,713	106,413	95,804
	Cost in 2008\$	7	8	9	10	11	12	13	14
Expenditures									
Materials and Services		115,927	119,405	122,987	126,677	10,000	10,300	10,609	10,927
Bond Issuance Costs		0	0	0	0	0	0	0	0
Urban Renewal Projects									
Infrastructure Improvements	Total TI Cost (2008\$)								
Streets									
Sam. Healthcare Lebanon Campus Street & Utility Network I	1,135,530								
Sam. Healthcare Lebanon Campus Street & Utility Network II	1,345,170								
5th Street Half Street Improvements	458,000								
N. 2nd Street Ped. Way	70,700								
Tangent/2nd/ Morton Street Improvements	1,900,000								
Santiam Highway Traffic Signals	800,000				537,567				
Ped Crossing Hwy 20	200,000								
Railroad									
Lebanon Short Line Railroad Repair Phase I	500,000			652,387					
Utilities: Water									
Mary/2nd/ Harrison 12"	88,000								
Mary/2 nd N Main St. Waterline	434,900					504,168			
Parks									
Sk8teboard Park Harrison and 4 th	225,000		285,023						
Academy Square -WUHS Corridor	1,000,000	1,229,874							
Miscellaneous									
Samaritan Educational Land Acquisition	500,000				671,958				
Linn Benton CC Mechatronics Training Facility	1,500,000								
Wetland Mitigation	200,000								
SHS SDC's and Permits	667,200	82,057	84,519	87,054	89,666	92,356			
Total Capital Projects	11,274,500	1,619,400	369,542	739,441	1,299,191	92,356	0	0	0
Contingency @ 10%	1,127,450	161,940	36,954	73,944	129,919	9,236	0	0	0
Total	12,401,950	1,897,267	525,902	936,373	1,555,787	111,592	10,300	10,609	10,927

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Table 7. Project Expenditures and Money to Pay Costs, cont.

FY Ending June 30		2023	2024	2025	2026	2027	2028	2029	Totals
Revenues									
Beginning Balance		84,877	73,622	62,029	50,088	37,790	25,122	12,074	
Tax Increment Debt Proceeds									
Note 1									15,250,000
Short Term Debt		0	0	0	0	0	0	0	
Total		84,877	73,622	62,029	50,088	37,790	25,122	12,074	
	TI Cost in 2008\$	15	16	17	18	19	20	21	
Expenditures									
Materials and Services		11,255	11,593	11,941	12,299	12,668	13,048	12,074	1,142,624
Bond Issuance Costs		0	0	0	0	0	0		0
Urban Renewal Projects									
Infrastructure Improvements	Total TI Cost (2008\$)								
Streets									
Sam. Healthcare Lebanon Campus Street & Utility Network I	1,135,530								1,204,684
Sam. Healthcare Lebanon Campus Street & Utility Network II	1,345,170								1,427,091
5th Street Half Street Improvements	458,000								530,948
N. 2nd Street Ped. Way	70,700								0
Tangent/2nd/ Morton Street Improvements	1,900,000								2,015,710
Santiam Highway Traffic Signals	800,000								1,001,276
Ped Crossing Hwy 20	200,000								218,545
Railroad									
Lebanon Short Line Railroad Repair Phase I	500,000								652,387
Utilities:Water									
Mary/2nd/ Harrison 12"	88,000								93,359
Mary/2 nd N Main St. Waterline	434,900								434,900
Parks									
Sk8teboard Park Harrison and 4 th	225,000								285,023
Academy Square WUHS Corridor	1,000,000								1,229,874
Senior Center Improvements	250,000								307,468
Samaritan Educational Land Acquisition	500,000								671,958
Linn Benton CC Mechatronics Training Facility	1,500,000								1,639,091
Wetland Mitigation	200,000								231,855
SHS SDC's and Permits	667,200								811,451
Total Capital Projects	11,274,500	0	0	0	0	0			12,824,888
Contingency @ 10%	1,127,450	0	0	0	0				1,282,489
Total	12,401,950	11,255	11,593	11,941	12,299	12,668	13,048	12,074	15,250,000

REPORT ON NORTH GATEWAY URBAN RENEWAL PLAN

VI. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT

Projects will be ongoing and accomplished in increments. Estimated completion dates are shown in Table 7, starting on page 22 of this Report.

VII. THE ESTIMATED AMOUNT OF TAX INCREMENT REVENUES REQUIRED AND THE ANTICIPATED YEAR IN WHICH INDEBTEDNESS WILL BE RETIRED

Table 8 shows the tax increment revenues and their allocation to loan repayments, reimbursements, debt service and debt service reserve funds. It is anticipated that all debt will be retired by the end of FY 2032/2033. The maximum indebtedness is Fifteen Million Seven Hundred Thousand dollars (\$15,700,000). The total amount of tax increment revenues required to service debt is \$27,005,525.

Table 8. Tax Increment Revenues

FY Ending June 30	2010	2011	2012	2013	2014	2015	2016	2017
Revenues								
Beginning Balance	0	8,574	19,694	45,312	79,832	79,832	79,832	79,832
Yr Tax Increment Revenue	8,574	111,196	256,180	345,195	677,427	697,957	982,078	1,126,142
Bond Proceeds								
Total Revenues	8,574	119,770	275,874	390,507	757,258	777,788	1,061,909	1,205,973
Expenditures								
To Project Fund								
Principal		0	0	0	137,691	165,106	347,482	508,920
Interest	0	100,076	230,562	310,676	539,736	532,851	634,596	617,222
Total	0	100,076	230,562	310,676	677,427	697,957	982,078	1,126,142
Ending Balance	8,574	19,694	45,312	79,832	79,832	79,832	79,832	79,832
Note Draws	0	5,500,000	2,350,000	0	2,500,000	0	2,200,000	0
Total	0	5,500,000	2,350,000	0	2,500,000	0	2,200,000	0
Principal Balance	0	5,500,000	8,024,924	8,195,608	10,794,712	10,657,021	12,691,915	12,344,433
Interest Rate 5.00%	0	275,000	401,246	409,780	539,736	532,851	634,596	617,222
Capitalized Interest		174,924	170,684	99,105	0	0	0	0

REPORT ON NORTH GATEWAY URBAN RENEWAL PLAN

Table 8. Tax Increment Revenues, cont.

FY Ending June 30	2018	2019	2020	2021	2022	2023	2024	2025
Revenues								
Beginning Balance	79,832	79,832	79,832	79,832	79,832	79,832	79,832	79,832
Year Tax Increment Revenues	1,154,295	1,228,187	1,271,174	1,315,665	1,361,713	1,409,373	1,451,654	1,495,204
Bond Proceeds								
Total Revenues	1,234,127	1,308,019	1,351,005	1,395,496	1,441,545	1,489,205	1,531,486	1,575,035
Expenditures								
To Project Fund								
Principal	512,519	527,037	596,376	670,686	750,268	835,442	919,495	1,009,019
Interest	641,776	701,150	674,798	644,979	611,445	573,931	532,159	486,185
Total	1,154,295	1,228,187	1,271,174	1,315,665	1,361,713	1,409,373	1,451,654	1,495,204
Ending Balance	79,832	79,832	79,832	79,832	79,832	79,832	79,832	79,832
Note Draws	1,000,000	1,700,000	0	0	0	0	0	0
Total	1,000,000	1,700,000	0	0	0	0	0	0
Principal Balance	12,835,514	14,022,994	13,495,957	12,899,581	12,228,895	11,478,627	10,643,185	9,723,690
Interest	641,776	701,150	674,798	644,979	611,445	573,931	532,159	486,185
Capitalized Interest	0	0	0	0	0	0	0	0

REPORT ON NORTH GATEWAY URBAN RENEWAL PLAN

Table 8. Tax Increment Revenues, cont.

FY Ending June 30	2026	2027	2028	2029	2030	2031	2032	2033	Totals
Revenues									
Beginning Balance	79,832	79,832	79,832	79,832	79,832	79,832	79,832	79,832	
Year Tax Increment Revenues	1,540,060	1,586,262	1,625,918	1,666,566	1,708,230	1,750,936	1,794,710	440,829	27,005,525
									0
Bond Proceeds									0
Total Revenues	1,619,891	1,666,093	1,705,750	1,746,398	1,788,062	1,830,768	1,874,541	520,660	
Expenditures									
To Project Fund									0
Principal	1,104,326	1,205,745	1,305,688	1,411,621	1,523,866	1,642,765	1,768,677	520,660	17,463,389
Interest	435,734	380,517	320,230	254,946	184,365	108,171	26,033	0	9,542,136
Total	1,540,060	1,586,262	1,625,918	1,666,566	1,708,230	1,750,936	1,794,710	520,660	9,542,136
Ending Balance	79,832	79,832	79,832	79,832	79,832	79,832	79,832	0	27,005,525
Note Draws	0	0	0	0	0				15,250,000
Total	0	0	0	0	0				15,250,000
									0
Principal Balance	8,714,671	7,610,344	6,404,600	5,098,912	3,687,291	2,163,425	520,660		193,365,584
Interest	435,734	380,517	320,230	254,946	184,365	108,171	26,033		9,668,279
Capitalized Interest	0	0	0	0	0				444,712
Maximum Indebtedness									15,694,712

REPORT ON NORTH GATEWAY URBAN RENEWAL PLAN

VIII. FINANCIAL ANALYSIS OF THE PLAN

The estimated tax increment revenues through FY 2027/2028 as shown above are based on projections of the assessed value of development within the Area and payment of fees. The projections assume development of the Western University of Health Sciences medical campus within the Area. It also assumes residential development north of Reeves Parkway.

Table 9 shows the projected incremental assessed value, projected tax rates that would produce tax increment revenues, and the annual tax increment revenues (not adjusted for undercollection, penalties and interest). These, in turn, provide the basis for the projections in Table 8.

Table 9. Projected Incremental Assessed Value, Tax Rates and Tax Increment Revenues (Dollars)

FY Ending June 30	2009	2010	2011	2012	2013	2014	2015
Prior AV	10,288,975	10,546,199	10,809,854	17,402,241	27,594,924	34,991,956	58,767,196
Percent Increase	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%	2.50%
New Development Assessed Value		0	6,322,140	9,757,628	6,707,158	22,900,441	0
Total AV	10,546,199	10,809,854	17,402,241	27,594,924	34,991,956	58,767,196	60,236,376
Incremental AV	257,224	520,879	7,113,266	17,305,949	24,702,981	48,478,221	49,947,401
Base	10,288,975	10,288,975	10,288,975	10,288,975	10,288,975	10,288,975	10,288,975
Tax Rate	0.0000	17.3278	16.4549	15.5821	14.7093	14.7093	14.7093
Tax Increment Revenues (Unadjusted for Compression, Under Collection)		9,026	117,048	269,663	363,364	713,081	734,691
Tax Increment Revenues (Unadjusted for Compression, Under Collection of 5%)		8,574	111,196	256,180	345,195	677,427	697,957

REPORT ON NORTH GATEWAY URBAN RENEWAL PLAN

Table 9. Projected Incremental Assessed Value, Tax Rates and Tax Increment Revenues (Dollars), cont.

FY Ending June 30	2016	2017	2018	2019	2020	2021	2022
Prior AV	60,236,376	70,279,759	80,589,296	82,604,028	87,891,919	90,968,136	94,152,020
Percent Increase	2.50%	2.50%	2.50%	2.50%	3.50%	3.50%	3.50%
New Development Assessed Value	8,537,474	8,552,543	0	3,222,790	0	0	0
Total AV	70,279,759	80,589,296	82,604,028	87,891,919	90,968,136	94,152,020	97,447,341
Incremental AV	59,990,784	70,300,321	72,315,053	77,602,944	80,679,161	83,863,045	87,158,366
Base	10,288,975	10,288,975	10,288,975	10,288,975	10,288,975	10,288,975	10,288,975
Tax Rate	14.7093	14.7093	14.7093	14.7093	14.7093	14.7093	14.7093
Tax Increment Revenues (Unadjusted for Compression, Under Collection)	1,033,766	1,185,412	1,215,047	1,292,829	1,338,078	1,384,910	1,433,382
Tax Increment Revenues (Unadjusted for Compression, Under Collection of 5%)	982,078	1,126,142	1,154,295	1,228,187	1,271,174	1,315,665	1,361,713

REPORT ON NORTH GATEWAY URBAN RENEWAL PLAN

Table 9. Projected Incremental Assessed Value, Tax Rates and Tax Increment Revenues (Dollars), cont.

FY Ending June 30	2023	2024	2025	2026	2027	2028	2029
Prior AV	97,447,341	100,857,998	103,883,738	107,000,250	110,210,258	113,516,565	116,354,480
Percent Increase	3.50%	3.00%	3.00%	3.00%	3.00%	2.50%	2.50%
New Development Assessed Value	0	0	0	0	0	0	0
Total AV	100,857,998	103,883,738	107,000,250	110,210,258	113,516,565	116,354,480	119,263,342
Incremental AV	90,569,023	93,594,763	96,711,275	99,921,283	103,227,590	106,065,505	108,974,367
Base	10,288,975	10,288,975	10,288,975	10,288,975	10,288,975	10,288,975	10,288,975
Tax Rate	14.7093	14.7093	14.7093	14.7093	14.7093	14.7093	14.7093
Tax Increment Revenues (Unadjusted for Compression, Under Collection)	1,483,551	1,528,057	1,573,899	1,621,116	1,669,749	1,711,493	1,754,280
Tax Increment Revenues (Unadjusted for Compression, Under Collection of 5%)	1,409,373	1,451,654	1,495,204	1,540,060	1,586,262	1,625,918	1,666,566

REPORT ON NORTH GATEWAY URBAN RENEWAL PLAN

Table 9. Projected Incremental Assessed Value, Tax Rates and Tax Increment Revenues (Dollars), cont.

FY Ending June 30	2030	2031	2032	2033
Prior AV	119,263,342	122,244,925	125,301,048	128,433,574
Percent Increase	2.50%	2.50%	2.50%	2.50%
New Development Assessed Value	0	0	0	0
Total AV	122,244,925	125,301,048	128,433,574	131,644,414
Incremental AV	111,955,950	115,012,073	118,144,599	121,355,439
Base	10,288,975	10,288,975	10,288,975	10,288,975
Tax Rate	14.7093	14.7093	14.7093	14.7093
Tax Increment Revenues (Unadjusted for Compression, Under Collection)	1,798,137	1,843,091	1,889,168	1,936,397
Tax Increment Revenues (Unadjusted for Compression, Under Collection of 5%)	1,708,230	1,750,936	1,794,710	1,839,577

REPORT ON NORTH GATEWAY URBAN RENEWAL PLAN

IX. IMPACT OF THE TAX INCREMENT FINANCING, BOTH UNTIL AND AFTER THE INDEBTEDNESS IS REPAID, UPON ALL ENTITIES LEVYING TAXES UPON PROPERTY IN THE URBAN RENEWAL AREA

The impact of tax increment financing on overlapping taxing districts consists primarily of the property tax revenues foregone on permanent rate levies as applied to the growth in assessed value in the Area.

The tables below show no impacts on the Lebanon Public Schools School District or the Educational Service District. Under current school funding law, property tax revenues are combined with State School Fund revenues to achieve per-student funding targets. Under this system, property taxes foregone because of the use of Tax Increment Financing are replaced with State School Fund revenues.

Table 10. Projected Impact on Taxing District Permanent Rate Levies During Use of Tax Increment Financing

Taxing District	Present Value, Total Revenues Foregone Through 2033	Average Present Value Per Year
Linn County	\$1,114,586	\$46,441
Lebanon City	\$4,495,099	\$187,296
Lebanon Fire District	\$1,977,829	\$82,410
Lebanon Aquatic Center	\$210,035	\$8,751
Linn Benton Community College	\$439,236	\$18,301

The average impact of foregone revenues as a percentage of the total permanent rate levy of each taxing district is shown in Table 11 below.

Table 11. Average Annual Revenues Foregone as Percent of Levy

Taxing District	FY 2007/2008 Levy	Percent of Levy
Linn County	\$8,846,368	0.5%
Lebanon City	\$3,306,230	5.7%
Lebanon Fire District	\$2,866,268	2.9%
Lebanon Aquatic Center	\$327,194	2.7%
Linn Benton Community College	\$3,216,411	0.6%

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Table 12 shows in the increase in permanent rate levy revenues that would occur after termination of the tax increment financing in FY 2032/2033. By FY 2041/2042, revenues added to the permanent rate levies would substantially equal the revenues foregone during the use of tax increment financing.

Table 12. Additional Revenues Obtained After Termination of Tax Increment Financing by FY 2041/2042.

Taxing District	Present Value, Total Revenues Gained FY 2034 - 2042
Linn County	\$1,247,125
Lebanon City	\$5,029,628
Lebanon Fire District	\$2,213,021
Lebanon Aquatic Center	\$235,011
Linn Benton Community College	\$491,467

X. RELOCATION REPORT

There are no businesses or residents to be relocated under the Plan at its adoption.

XI. COMPLIANCE WITH STATUTORY LIMITS ON ASSESSED VALUE AND SIZE OF URBAN RENEWAL AREA

State law limits the percentage of both a municipality’s total assessed value and the total land area that can be contained in an urban renewal area at the time of its establishment to 25 percent for municipalities under 50,000 in population. As noted above, the estimated total assessed value of the Area, including all real, personal, personal manufactured and utility properties is \$8,107,234, and the frozen base of all other Lebanon URAs combined is \$27,461,631. This will bring the total AV of Lebanon URAs to \$35,568,865, which is 5.53 percent of the City of Lebanon’s total assessed value, and well within the 25 percent statutory limitation. The estimated total acreage of the Area is 144 acres, including public right of way. Other URAs contain 888 acres. Prior to the adoption of this Plan, the Northwest Lebanon URA will be reduced by approximately 112 acres, making the total in other URAs 776 acres. The City of Lebanon is approximately 4,375 acres. Therefore, 20.34 percent of the acreage in the City would be in urban renewal areas, and 5.53 percent of the assessed value of the City would be in urban renewal areas. This is below the statutory limitation of 25 percent in both cases.

The acreage, and thereby the frozen base, of the Northwest Lebanon Urban Renewal Area will be decreased in a City Council action prior to the formation of this Area. The acreage decrease is shown in the chart below. The assessed value decrease will be shown after adoption of the ordinance by City Council. Therefore, the table below shows more assessed value in urban renewal areas than will

REPORT ON NORTH GATEWAY URBAN RENEWAL PLAN

actually exist. However, the total value with the present calculation is only 5.53 percent, well below the 25 percent limit. This percentage will decrease when the assessor calculates the new frozen base for the Northwest URA.

Table 13. URA Conformance with AV and Area Limits

Urban Renewal Area	Acres	Frozen Base/Assessed Value
Cheadle Lake	230.44	\$18,643,396
Northwest Lebanon	657.79	8,818,235
Northwest removal prior to North Gateway adoption	(98)	(*)
Northwest removal prior to North Gateway (Pioneer School)	(13.69)	0
North Gateway	144	8,107,234
Total Urban Renewal Areas	890	35,568,865
City	4375.14	\$643,686,333
<i>Total Amount of City in URAs</i>	<i>20.34%</i>	<i>5.53%</i>

** this will be calculated by the Assessor's office once the actions are approved by the City Council.*

EXHIBIT C

PLANNING COMMISSION STAFF REPORT

TO: City of Lebanon Planning Commission

FROM: Elaine Howard; Elaine Howard Consulting, LLC
Through Walt Wendolowski, Community Development Manager

DATE: July 9, 2008

SUBJECT: North Gateway Urban Renewal Plan

PURPOSE

This is an urban renewal plan for the North Gateway area of Lebanon to provide a financing mechanism to fund infrastructure improvements, facilitating the development of the medical school, encouraging growth of businesses and providing increased employment and educational opportunities to the citizens of Lebanon.

DOCUMENTS

This Staff Report is accompanied by the North Gateway Urban Renewal Plan and the North Gateway Urban Renewal Report. These two documents are the required documents for establishing an urban renewal area and the format of the documents follow what is required in the Oregon Revised Statute 457. Portions of these documents were excerpted for use in this Staff Report, specifically the Section on Relationship to Local Goals and Objectives.

BACKGROUND

The North Gateway Urban Renewal Plan (the "Plan") is driven by the desire to work with Samaritan Health Services (SHS) on the development of a medical school in Lebanon. The recent partnership between SHS and the Western University of Health Sciences (Western University) for the placement of a medical school in Lebanon has required the partnership with the City of Lebanon to assist in providing infrastructure for the medical school campus.

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

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

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

In order to facilitate development of property within the Area, improvements are needed in infrastructure connections are required from the Area to adjacent properties.

In order to facilitate this development, it is necessary to assist in the provision of infrastructure to serve the Area and to make necessary pedestrian and automobile connections from the Area to the existing hospital.

Along with helping to stimulate the development of the Reeves property, the Plan provides programs which will help in the overall improvement of the other five sub districts of the Area, including a rehabilitation loan program for the residential area, infrastructure improvements in the mixed use and industrial area, a commercial loan program in the commercial area and financing for public improvements in the public area.

PUBLIC NOTICE

A Notice of Public Meeting before the Lebanon Planning Commission was mailed on June 26, 2008 to all property owners within the proposed new urban renewal area, property owners within 200 feet of the proposed area, utility service providers, and other entities as required.

PROPOSAL

The Area contains approximately 279 acres, including public right-of-way (ROW). It includes 73 individual properties. All of the Area is inside Lebanon city limits and within the Urban Growth Boundary.

The purpose of urban renewal is to improve specific areas of a city that are poorly developed or underdeveloped. These areas can have old deteriorated buildings, public spaces which need improvements, streets and utilities in poor condition or the areas can lack streets and utilities altogether.

Urban renewal projects in general can include construction or improvement of streets, utilities and other public facilities, assistance for rehabilitation or redevelopment of property, acquisition and re-sale of property (site assembly) from willing sellers and can provide funds for improvements to public spaces. The specific projects to be approved in this Plan are outlined in Sections III and IV of the Plan.

the increase in total assessed values in the urban renewal area from the time the urban renewal area is first established – are used to repay borrowed funds. The funds borrowed are used to pay for urban renewal projects.

Urban renewal is put into effect by the local government (city in this case) adopting an urban renewal plan. The urban renewal plan defines the urban renewal area, states goals and objectives for the area, lists projects and programs that can be undertaken, provides a dollar limit on the funds borrowed for urban renewal projects, and states how the plan may be changed in the future.

The main goal of the Plan is “Economy” and is centered around supporting educational and business development and promoting job creation for the citizens of Lebanon. Additional goals are “Land Use” and relate to encouraging business and industry to locate in Lebanon and “Traffic and Transportation” as many of the projects are transportation related. The other goals of the plan, “Public Utilities, Parks, and Public Facilities” all relate to provision of services in the Area.

The projects administered under the Plan include six main categories:

- Transportation Improvements
- Sewer Improvements
- Water Improvements
- Park and Public Spaces
- Public Facilities
- Acquisition
- Rehabilitation Loan Fund
- Linn Benton Community College Training Center

The financing proposed in the Plan is a maximum indebtedness of the Area of _____. These funds are generated through growth in the Area over the next ____ years. During this time, the other taxing districts would forego the growth of the property taxes in the Area, dedicating that increase in taxes to the improvement of the Area. Once the Plan terminates, the full increase in property tax revenues would then be allocated to the other taxing districts.

The Plan would be administered by the City of Lebanon Urban Renewal Agency (“Agency”). Changes to the Plan, if necessary, must be approved by the Agency and City Council as detailed in Section IX Future Amendments to the Plan.

REVIEW CRITERIA

There are no explicit review criteria for a Planning Commission for review of an urban renewal plan. The Oregon Revised Statute (ORS) ORS 457.085(4) states that “An urban renewal plan and accompanying report shall be forwarded to the planning commission of the municipality for recommendations, prior to presenting the plan to the governing body of the municipality for approval under ORS 457.095”. The general accepted practice is for the Planning Commission to provide input on the relationship of the Plan to the local Goals and Objectives, (Section V of the Plan), and particularly to the conformance to the City Comprehensive Plan.

ANALYSIS

The Plan would provide for a maximum indebtedness of _____ and last for approximately ----- years, which would use the increase in property tax revenues in the Area to fund projects identified in the Plan. The conformance with the local objectives is in the Findings section of this document, Attachment 1. A summary of those findings in relationship to the Local Goals and Objectives follows:

A. Lebanon Comprehensive Plan

The Plan relates to the following sections of the General Plan. The findings are in Attachment 1.

- Chapter 1 - Introduction
- Chapter 2 - Natural Environment
- Chapter 3 - Urbanization
- Chapter 4 - Land Use
- Chapter 5 - Population and Economy
- Chapter 6 - Housing
- Chapter 7 - Community Friendly Development
- Chapter 8 - Transportation
- Chapter 9 - Public Facilities and Services

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

The Plan relates to the following sections of the Lebanon Zoning Code. The findings are in Attachment 2

- Residential Mixed Density (RM)
- Highway Commercial (CH)
- General Industrial (MG)
- Mixed Use (MU)

C. Transportation System Plan

The Plan relates to the Transportation System Plan. The findings are in Attachment 1.

The North Gateway Urban Renewal Plan will relate to and conform with the above mentioned Plans.

PLANNING COMMISSION RECOMMENDATION

It is recommended that the Planning Commission;

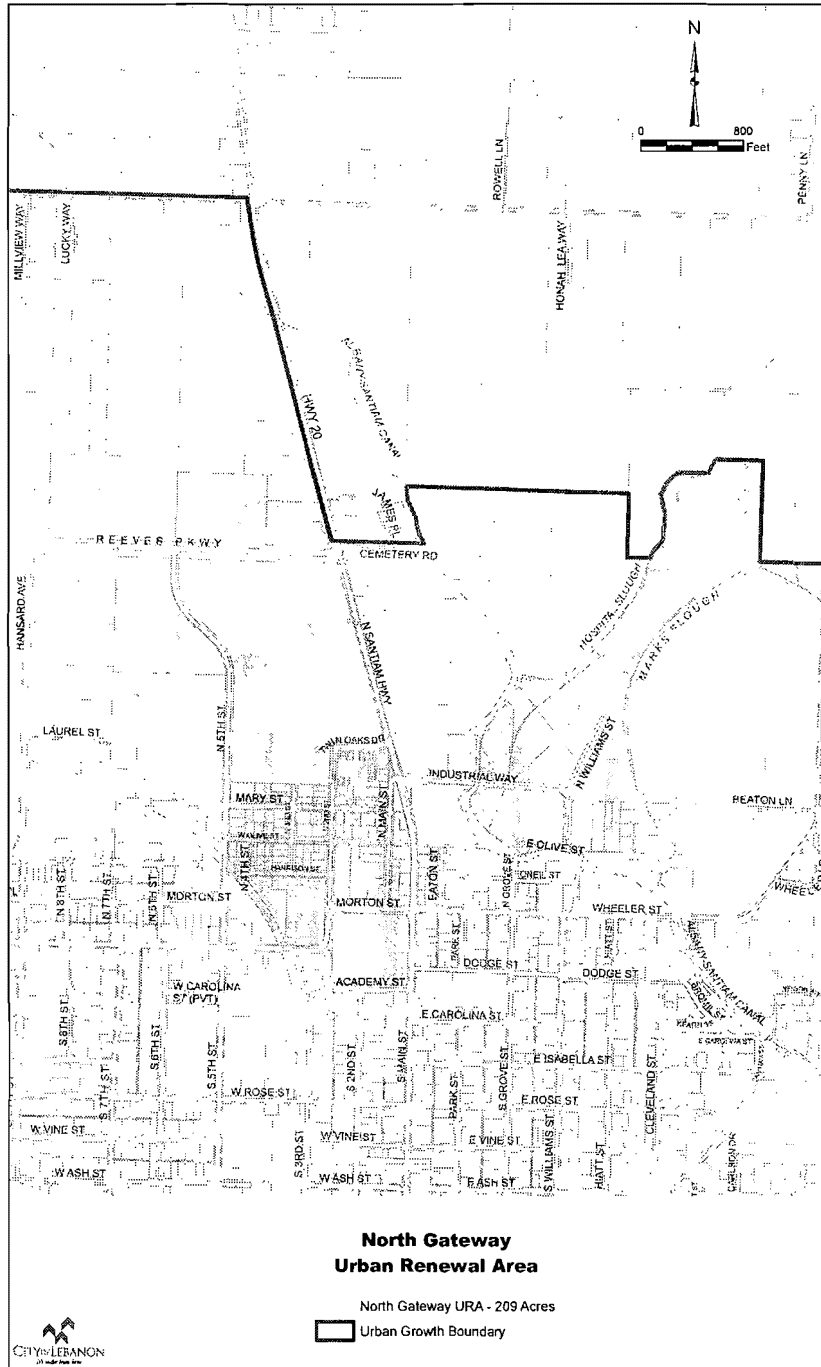
1. Review and discuss the proposed North Gateway Urban Renewal Plan.
2. Recommend the Lebanon City Council approve the proposed North Gateway Urban Renewal Plan based on finding contained in this report.

Attachments:

1. Figure 1, North Gateway Urban Renewal Area Boundary
2. Findings
3. North Gateway Urban Renewal Plan
4. North Gateway Urban Renewal Report

Attachment 1

Figure 1: North Gateway Urban Renewal Plan Boundary



Attachment 2: Findings

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

A. Lebanon Comprehensive Plan

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

The applicable Lebanon Comprehensive Plan categories for the Area are:

Commercial

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

Public Use

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

Industrial

The Industrial Designation provides lands suitable for manufacturing and related activities, warehousing and similar activities that will help support the economic base of the community and surrounding area.

Mixed Use

The Mixed Use designation provides lands that possess potential for several types of land use or combinations of different land uses. The intent of this designation is to achieve an environment in which different

land uses can co-exist by providing building groupings for privacy, usable and attractive open spaces, and safe circulation, thus promoting the general well being of the residents, businesses, and other occupants. Mixed Development lands are open to all types of development including residential, commercial, and light industrial land uses.

Residential Mixed Density

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

6. Urban Growth Area

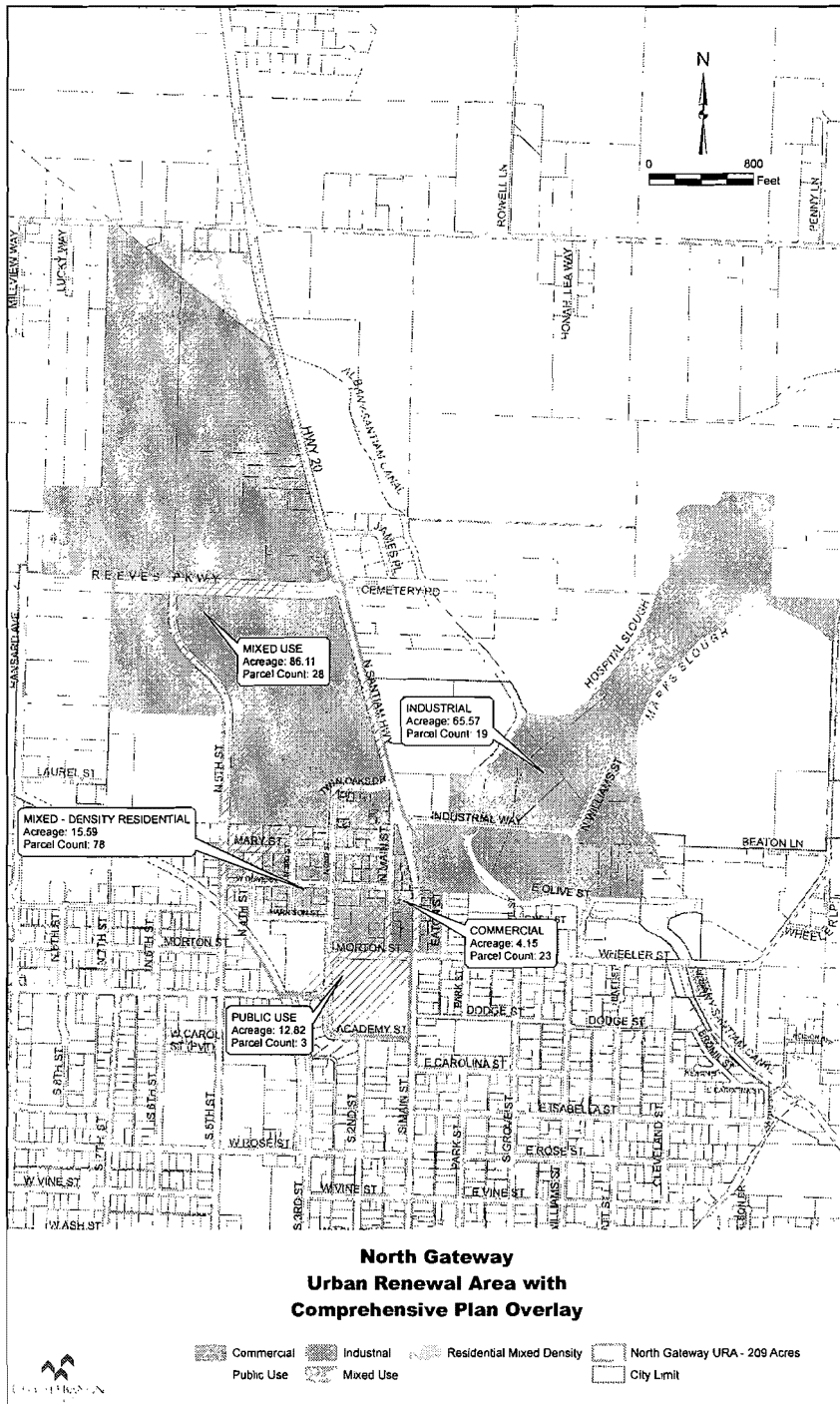
The Urban Growth Area designation is for properties which are within the Urban Growth Boundary but not yet annexed into the City. The UGA does not have a City Zoning Map designation, but does have a Comp Plan Map designation. The City of Lebanon policy on annexation and assignment of Zoning Map designations from the current Zoning ordinance is as follows:

SECTION 3.050 ZONING OF ANNEXED AREAS

All areas annexed to the City shall be placed in a zoning classification in accordance with the adopted Comprehensive Plan. If a zoning designation other than one in accordance with the Comprehensive Plan is requested by an applicant, the zoning requested shall not be granted until the plan is amended to reflect concurrence.

The Plan complies with the comprehensive plan designations. The projects in the Plan are mainly infrastructure projects which will help facilitate development within the Area. The new development will comply with the comprehensive plan designations or change the designations if necessary through the City process established for a comprehensive plan change.

Figure 2. Comprehensive Plan



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

Chapter I - Introduction

3.2 City's Citizen Involvement Program

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

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

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

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

A public forum was held to gain public input in the approval process.

5.0 General Goals

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The Plan will also allow for assistance in the future development of underdeveloped industrial land and provide for programs to assist in the improvement of existing residential neighborhoods.

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

Citizens will be included in the planning process through a public forum and opportunities for input at the Planning Commission and City Council.

The State will be involved due to their interests in Highway 20, which runs through the Area.

Chapter 2 - Natural Environment

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

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

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

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

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

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

There are designated wetlands within the Plan area. The developments proposed will relate to the provisions of the Comprehensive Plan in addressing these features.

Chapter 3 – Urbanization

This Chapter of the Comprehensive Plan provides the basic framework for future urban development in the Lebanon area. The City has the authority and responsibility to guide development that will eventually become part of the City.

The overall Urbanization Goals of the City include:

G-1: Providing for an orderly and efficient transition from rural to urban land use.

G-2: Promoting and implementing development policies that encourage the orderly and efficient development within the community.

G-3: Ensuring that the overall Comprehensive Plan, and its goals, policies and recommendations help conserve energy.

All areas in the Plan are within the urban growth boundary, however, some of the properties lie on the edge of the boundary in an area called Urban Growth Area (UGA). The proposed developments are an efficient development of the land relating to the overall goals of the Comprehensive Plan. Development and increased densities in the Area will help protect areas outside of the urban growth boundary from the pressures of urbanization.

3.0 Annexations

Annexations into the City take into account and are based upon both the previously listed background information (in Sections 1 and 2 above) and the following considerations throughout this section.

3.1 The Purpose of Annexation and Impacts on Key City-Provided Utility Services

3.1.1 Prior to annexation, land inside the Urban Growth Area (UGA) has a City Comprehensive Plan Map designation, but is under Linn County's jurisdiction and has a County land use zone designation.

3.1.2 The act of annexation, in and of itself, has two primary purposes and two primary consequences, both of which occur simultaneously when the City approves an annexation. The first purpose/consequence is that jurisdiction over the annexation territory transfers from Linn County to the City of Lebanon. The second purpose/consequence is that a City of Lebanon land use zoning map

designation that is consistent with the City's Comprehensive Plan Map designation is assigned for the first time to the annexation territory as it is incorporated into the City Limits.

3.1.3 In short, Annexation fully incorporates territory within the Urban Growth Area into the City Limits.

3.1.9 Furthermore, urban densities within the Urban Growth Area (UGA) are already accounted for in the City's facilities plans.

On the northwestern edge of the Area there is land designated as UGA. This land is not yet annexed into the City, however, since it is within the Urban Growth Boundary, it is anticipated it will be annexed in the future.

Chapter 4 - Land Use

1.1 Land Use and the Comprehensive Plan

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

The City's Land Use Goals include:

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

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

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

G-4: Promoting and encouraging planned development methods for special lands that display the following characteristics: property of large sizes or those that are well situated in relation to the street and traffic circulation network; properties that

have natural features that limit development potential; and properties that involve significant natural or cultural resources, particularly active or passive recreational opportunities.

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

Residential Land Use Policies:

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

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

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

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

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

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

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

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

Commercial Land Use Policies:

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

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

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

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

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

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

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

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

Industrial Land Use Policies:

P-34: Designate industrial areas with adequate infrastructure improvements to serve new industrial development and actively encourage industry to locate in these designated areas.

P-36: Require that all industrial development strictly comply with the environmental quality standards of the State of Oregon, including all applicable standards and regulations of the Oregon State Board of Health, the Oregon Department of Environmental Quality and any other public agency having regulatory jurisdiction.

P-37: Maintain a supply of diverse, serviceable industrial lands that provide choices in the marketplace to attract desirable industries, particularly light manufacturing and nonpolluting industries, in support of the City's economic development program.

P-38: Preserve, in cooperation with the County, vacant and undeveloped designated industrial lands in the Urban Growth Area (UGA) for future industrial and accessory support uses.

P-39: Require that review criteria for industrial development proposals include adequacy of site size for the proposed use, the practical utilization of the natural features of the site, relationship to the City's transportation and utility systems, relationship to other land uses and adequacy of landscaping proposals for the proposed use.

A large section of the Area is zoned industrial. The Plan will relate to and comply with the above stated sections of the Comprehensive Plan. Infrastructure projects are proposed which will facilitate the development of the industrial lands, in conformance with the Comprehensive Plan.

Mixed Use Land Use Policies:

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

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

Public Use and Open Space

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

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

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

Chapter 5 - Population and Economy

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

3.4.4 Public Services

The availability of public services is crucial to support employment growth in Lebanon. Water and sewer services are essential for production and to support employees in the workplace. Police and fire services are needed to protect the assets of firms in Lebanon.

3.4.5 Transportation

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

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

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

3.4.6 Housing to Support Job Growth

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

Goals, Policies, and Recommendations

GOALS

G-1: Providing employment opportunities for its citizens.

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

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

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

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

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

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

The proposed medical school campus will help to establish a new employment base. The opportunities for industrial development will both expand current opportunities and provide for new opportunities.

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

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

G-7: Diversifying the economic base of the community through: (a) expansion of existing industries, (b) recruitment of new clean industries, and (c) expansion of the light manufacturing.

Providing infrastructure to industrial land will provide additional opportunities for diversifying the economic base.

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

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

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

G-15: Designating industrial areas where there is good access to transportation facilities and utility facilities are available.

The industrial lands have excellent access to Highway 20 and Industrial Way.

G-16: Supporting an infrastructure improvement program for designated industrial lands in order to have a sufficient supply of “development ready” land.

Infrastructure improvements will help provide a sufficient supply of development ready land.

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

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

POLICIES

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

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

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

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

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

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

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

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

The Plan helps facilitate new jobs both through the assistance to the medical school campus and to the industrial lands in the east section of the Area.

Chapter 6 - Housing

GOALS

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

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

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

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

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

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

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

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

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

POLICIES

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

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

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

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

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

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

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

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

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

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

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

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

10.2 Housing Rehabilitation

R-2: Pursue methods of improving the quality of any deteriorated housing stock, particularly in older residential neighborhoods, in order to upgrade the total housing stock.

R-3: Encourage the flexible and creative re-use and/or reconfiguration of existing older housing units (e.g., conversion of duplexes or triplexes into single ownership units) to increase the supply of affordable housing units in the community.

The Plan provides for establishing a Rehabilitation Loan Fund to assist in improving the quality of the housing stock.

Chapter 7 – Community Friendly Development

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

1.1 Principles of Community Friendly Development

Locally identified principles of Community Friendly Development include:

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

These principles are intended to provide community development guidance through historically and practically proven elements of design and resource utilization. Community Friendly Development principles seek to improve on conventional patterns by: (1) increasing housing options as to size, price, and location; (2) creating aesthetically pleasing, people-friendly neighborhoods; (3) offering multiple transportation options; and, (4) reducing reliance on the automobile.

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

2.6 Mixed-Use Development

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

- Independence of movement, especially for the young and the elderly who can conveniently walk, cycle, or ride transit;
- Safety in commercial areas, through the around-the-clock presence of people;
- Reduction in auto use, especially by shortening trips between residences and jobs/services/recreation;
- Support for those who work at home, through nearby services and parks;
- A variety of housing choices, so that the young and old, singles and families, and those of varying economic ability may find places to live. Effective mixed-use zones not only allow the co-location of various types of uses, but they also promote compatible architectural design and connectivity of buildings to streets

and paths. Residential mixed-use encourages planners and developers to look beyond the traditional subdivision design and think about new and efficient utilization of land. Such innovative designs can provide residents access to commercial services as well as amenities such as parks, trails, and open spaces, and hence promote Community Friendly Development. There are different levels of scales of mixed-use: mixed uses within a single building; neighborhoods where uses may be located in different buildings and/or “horizontally”; and areas where distinct uses are located near each other, in small scale neighborhood commercial buildings within residential neighborhoods.

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

2.6.1 Buildings

A single building can be utilized for mixed-uses, such as a live/work unit in a commercial district. Mixed-use development has a number of benefits to a community, including: reducing the need for people to drive to work or to the store, increasing neighborhood safety by increasing activity in residential areas during the day and commercial areas at night, and providing conveniences not usually available in conventional residential neighborhoods.

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

2.6.2 Neighborhoods

Mixed-use development in residential neighborhoods provides opportunities for residents to benefit from such Community Friendly Development amenities as easy access to commercial and retail operations, as well as educational and recreational facilities. Bringing various uses within walking distance of one another can reduce the need for vehicle trips and the amount of time and energy people devote to driving.

Multi-family residential and other accessory housing development allowed as subordinate or secondary uses in commercial zones can bring vibrancy to a business district. Multi-family housing in commercial districts can provide valuable housing opportunities for those who have limited transportation opportunities or do not wish to own a car. However, experience in other jurisdictions indicate that single-family homes should not be allowed in commercial districts since that can lead to conflicts within, and the degradation of the principal intent of, a commercial zone.

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

2.6.3 Neighborhood Commercial Districts

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

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

2.7 Transportation And Community Friendly Development

2.7.1 Connectivity and Person Oriented Transportation Systems

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

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

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

2.7.2 Multi-Modal Streets

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

GOALS

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

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

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

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

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

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

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

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

P-1: Support infill development and other development options on underutilized residential or commercial lots through such measures as the use of mid-block lanes (alleys) and interior block clusters on large and deep underdeveloped lots (subject to provisions of the Zoning Ordinance);

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

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

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

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

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

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

Chapter 8 – Transportation

This Chapter of the Comprehensive Plan provides the framework and the overall transportation policies concerning streets and highways, transit, bicycle and

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

GOALS

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

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

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

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

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

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

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

P-6: The City shall seek to develop a balanced transportation system that includes all transportation modes appropriate to the needs of the City's residents.

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

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

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

The Plan provides infrastructure improvements which will provide for connectivity for automobiles, pedestrians, and bicyclists between uses on the Medical School Campus and adjacent uses. The Plan also provides infrastructure improvements to the Industrial area within the urban renewal area, which will promote increased development in the Area.

Pedestrian Policies – The City Shall:

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

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

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

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

Transit Policies – The City Shall:

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

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

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

Rail Policies – The City Shall:

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

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

P-67: The City shall work with industry and rail service providers to retain and enhance rail service to this community's industrial areas.

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

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

P-60: In considering potential development of industrial sites, the City shall consider the unique opportunities offered by sites with railroad access.
The Plan contains two projects to improve the rail lines in the Area.

Truck/Freight Route Policies – The City Shall:

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

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

Chapter 9 – Public Facilities and Services

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

4.2 Linn-Benton Community College (LBCC)

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

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

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

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

6.0 Samaritan Lebanon Community Hospital (SLCH)

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

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

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

In September of 2002, collaboration between Linn Benton Community College and Samaritan Lebanon Community Hospital (SLCH) gave the community the Health Career Center. The Health Career Center is an educational partnership between Linn Benton Community College and Samaritan Lebanon Community Hospital. Linn Benton Community College provides the instructors and course materials. SLCH furnishes the equipment and space. This joint program has provided training for individuals in radiology technology, Certified Nursing Assistant, pharmacy technician, dialysis technician, respiratory therapy, sterile processing technician, restorative aide, sleep lab technician and operating room technician. The hospital is currently expanding this space by 11,500 square feet to accommodate additional educational programming, conference room space and an audio-visual production room. Together these two partners offer new health careers to a number of mid-valley residents. Expansion of this program is a key component for SLCH and Samaritan Health Services as it cares for patients now and into the future.

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

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

The City's Public Facilities and Services Goals include:

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

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

G-5: Ensuring that the extensions of essential public facilities and services to a development site is accomplished either by the city through the implementation

of the Capital Improvement Program, or by the site developer at their expense with cost sharing and over sizing reimbursement options.

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

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

P-8: Review all development proposals to ensure that public facilities are available and have adequate capacity to accommodate the proposed development, or that such facilities and their capacities can be made available through appropriate extensions and/or enhancements concurrent with or prior to proposed developments.

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

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

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

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

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

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

The Plan provides future funding for improvements to the Sk8teboard Park , Academy Square open spaces and the creation of a park in the Industrial area of the Area.

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

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

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

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

P-55: Maintain and expand the City's wastewater system to anticipate and respond to growth as outlined in the City's Wastewater Master Plan.

The Plan provides for sewer improvements in accordance with the City's Facilities Plans and the City's Wastewater Master Plan.

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

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

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

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

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

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

Lebanon Zoning Code: Lebanon Land Development Ordinance of 1980

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

SECTION 4.020 RESIDENTIAL MIXED DENSITY ZONE (RM)

In a RM zone, the following regulations shall apply:

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

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

SECTION 4.130 HIGHWAY COMMERCIAL (CH)

In the CH zone the following regulations shall apply:

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

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

SECTION 4.230 GENERAL INDUSTRIAL ZONE (MG)

In a MG zone the following regulations shall apply:

(1) Purpose: To provide areas suitable for general manufacturing and related activities which are potentially incompatible with most other uses and characteristically distant or buffered from residential areas.

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

SECTION 4.310 MIXED USE ZONE (MU)

In a MU zone the following regulations shall apply:

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

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

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

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

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

Transportation System Plan

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

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

Goals and Policies

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

The Lebanon TSP goals and objectives serve two main purposes: (1) to guide the development of the Lebanon transportation system during the next 20 years, and (2) to

demonstrate how the TSP relates to other county, regional, and state plans and policies. The goal statements are general statements of purpose to describe how the City and the TSP intend to address the broad elements of the transportation system. The objectives are specific steps that illustrate how the goal is to be carried out.

Goal 1: Transportation System Level of Service

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

Objectives:

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

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

Goal 2: Multimodal Transportation System

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

Objectives:

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

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

Goal 3: Mobility and Safety

Enhance transportation mobility and safety on the local street system.

Objectives:

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

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

Goal 4: Freight Mobility and Access

Provide a safe and efficient system for freight that balances the need to move goods with other uses of the city's street system, and recognize the importance of maintaining efficient freight movement on truck routes and city streets.

Objectives:

- Create an alternate freight route for freight trips without local origins and destinations.

This would minimize truck traffic through downtown Lebanon on US 20 and other local routes.

- Maintain and develop efficient truck routes that provide direct connections to highways, railroads, and the airport and minimize impacts to residential areas and the downtown Special Transportation Area (STA).
- Enhance local access for truck traffic serving local businesses. Consideration should be given to improving truck loading zones and turning radii at local street intersections.
- Consider the facilitation of truck movements when developing and maintaining the local street network in the city's industrial areas.

The Plan relates to Goal 4 of the TSP by providing improved access to the industrial area through the N. Williams Street extension. Repairs to the railroad will also help facilitate transportation access to the industrial area.

Goal 5: Bicycle and Pedestrian Safety

Improve and enhance bicycle and pedestrian safety.

Objectives:

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

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

Goal 6: Bicycle and Pedestrian System Continuity and Connectivity

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

Objectives:

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

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

Goal 8: Reduce Reliance on the Automobile

Increase the use of alternative modes of transportation (walking, bicycling, rideshare, carpooling, and transit) through improved access, safety, and service.

Objectives:

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

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

Goal 10: Prepare for Future Transit Services

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

Objectives:

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

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

Agenda Item 2



MEMORANDUM

Administration Department

To: Mayor and City Council

Date: September 3, 2008

From: John Hitt, City Manager *JH*

Subject: Minor Amendment to Northwest Lebanon Urban Renewal Plan

Should the City Council approve the creation of the North Gateway URD, then the existing Northwest URD would require amendment for the following reasons:

- Part of the area of the NW URD has been removed and placed in the North Gateway URD.
- The Northwest URD boundary, district comprehensive plan zoning areas and existing land uses have all changed somewhat as a result of the area removed.

The proposed amendments fall within the scope of a "minor" amendment as defined by state law. Nevertheless, a public hearing is required and was included in the public notice for the North Gateway URD.

Please see Jeff Tashman's September 3, 2008 memo, attached for more information regarding the proposed amendment to the NW Urban Renewal Plan.

Third Amendment to NW Lebanon Urban Renewal Plan
Ordinance: Staff Report

MEMORANDUM

TO: Lebanon City Council

FROM: Jeff Tashman, Urban Renewal Consultant

SUBJECT: Ordinance Amending NW Lebanon Urban Renewal Plan

DATE: 3 September 2008

I. INTRODUCTION

At its September 10, 2008 meeting, the City Council will hold a public hearing and consider reading and adoption of an ordinance approving the Third Amendment to the Northwest Lebanon Urban Renewal Plan (the "Amendment"). The ordinance is a non-emergency ordinance which takes effect 30 days after its adoption, unless a successful petition is filed to refer the ordinance to Lebanon voters.

II. OVERVIEW OF AMENDMENT

The Amendment removes property from the NW Lebanon Urban Renewal Area which is then included within the North Gateway Urban Renewal Area.

III. ORDINANCE ADOPTING PLAN

The ordinance adopting the Plan requires the City Council to make certain findings, These findings are based on various documents and events. The findings are as follows.

- 1. The area designated in the Plan as the Area meets the statutory definition of "blight," as defined by ORS 457.010(1) and is eligible for inclusion within the Plan because of conditions described in the Report, including the including the underdevelopment of property within the Area, the lack of adequate streets and other rights of way serving property in the Area, the lack of pedestrian connections, and the insufficiency of utilities, including sewer and water.**

This finding is supported by the information in the Urban Renewal Report on the Second Amendment and the Report on the original Plan.

- 2. The rehabilitation and redevelopment described in the Plan to be undertaken by the Agency is necessary to protect the public health, safety and welfare of the City because absent the completion of urban renewal projects, the Area**

Third Amendment to NW Lebanon Urban Renewal Plan
Ordinance: Staff Report

will fail to contribute its fair share of property tax revenues to support City services and will fail to develop and/or redevelop according the goals of the City's Comprehensive Plan.

This is the basic justification for the Plan and the Council's finding is meant to make that justification explicit. It does not need to be based on specific facts.

- 3. The Plan conforms to the Lebanon Comprehensive Plan and provides an outline for accomplishing the projects described in the Plan, as more fully described in the Plan;**

The Amendment does not change the outline of projects or the conformance of the Plan with the Lebanon Comprehensive Plan.

- 4. No residential displacement will occur as a result of the acquisition and disposition of land and redevelopment activities proposed in the Plan;**

The Plan does not contemplate acquisition of property that would displace residents. Should the Plan be amended to include such acquisition, the Agency would be obligated to provide relocation assistance to prevent residential displacement.

- 5. The acquisition of real property provided for in the Plan is necessary for the development of public facilities in the Area and for the development of adequate streets and utilities, as more fully described in Section II of the Report.**

The Report documents the need for adequate streets and utilities. The Plan authorizes the acquisition of property using all legal means only for public improvement projects.

- 6. Adoption and carrying out the Plan is economically sound and feasible in that eligible projects and activities will be funded by urban renewal tax revenues derived from a division of taxes pursuant to section 1c, Article IX of the Oregon Constitution and ORS 457.440 and other available funding as more fully described in Section VIII of the Report; and**

The Report notes that the Amendment does not affect the economic feasibility of the Plan

- 7. The City shall assume and complete any activities prescribed it by the Plan.**

The Plan does not prescribe any specific activities to the City.

The ordinance also notes the process of preparing the plan included presenting the Plan and Report to the Lebanon Planning Commission for its recommendation, and sending a copy of the Plan and Report to affected taxing districts for their review and such recommendations as they

Third Amendment to NW Lebanon Urban Renewal Plan

Ordinance: Staff Report

choose to make. Affected taxing districts are those districts that levy property taxes within the Urban Renewal Area.

At its July 16, 2008 meeting, the Lebanon Planning Commission voted to recommend that the City Council adopt the Plan.

To date the City has not received written recommendations from the affected taxing districts. If such recommendations are received, the Council will be required to “accept, reject or modify” the recommendations and language to that effect will be added to the ordinance for its second reading and adoption.

The ordinance also calls for publication of a notice that the Council has adopted the ordinance, for the recording of the Plan and for transmitting the Plan to the Linn County Assessor.

IV. STAFF RECOMMENDATION

Staff recommends that the Council hold a public hearing on the ordinance and following such hearing adopt the ordinance.

AN ORDINANCE MAKING CERTAIN) ORDINANCE BILL NO.
 DETERMINATIONS AND FINDINGS RELATING TO) For 2008
 AND ADOPTING THE THIRD AMENDMENT TO THE)
 NORTHWEST LEBANON URBAN RENEWAL PLAN) ORDINANCE NO.

WHEREAS, the Urban Renewal Agency of the City of Lebanon (“Agency”), as the duly authorized and acting urban renewal agency of the City of Lebanon, Oregon, is charged to undertake certain redevelopment activities in the Northwest Lebanon Urban Renewal Area pursuant to ORS Chapter 457 and the Northwest Lebanon Urban Renewal Plan, adopted August 17, 1989, (the “Plan”), which Plan has been amended from time to time; and

WHEREAS, the Agency has prepared the Third Amendment to the Plan which Third Amendment is attached to this Ordinance as Exhibit A, and incorporated herein by this reference (“Third Amendment”). The Third Amendment changes the boundary of the Northwest Lebanon Urban Renewal Area as described therein; and

WHEREAS, the Agency has caused the preparation of a report accompanying the Third Amendment as required by ORS 457.085(3) (“Report”), which Report dated June 2008 is attached to this Ordinance as Exhibit B; and

WHEREAS, the substance of the Third Amendment and the Report were forwarded to the City of Lebanon Planning Commission for recommendation and the Planning Commission considered the Third Amendment and Report on July 16, 2008, and recommended that the Council adopt the Third Amendment; and

WHEREAS, the Third Amendment and the Report were forwarded on September 2, 2008 to the governing body of each taxing district affected by the Third Amendment, and the Agency has thereafter consulted and conferred with said districts; and

WHEREAS, neither the City Council nor the Agency has received any written recommendations from the governing bodies of the affected taxing districts; and

WHEREAS, on August 28, 2008 the City caused notice of the hearing to be held before the City Council on the Third Amendment for the Northwest Lebanon Urban Renewal Plan, including the required statements of ORS 457.120(3), to be mailed to postal patrons within the City of Lebanon; and

WHEREAS, on September 10, 2008, the City Council held a public hearing to review and consider the Third Amendment, the Report, the recommendation of the Planning Commission, and the public testimony received on that date, and does by this Ordinance desire to approve the Third Amendment; and

WHEREAS, the City Council hereby determines and finds that the Third Amendment complies with all requirements of ORS Chapter 457 and the specific criteria of 457.095(1) through (7), in that, based on the information provided in the Report and the public testimony before the City Council:

1. The Plan Area remaining after the Third Amendment continues to meet the statutory definition of “blight”, as defined by ORS 457.010(1) and is eligible for inclusion within the Plan, all as described in the Report on the Plan;
2. The redevelopment to be undertaken by the Agency described in the Plan as amended by the Third Amendment is necessary to protect the public health, safety and welfare of the City because absent the completion of the urban renewal projects, the Area will fail to contribute its fair share of property tax revenues to support City services and will fail to fulfill its land use functions under the City’s Comprehensive Plan;
3. The Plan, as amended by Third Amendment, conforms to the Lebanon Comprehensive Plan and provides an outline for accomplishing the projects in the Plan as amended by the Third Amendment, as more fully described in the Third Amendment and the Report on the Third Amendment;
4. No residential displacement will occur as a result of the acquisition and disposition of land and redevelopment activities because no acquisition or disposition of land is proposed in the Third Amendment;
5. The acquisition of real property provided for in the Plan as amended by the Third Amendment is necessary for the development of public facilities and related private development in the Area;
6. Adoption and carrying out the Plan as amended by the Third Amendment is economically sound and feasible in that eligible projects and activities will be funded by urban renewal tax revenues derived from a division of taxes pursuant to, section 1c, Article IX of the Oregon Constitution and ORS 457.440 and other available funding as more fully described in Section IX of the Report; and
7. The City shall assume and complete any activities prescribed to it by the Third Amendment.

NOW THEREFORE, THE COUNCIL OF THE CITY OF LEBANON HEREBY ORDAINS THAT:

Section 1: The Third Amendment to the Northwest Lebanon Urban Renewal Plan is hereby approved and adopted, based upon review and consideration by the City Council of the Report, the recommendations of the Planning Commission, each of which is hereby accepted, and the public testimony in the record.

Section 2: The City Recorder shall forward forthwith to the Agency a copy of this Ordinance.

Section 3: The Agency shall thereafter cause a copy of the Third Amendment to be recorded in the Records of Linn County, Oregon.

Section 4: The City Recorder, in accordance with ORS 457.115, shall publish notice of the adoption of the Ordinance approving the Third Amendment, including the provisions of ORS 457.135, in the Lebanon Express no later than four days following adoption of this Ordinance.

Passed by the Lebanon City Council by a vote of ____ for and ____ against and approved by the Mayor on this 10th day of September, 2008.

CITY COUNCIL OF LEBANON, OREGON

KENNETH I. TOOMBS, Mayor

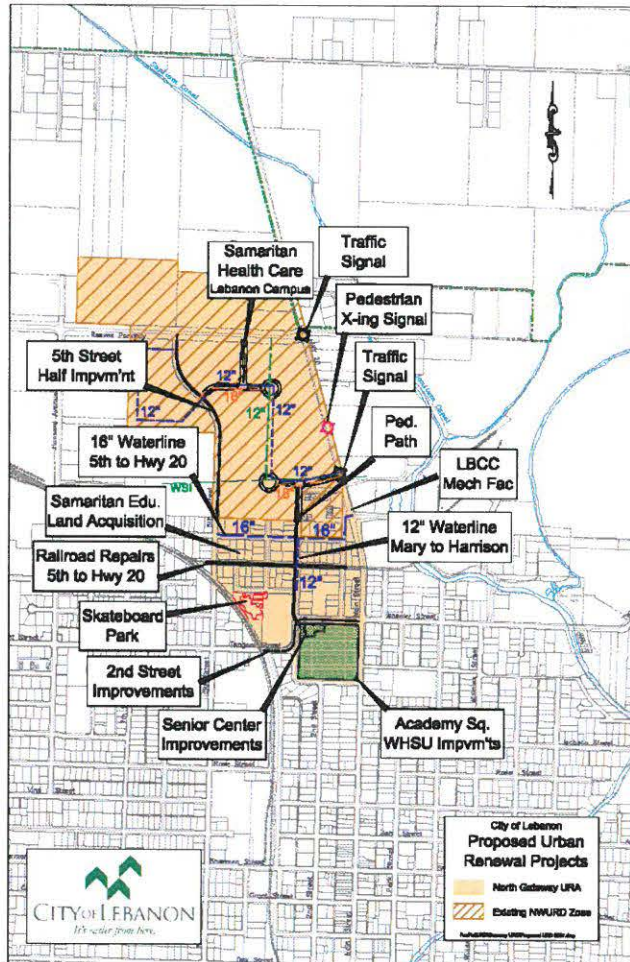
BOB ELLIOTT, Council President

ATTEST:

LINDA KASER, City Clerk/Recorder

PRESENTATION TO LEBANON CITY COUNCIL:

SEPTEMBER 19, 2008



Lebanon North Gateway Urban Renewal Plan

Objective:

Provide Infrastructure Improvements For Samaritan Health Services Lebanon Campus, Including Medical School, Event Center, Nursing School, Other Medical/Educational Facilities and Related Commercial, Residential and Industrial Uses

144 Acres

Maximum Indebtedness: \$15,700,000

Tax increment financing projected through FY 2032.

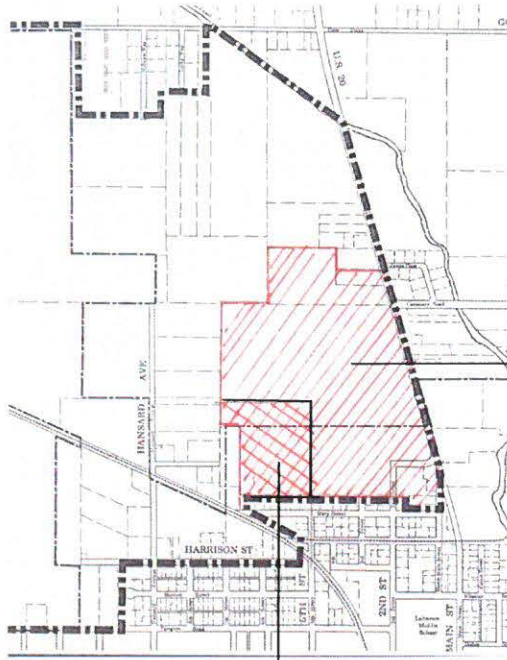
PRESENTATION TO LEBANON CITY COUNCIL:

SEPTEMBER 19, 2008

Revenues Foregone from Tax Increment Financing Through FY 2033, Payback by FY 2042

Taxing District	Present Total Revenues Foregone Through 2033	Value, Revenues Through	Average Present Value Per Year	FY 2007/2008 Levy	Percent of Levy
Linn County	1,114,586		46,441	8,846,368	0.5%
Lebanon City	4,495,099		187,296	3,306,230	5.7%
Lebanon Fire District	1,977,829		82,410	2,866,268	2.9%
Lebanon Aquatic Center	210,035		8,751	327,194	2.7%
Linn Benton Community College	439,236		18,301	3,216,411	0.6%

THIRD AMENDMENT TO NORTHWEST LEBANON URBAN RENEWAL PLAN

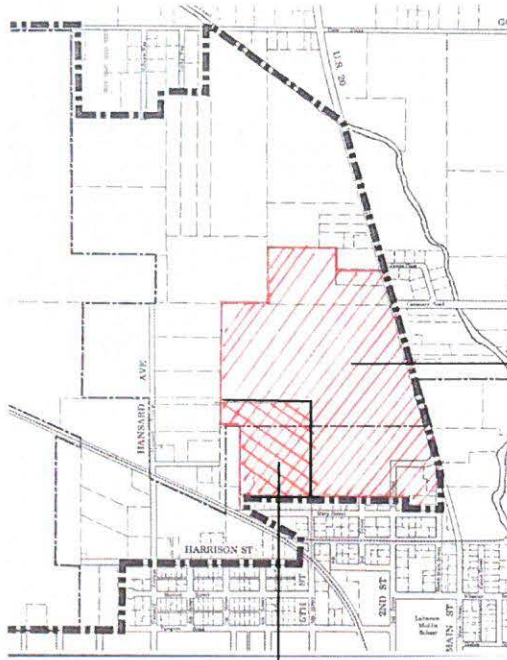


Area to Be Added to
North Gateway Urban
Renewal Plan

Area to be Removed: 100.66 acres (17.4% of Area) and
\$1,156,620 assessed value (1.6% of Area)

Area to Be
Deleted
Entirely

THIRD AMENDMENT TO NORTHWEST LEBANON URBAN RENEWAL PLAN



Area to Be Added to
North Gateway Urban
Renewal Plan

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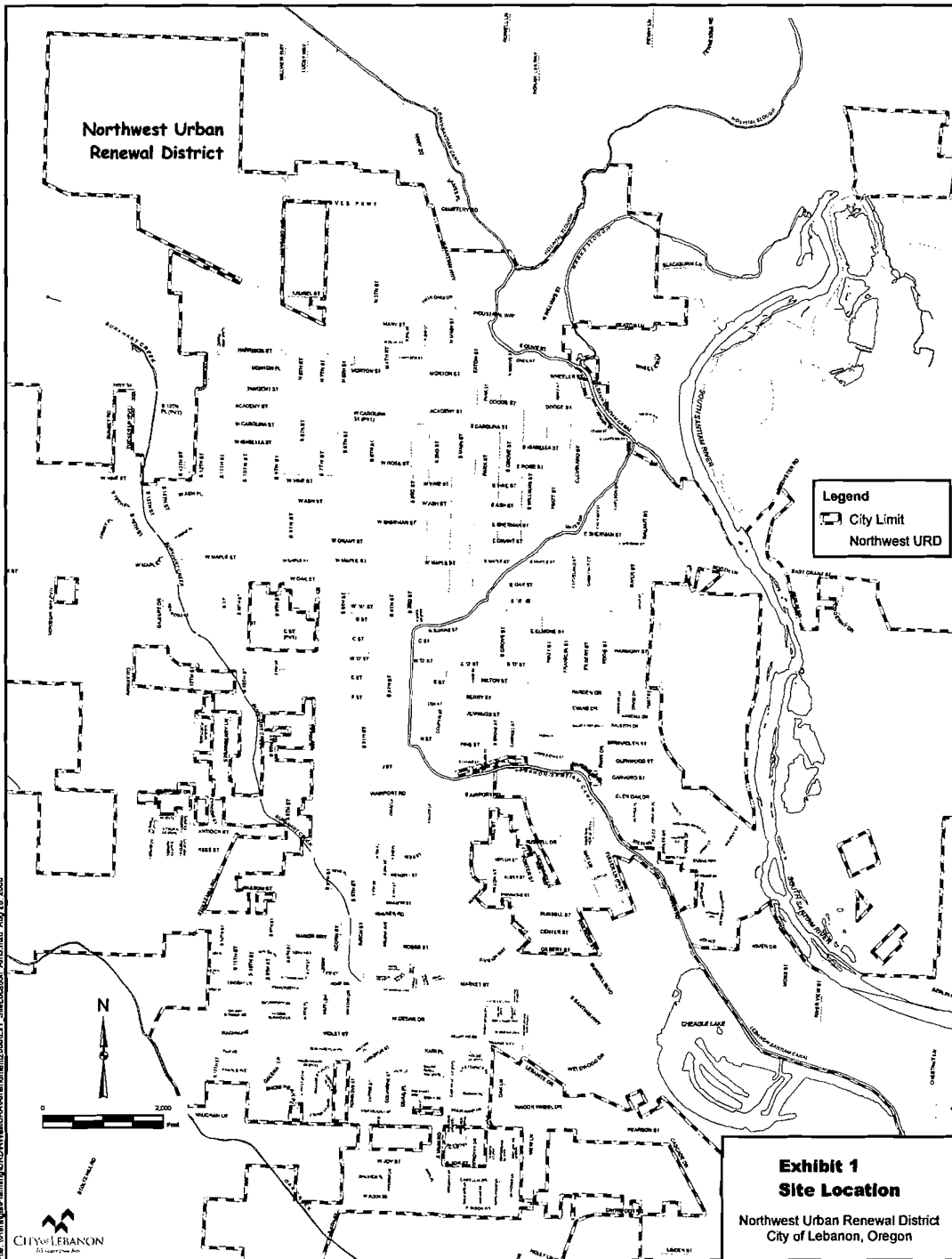
Area to Be
Deleted
Entirely

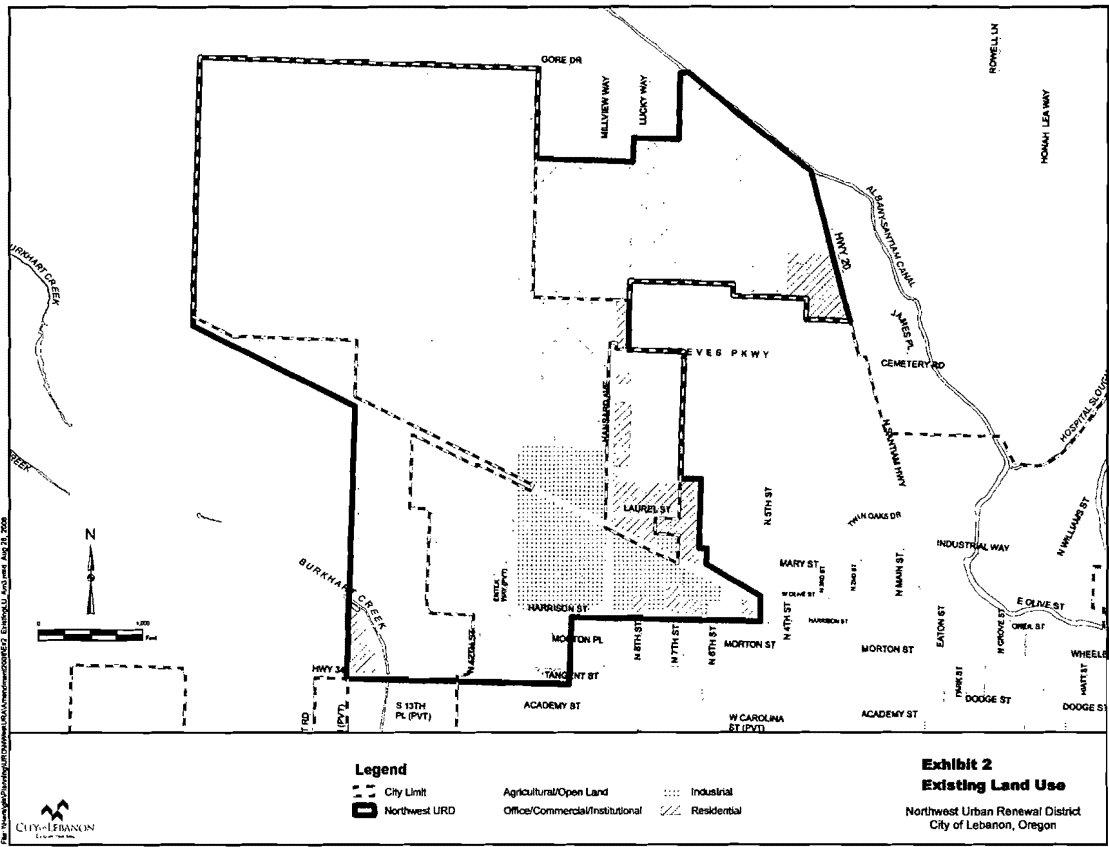
EXHIBIT A

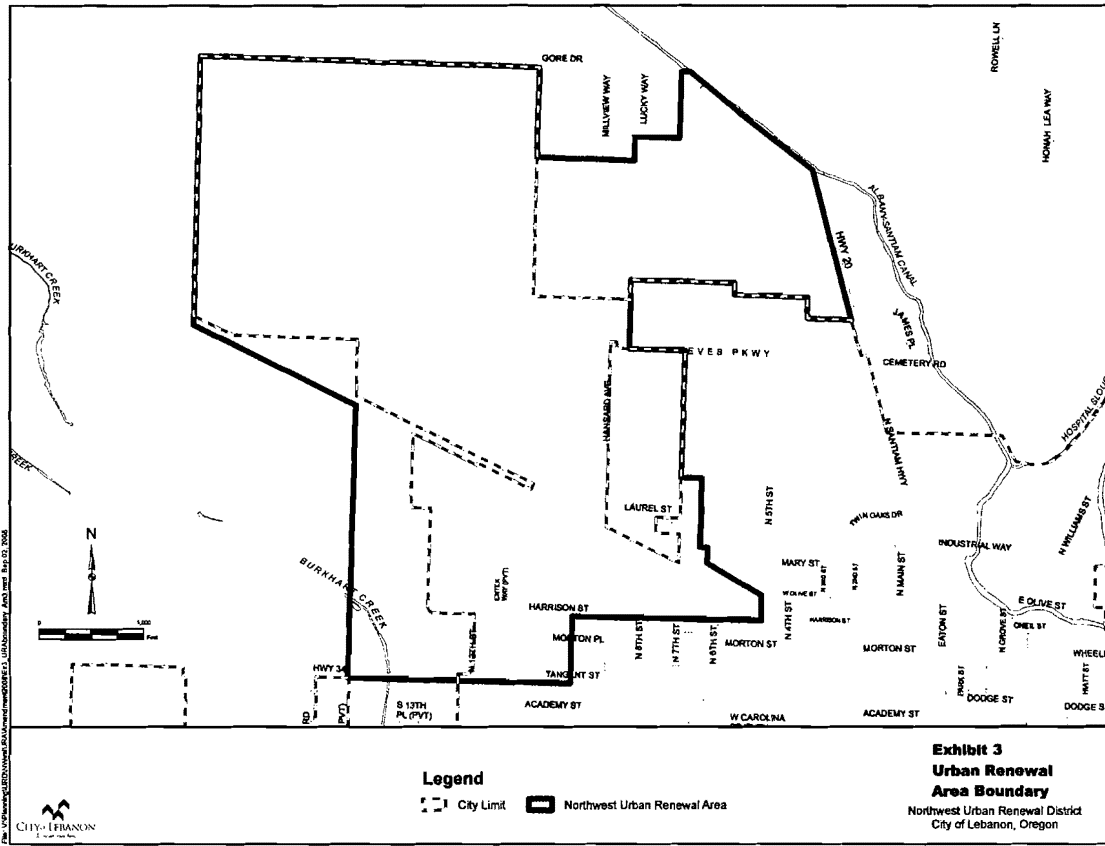
THIRD AMENDMENT TO THE NORTHWEST LEBANON URBAN RENEWAL AREA PLAN

The Third Amendment to the Northwest Lebanon Urban Renewal Area Plan (“Plan”) makes the following changes and additions to the Plan.

1. *Exhibit 1, “Site Location”* is deleted and replaced by *Exhibit 1, “Site Location”* attached to this Amendment.
2. *Exhibit 2, “Existing Land Use”* is deleted and replaced by *Exhibit 2, “Existing Land Use”* attached to this Amendment.
3. *Exhibit 3, “Renewal Boundary”* is deleted and replaced by *Exhibit 3, “Urban Renewal Area Boundary”* attached to this Amendment.
4. *Exhibit 4, “Comprehensive Plan Designations”* is deleted and replaced by *Exhibit 4, “Comprehensive Plan Designations”* attached to this Amendment.







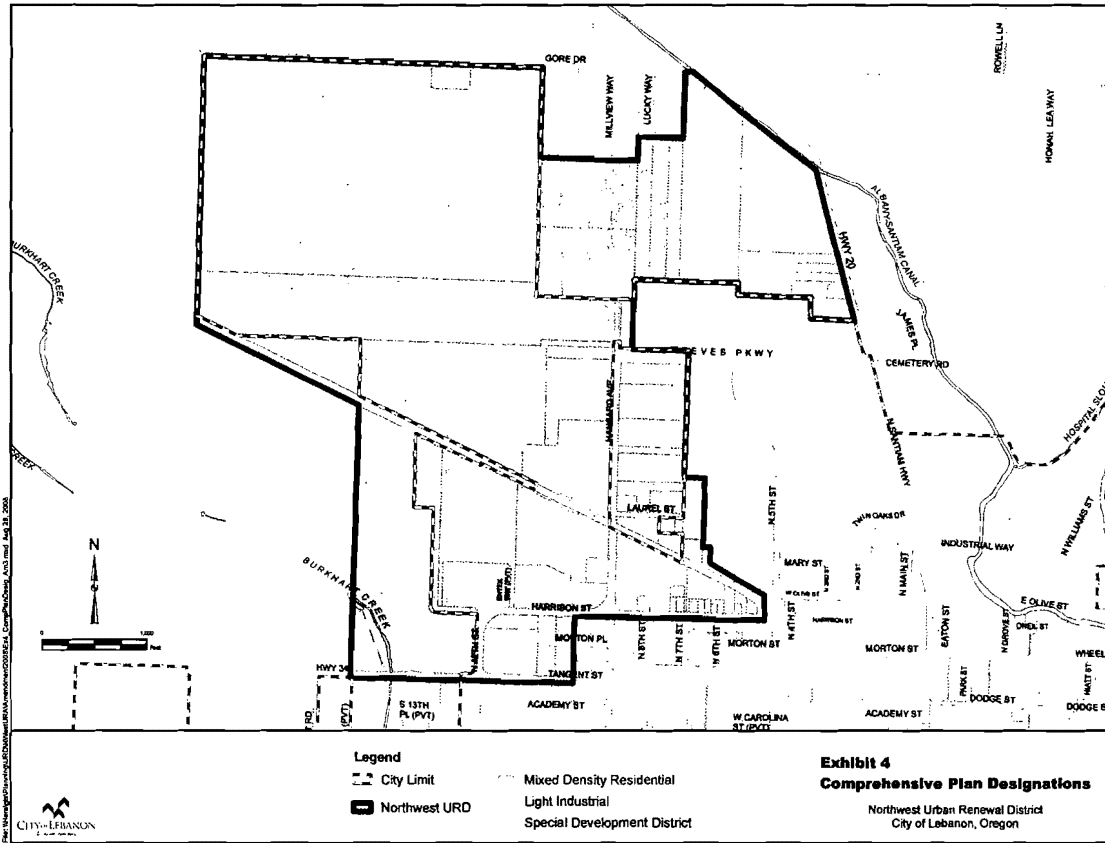


EXHIBIT B

DRAFT
REPORT ACCOMPANYING THE THIRD
AMENDMENT TO THE NORTHWEST LEBANON
URBAN RENEWAL PLAN

City of Lebanon

June 2008

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DRAFT REPORT ON DRAFT THIRD AMENDMENT TO THE NORTHWEST LEBANON URBAN RENEWAL PLAN

I. INTRODUCTION

This report (the “Report”) contains background information and project details for the Third Amendment to the Northwest Lebanon Urban Renewal Plan (the “Plan”). The Report is not a legal part of the Plan but is intended to provide public information and a basis for the findings made by the City Council as part of its approval of the Plan.

The Report provides the information required in ORS 457.085(3). The format of the Report is based on this statute.

The Area (as amended by the Third Amendment) is shown in Figure 1.

Figure 1: Northwest Lebanon Urban Renewal Area

DRAFT REPORT ON DRAFT THIRD AMENDMENT TO THE NORTHWEST LEBANON URBAN RENEWAL PLAN

II. EXISTING PHYSICAL, SOCIAL AND ECONOMIC CONDITIONS AND IMPACT ON MUNICIPAL SERVICES

The Amendment removes territory from the Northwest Lebanon Urban Renewal Area (the “Area”). The removal of the designated territory has no effect on existing conditions and impacts on municipal services.

III. REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN

There is one urban renewal area in the Plan and it was selected to improve and prevent the future occurrence of blighted areas as defined in ORS 457.010(1).

IV. THE RELATIONSHIP BETWEEN URBAN RENEWAL PROJECTS AND THE EXISTING CONDITIONS IN THE URBAN RENEWAL AREA

The Amendment does not propose new urban renewal projects. The relationship between urban renewal projects and existing conditions in the Plan is not changed by the Amendment.

VI. THE PRELIMINARY ESTIMATED TOTAL COST OF EACH PROJECT AND THE SOURCES OF MONEYS TO PAY SUCH COSTS

The estimated costs and sources of moneys are unchanged by this Amendment.

VII. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT

The anticipated completion dates of the urban renewal projects are unchanged by this Amendment.

VIII. THE ESTIMATED AMOUNT OF TAX INCREMENT REVENUES REQUIRED AND THE ANTICIPATED YEAR IN WHICH INDEBTEDNESS WILL BE RETIRED

The amount of tax increment revenues and the anticipated year in which indebtedness will be retired is unchanged by this Amendment.

IX. FINANCIAL ANALYSIS OF THE PLAN

The removal of the territory by this Amendment results in a decrease of 1.6% to the total assessed value of the Area. The property to be removed from the Area did not contribute materially to the tax increment revenues projected for the Plan and therefore the financial aspects of the Plan are not materially changed by the Amendment.

DRAFT REPORT ON DRAFT THIRD AMENDMENT TO THE NORTHWEST LEBANON URBAN RENEWAL PLAN

X. IMPACT OF THE TAX INCREMENT FINANCING, BOTH UNTIL AND AFTER THE INDEBTEDNESS IS REPAID, UPON ALL ENTITIES LEVYING TAXES UPON PROPERTY IN THE URBAN RENEWAL AREA

Because the tax increment financing of the Plan is essentially unchanged by this Amendment, the impact of the tax increment financing on taxing districts is unchanged.

XI. RELOCATION REPORT

There are no businesses or residents to be relocated as a result of this Amendment.

XII. COMPLIANCE WITH STATUTORY LIMITS ON ASSESSED VALUE AND SIZE OF URBAN RENEWAL AREA


The area and assessed value of the Area are reduced by this Amendment. The reduced Area complies with the statutory limits on assessed value and size.

Agenda Item 3



MEMORANDUM

Engineering Division

To:	Dan Grassick, PE Director of Engineering / City Engineer	Date: September 2, 2008
From:	Shana Marquez, LSIT Engineer Technician III 	
CC:	Ed Patton, PE, PLS Senior Engineer	
Subject:	Right of Way Vacation- unimproved Ridgeway Drive	

Attached is the ordinance, map, right of way vacation form, public consents with notification maps, the published notice and application for vacation (petition) for use during the public hearing scheduled for the City Council meeting on September 10, 2008.

This vacation involves the public right of way that is south of East Grant Street (see exhibit "A"). The purpose of this vacation is to facilitate the platting of the new Ridgeway Butte Subdivision which will include new street locations as approved by the Lebanon Planning Case no. S-08-02. ORS 92.185 does not allow the new subdivision plat to automatically vacate the existing right of way; this vacation must precede the filing of the plat.

After engineering evaluation and to support Planning Commission approval of case no. S-08-02, we recommend proceeding with the vacation.

:

A BILL FOR AN ORDINANCE)
 VACATING RIGHT OF WAY)
 OF RIDGEWAY DRIVE)

ORDINANCE BILL NO. _____
 For 2008
 ORDINANCE NO. _____

WHEREAS, resulting from a petition from the property owner, the City of Lebanon has initiated vacation proceedings for a portion of a street, more particularly describes as follows:

All the land southerly of the south right-of-way line of East Grant Street that was dedicated to the public on the “First Addition to Lebanon Heights” plat recorded in the Linn County Surveyor’s office as county survey #4855 (approval date; January 10, 1955), which land is located in Section 12 and 13 of Township 12 South, Range 2 West of the Willamette Meridian, City of Lebanon, Linn County, Oregon. See attached Exhibit “A”.

WHEREAS, the Council for the City of Lebanon has conducted a public hearing on Wednesday September 10, 2008, having duly considers the testimony of interested person and the general public; and

WHEREAS, the Council finds that notice has been duly given, that the consent of the owners of the requisite area has been obtained, and

WHEREAS, the City Council has determined that the public interests will not be prejudiced by the vacation of such street:

NOW, THEREFORE, the people of the City of Lebanon do ordain as follows:

Section 1. Portion of Street, more particularly described as follows is hereby declared vacated:

All the land southerly of the south right-of-way line of East Grant Street that was dedicated to the public on the “First Addition to Lebanon Heights” plat recorded in the Linn County Surveyor’s office as county survey #4855 (approval date; January 10, 1955), which land is located in Section 12 and 13 of Township 12 South, Range 2 West of the Willamette Meridian, City of Lebanon, Linn County, Oregon. See attached Exhibit “A”.

Section 2. A certified copy of this Ordinance vacating the above-described right of way on any map in regard thereto shall be filed for record with the County Clerk for Linn County.

Section 3. A certified copy of this Ordinance shall be also filed with the County Assessor and the County Surveyor for the County of Linn.

Section 4. This Ordinance shall be in full force and effect thirty (30) days after the date this ordinance is signed and approved by the City Council and the Mayor.

Passed by the Council by a vote of ____ for and ____ against and approved by the Mayor this 10th day of September 2008.

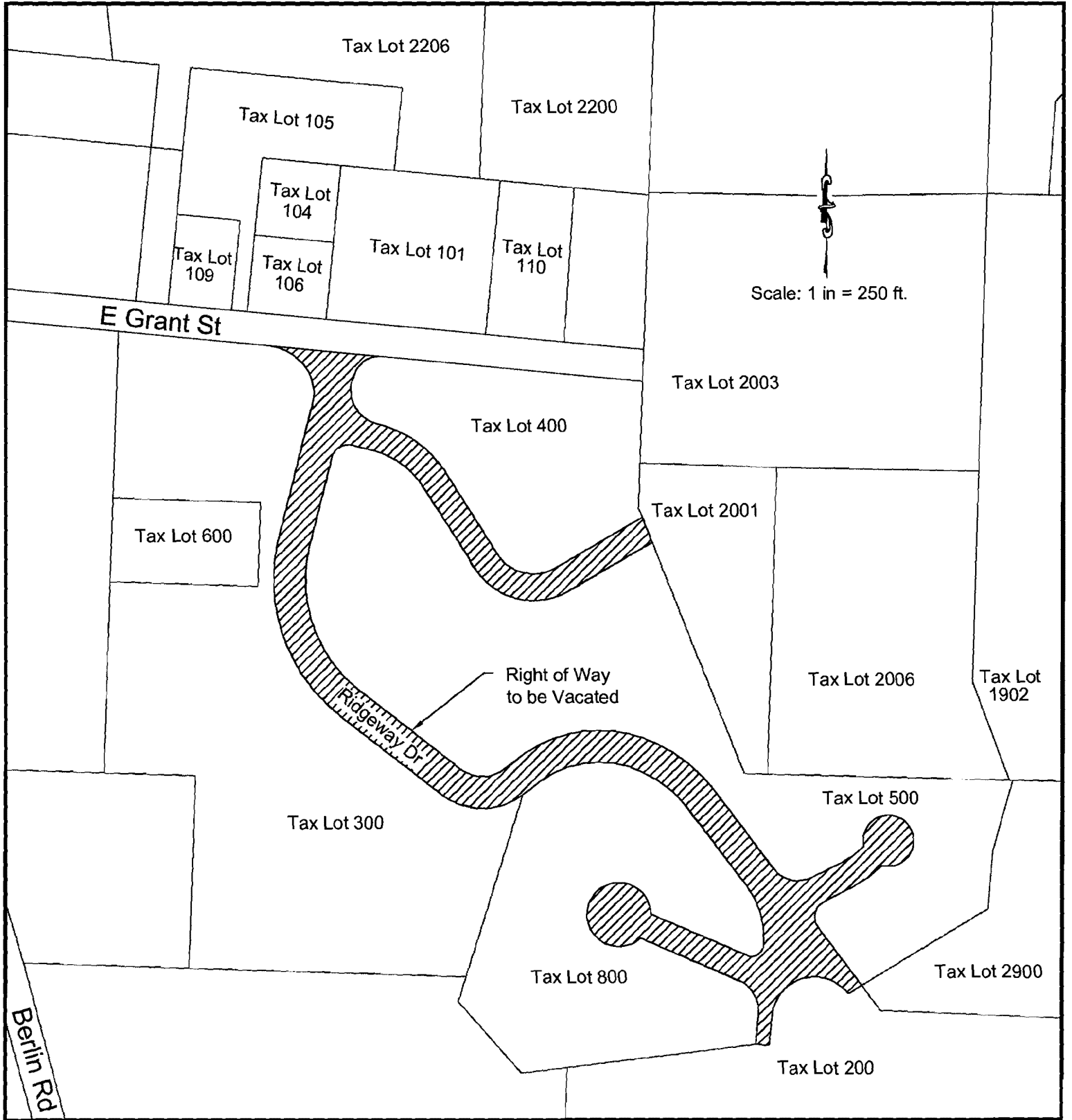
Kenneth I. Toombs, Mayor
Bob Elliott, Council President

ATTEST:

Linda Kaser, City Clerk / Recorder

Exhibit "A"

Vacation of Ridgeway Dr Right of Way



RIGHT OF WAY VACATION

KNOW ALL PERSONS BY THESE PRESENTS that a Public right of way was granted to the CITY OF LEBANON, a municipal corporation of the State of Oregon, on a plat recorded in the Linn County Surveyor's office as county survey #4855 approval date: January 10, 1955, the right of way over and along the full width and length of the premises described as follows; to wit:

All the land southerly of the south right-of-way line of East Grant Street that was dedicated to the public on the "First Addition to Lebanon Heights" plat recorded in the Linn County Surveyor's office as county survey #4855 (approval date; January 10, 1955), which land is located in Section 12 and 13 of Township 12 South, Range 2 West of the Willamette Meridian, City of Lebanon, Linn County, Oregon. See attached Exhibit "A".

The City of Lebanon hereby reconveys and releases the right of way described above, it being the intention of the parties to terminate, release, and relinquish all the right, title, and interest of the City in the above-described right of way.

IN WITNESS THEREOF, The City of Lebanon has executed this release this 10th day of September, 2008.

CITY OF LEBANON, OREGON

By: _____
Kenneth I. Toombs, Mayor
Bob Elliott, Council President

By: _____
Linda Kaser, City Clerk/ Recorder

STATE OF OREGON)
) ss.
COUNTY OF LINN)

Before me, on the _____ day of _____, 2008, personally appeared the above-named _____ and Linda Kaser, who each being duly sworn did say that the former is the Mayor/Council President and the latter is the City Clerk/ Recorder for the City of Lebanon, a Municipal Corporation, and that the seal affixed to the foregoing instrument was signed and sealed on behalf of said corporation, and each of them acknowledged said instrument to be its voluntary act and deed.

NOTARY PUBLIC FOR OREGON
My Commission Expires:

AFTER RECORDING RETURN TO:
City of Lebanon
Public Works Dept.
925 Main Street
Lebanon, OR 97355

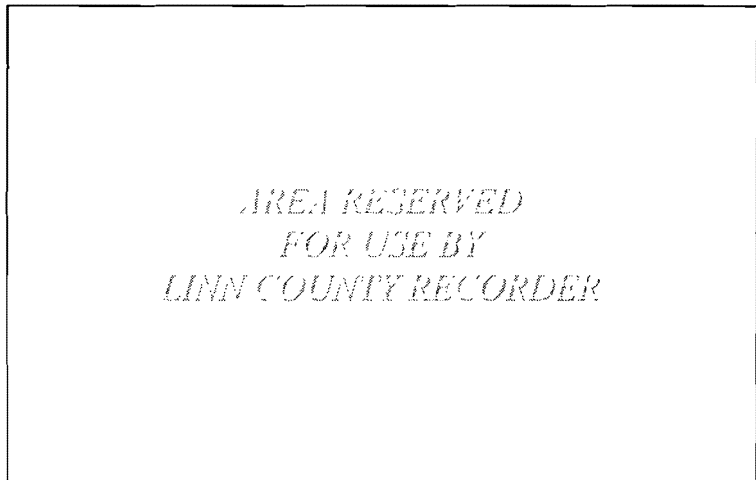
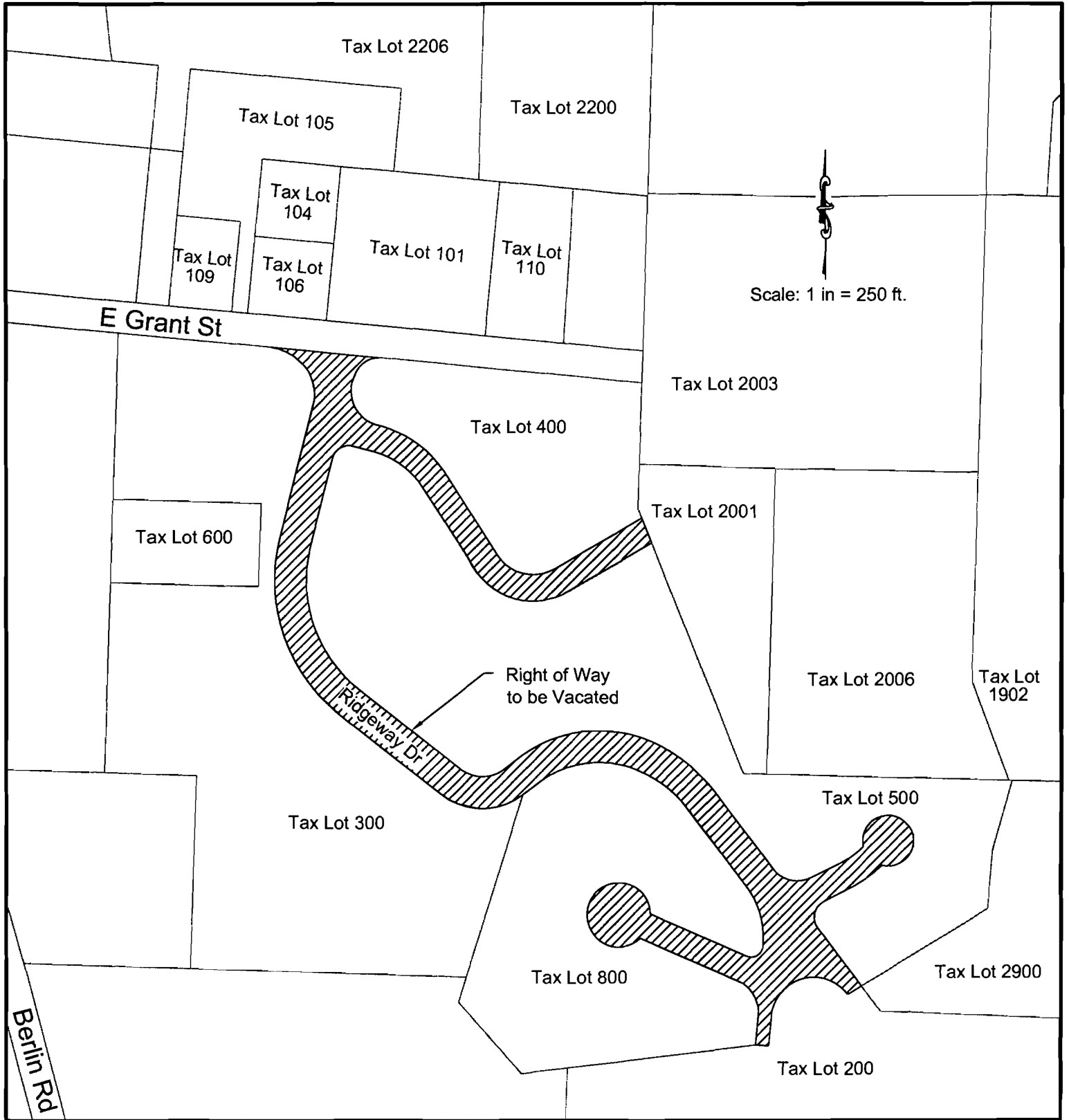
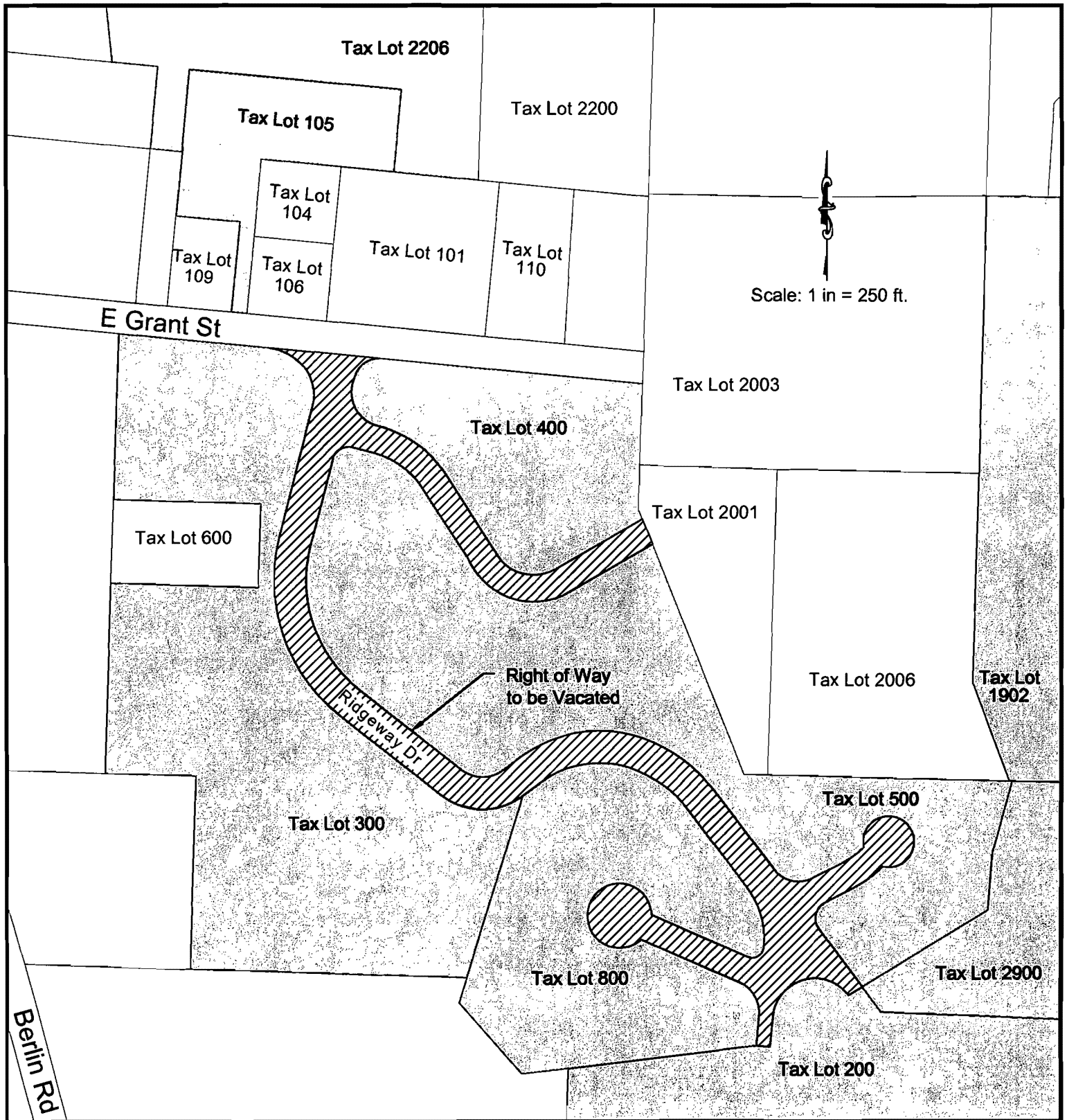


Exhibit "A"

Vacation of Ridgeway Dr Right of Way



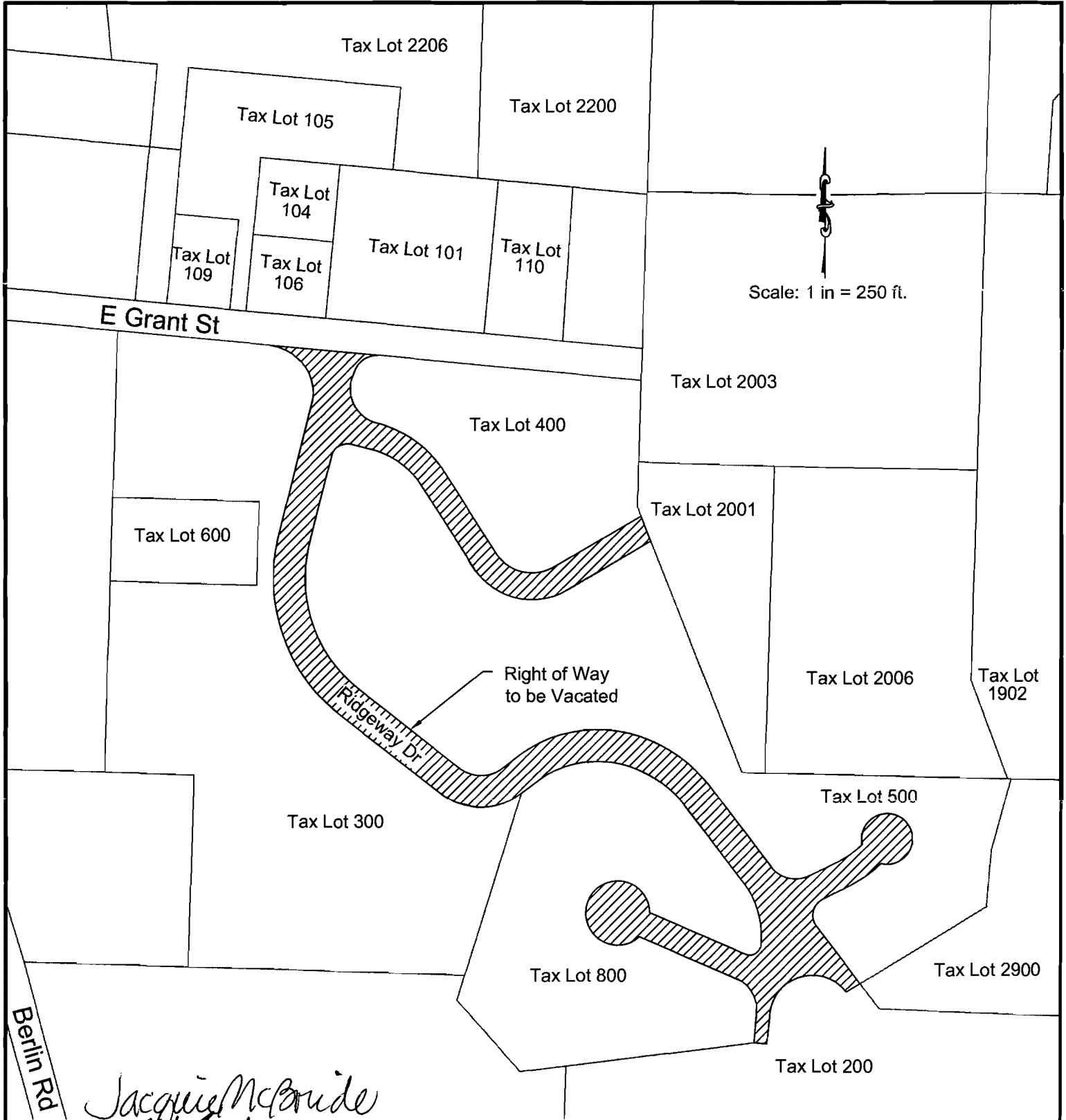
Vacation of Ridgeway Dr Right of Way



□ Property Owner Consent Received

Adjacent property owners consent was requested of the tax lots labeled on the map as required per ORS 271.

Vacation of Ridgeway Dr Right of Way



Scale: 1 in = 250 ft.

Right of Way
to be Vacated

Berlin Rd

Jacquie McBride

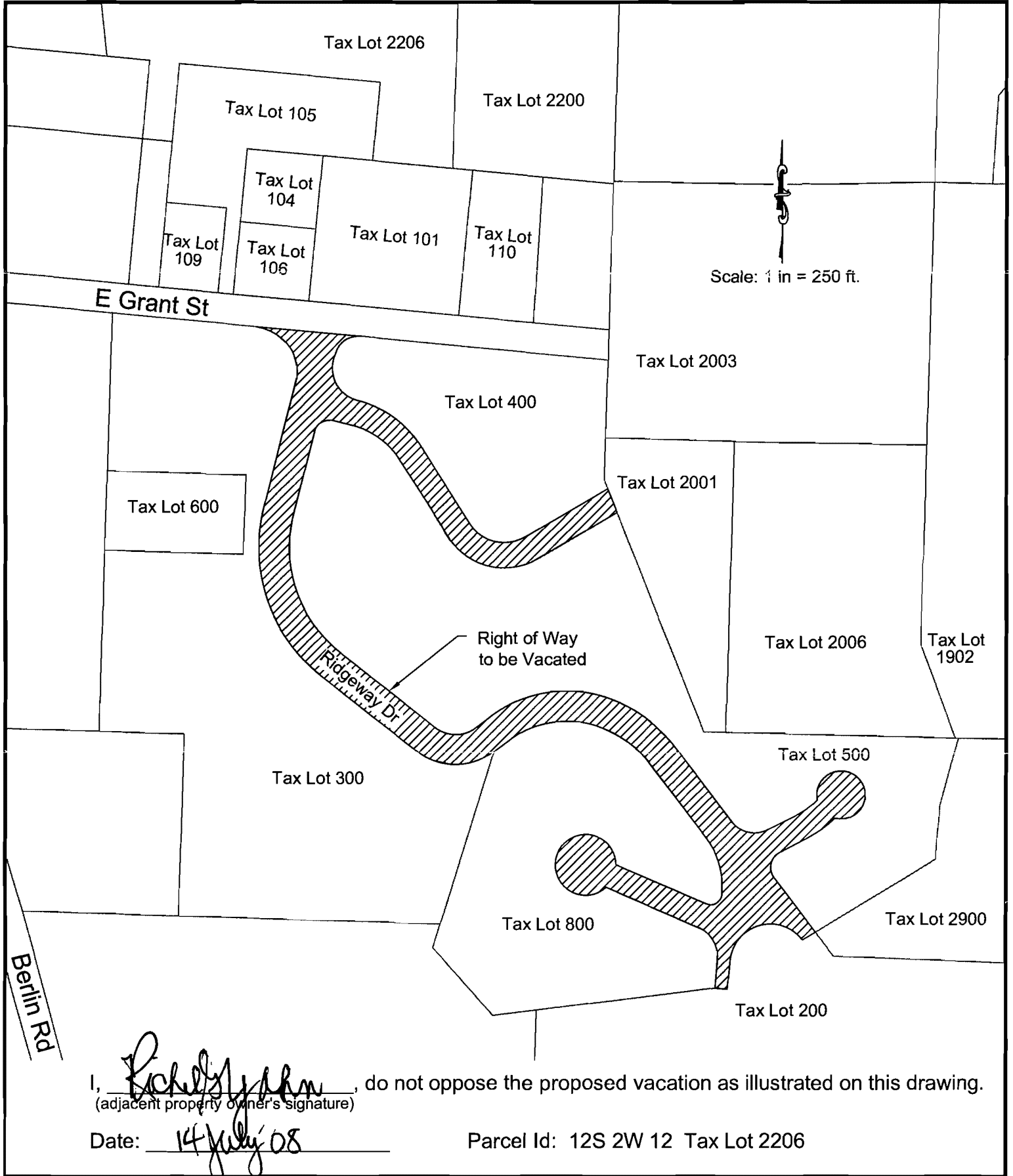
I, *M. Suter*,
(adjacent property owner's signature)

do not oppose the proposed vacation as illustrated on this drawing.

Date: 9/1/08

Parcel Id: 12S 2W 12 Tax Lot 105

Vacation of Ridgeway Dr Right of Way

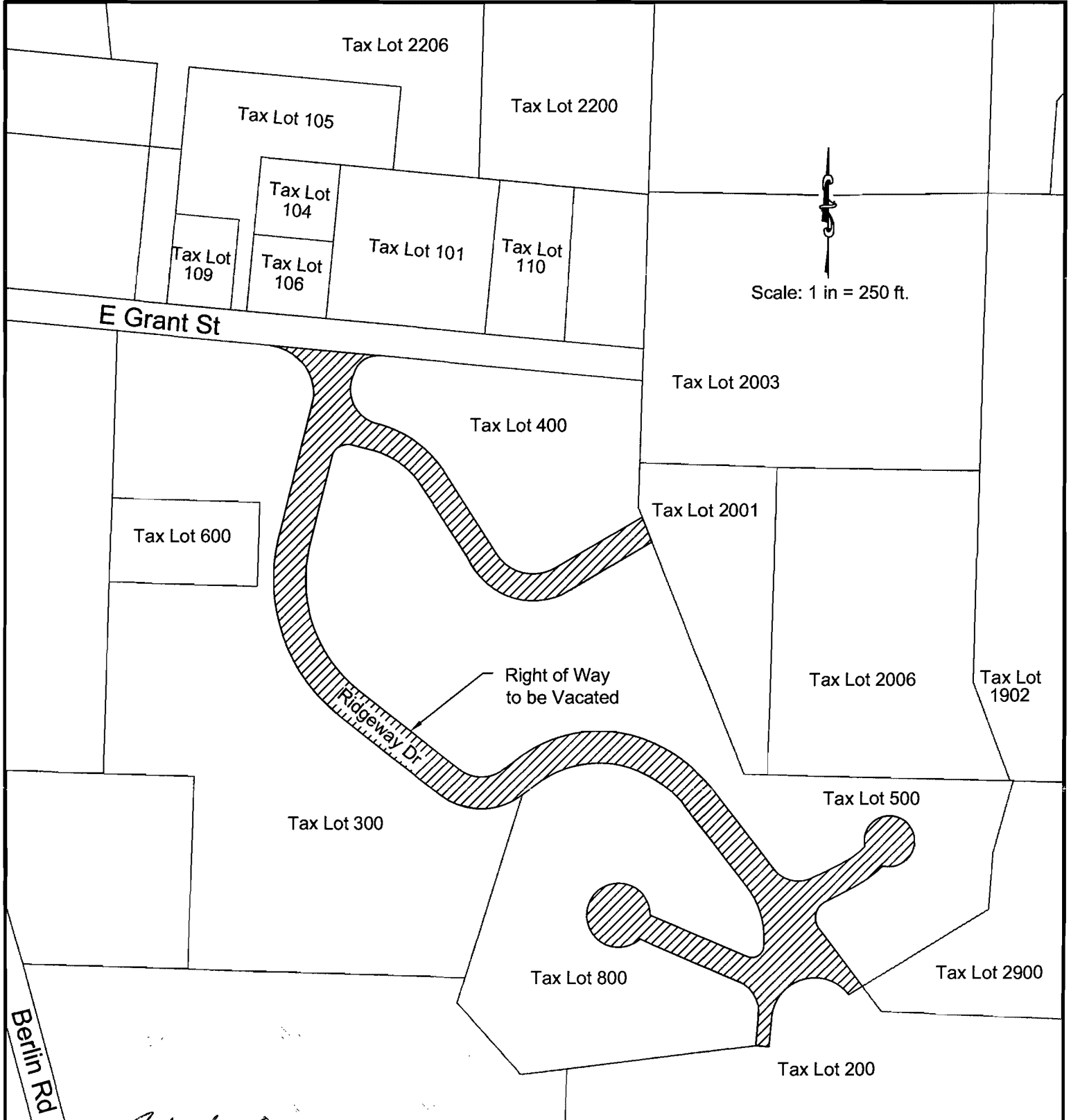


I, Richard Johnson, do not oppose the proposed vacation as illustrated on this drawing.
(adjacent property owner's signature)

Date: 14 July 08

Parcel Id: 12S 2W 12 Tax Lot 2206

Vacation of Ridgeway Dr Right of Way



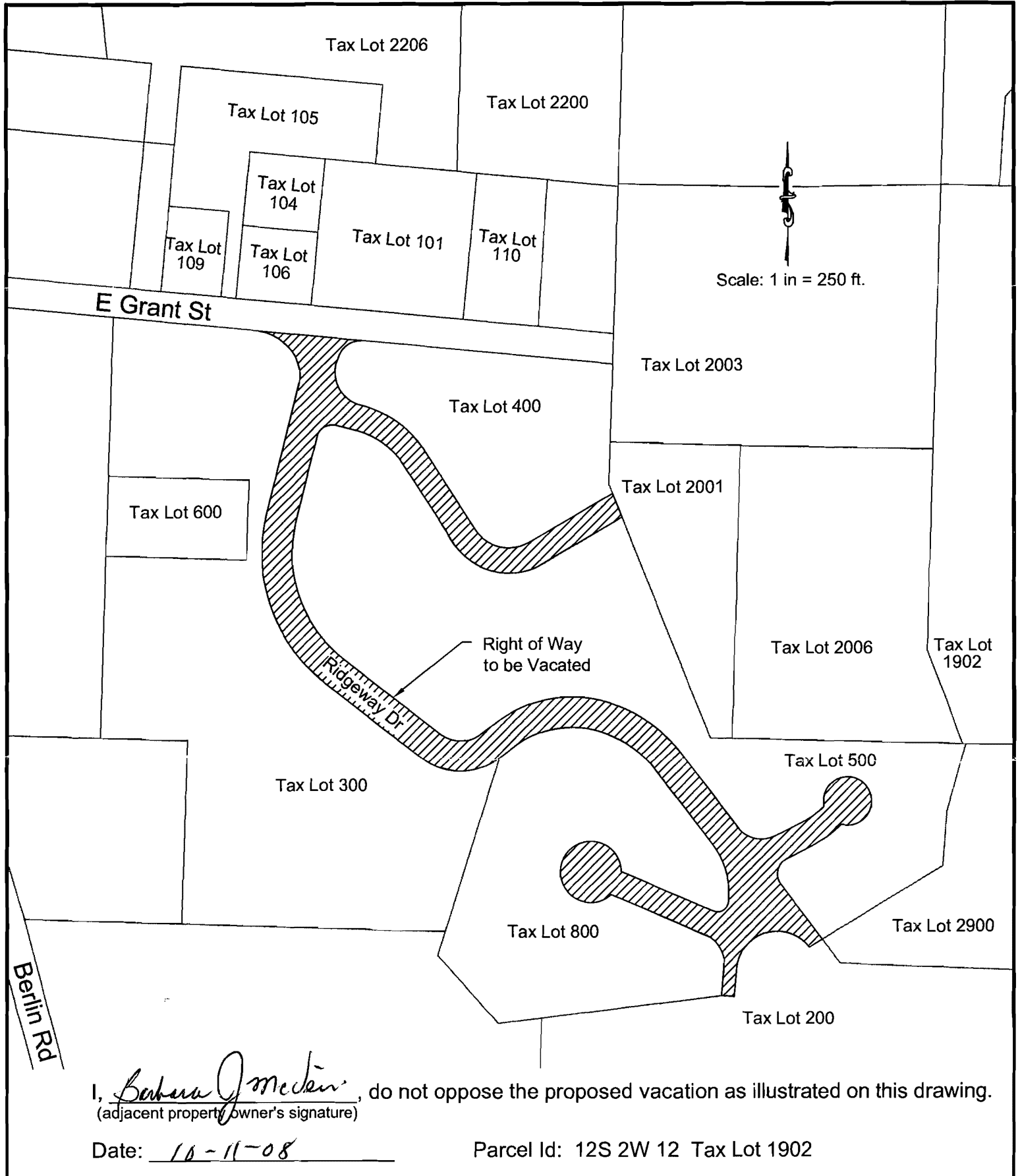
I, Richard Ely, do not oppose the proposed vacation as illustrated on this drawing.

(adjacent property owner's signature)

Date: 7-11-08

Parcel Id: 12S 2W 12 Tax Lot 2900, 300, 400, 500, 800
12S 2W 13 Tax Lot 200

Vacation of Ridgeway Dr Right of Way



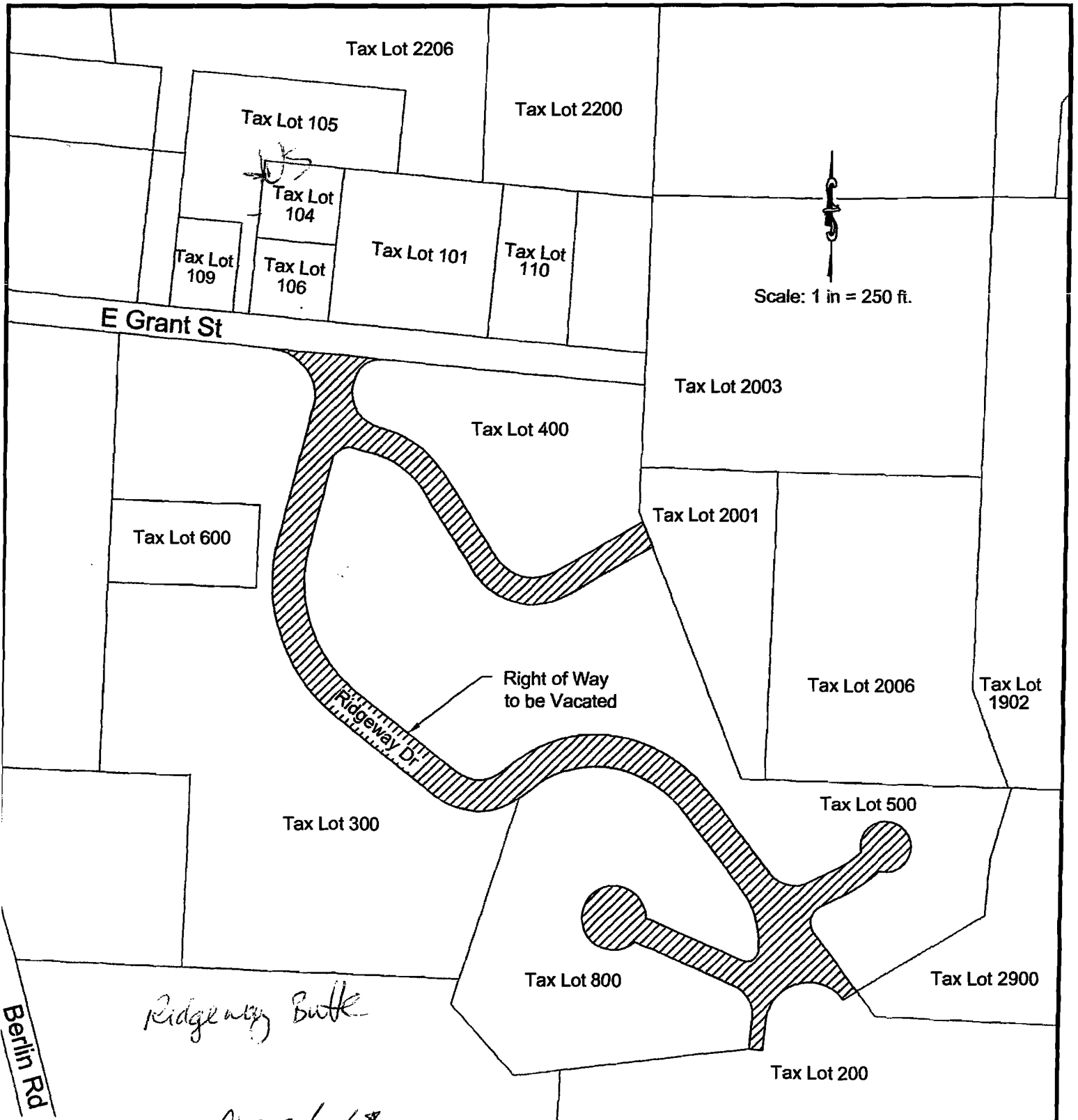
I, Barbara J. McLean, do not oppose the proposed vacation as illustrated on this drawing.
(adjacent property owner's signature)

Date: 10-11-08

Parcel Id: 12S 2W 12 Tax Lot 1902

125 2W

Vacation of Ridgeway Dr Right of Way



I, Sandra Van Sluik, do not oppose the proposed vacation as illustrated on this drawing.
 (adjacent property owner's signature) * As long as there is no expectation of moving

Date: 7/23/08

Parcel Id: 12S 2W 12 Tax Lot 104 fencing etc. on our property.

**NOTICE OF PUBLIC HEARING
LEBANON CITY COUNCIL**

NOTICE IS HEREBY GIVEN that a public hearing will be held before the Lebanon City Council on Wednesday, September 10, 2008 at 7:00 P.M. in the Santiam Travel Station meeting room located at, 750 3rd St, to afford interested persons and the general public an opportunity to be heard and give testimony concerning the following matter:

1. Right of Way Vacation of Ridgeway Dr.

An area of land in Section 12 and 13 of Township 12 South of Range 2 West of the Willamette Meridian, City of Lebanon, Linn County, Oregon described as follows:

All the land southerly of the South right-of-way line of East Grant Street that was dedicated to the public on the "First Addition to Lebanon Heights" plat recorded in the Linn County Surveyor's office as county survey #4855 (approval date: January 10, 1955), which land is located in Section 12 and 13 of Township 12 South, Range 2 West of the Willamette Meridian, City of Lebanon, Linn County, Oregon.

The petition was submitted June 22, 2008 by Ridgeway Butte LLC. .

Objections or remonstrances may be filed with the City Administrator's office at or before 5:00PM on the date of the hearing.

If you have question or need further information regarding this hearing, please contact Shana Marquez, Engineering Technician III, at the Community Development Center, 853 Main St (telephone 258-4265).

Upon request, the City will provide an interpreter for hearing impaired persons. To request an interpreter, contact City Administrator's office at 258-4902 no less than 48 hours prior to the public hearing.



CITY OF LEBANON
It's easier from here.

**CITY OF LEBANON
 PUBLIC WORKS DEPARTMENT**

853 Main Street
 Lebanon, OR 97355-3200
 Telephone: (541) 258-4923

APPLICATION FOR VACATION OF PUBLIC LAND

Name: RIDGEWAY BUTTE, LLC Phone: 360-906-1031

Address: 805 BROADWAY, STE 1005
 (mailing)

City: VANCOUVER, WA State: WA Zip: 98660

Public Land Proposed for Vacation: RIDGEWAY DRIVE AND ALL RIGHT-OF-WAY DEDICATED ON THE "FIRST ADDITION TO LEBANON HEIGHTS"
 (name of street or location)

Submittals Required for Application:

- 1. Petition for adjoining property owners. "CITY"
- 2. Legal description of area to be vacated.
- 3. Vacation Fee of \$750 (Easement)
\$1200 (Street/Alley)

This application STARTS the vacation process required by ORS 271. The final decision as to whether or not to vacate will be made by the Lebanon City Council, after providing Public Notice and conducting a Public Hearing.

Because of the notice and advertising requirements in ORS 271, allow for a minimum of two months from application to recording of the vacation.

Richard J. Ehr
 Signature of Applicant

6/3/08
 Date

 Signature of Engineering/Planning Department

 Date

For Office Use Only			
Date Received: <u>6/12/08</u>	Received By: <u>JK</u>		
Fee Amount: <u>1200.00</u>	Receipt No: <u>6238</u>	Check No.: <u>2036</u>	

Agenda Item 4



MEMORANDUM

Police Department

To: John Hitt, City Manager

Date: 3 September 2008

From: Michael Healy, Police Chief

Subject: Liquor License Request

The following Lebanon, Oregon establishment has requested consideration for a change of ownership on a OLCC liquor license.

Duffy's Irish Pub, 679 Main Street, Lebanon, OR 97355
Owner: From – LLBA Corp. To – BCK Corp
License: Full On-Premises Sales – Commercial

The Police Department does not possess any documented evidence to support the denial of these requests

Integrity, Professionalism & Teamwork

DATE SENT FOR STAFF RECOMMENDATION: 8/21/2008

New Outlet: Renewal:

LIQUOR LICENSE APPLICATION FOR: Duffy's Irish Pub – Change of Ownership

Business Address: 679 S. Main Street, Lebanon, OR 97355

Applicant: BCK Corporation

New Owner of Existing Business: Previous Owner (If applicable)

Type of License(s):

Full On-Premises Sales	<input checked="" type="checkbox"/>	Lmtd. On-Premises Sales	<input type="checkbox"/>	Off-Premises Sales	<input type="checkbox"/>
Brewery-Public House	<input type="checkbox"/>	Winery	<input type="checkbox"/>	Brewery	<input type="checkbox"/>
Certificate of Approval	<input type="checkbox"/>	Distillery	<input type="checkbox"/>	Growers Sales Privilege	<input type="checkbox"/>

Department	Official	Approval	*Denial	Date	Additional Comments or Conditions of Approval
Building	Jason Bush	<input checked="" type="checkbox"/>	<input type="checkbox"/>	8/28/08	
Fire	Mark Wilson	<input checked="" type="checkbox"/>	<input type="checkbox"/>	9/4/08	
Planning	Walt Wendowlowski	<input checked="" type="checkbox"/>	<input type="checkbox"/>	8/29/08	
Police	Mike Healy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	8/27/08	

** All recommendations for denial must be accompanied by supporting documentation. Upon completion of investigation, return this form and any supporting documentation to the City Clerk's Office.*

CITY COUNCIL RECOMMENDATION DATE: 9/10/08

LIQUOR LICENSE RECOMMENDATION TO OLCC					
Department	Official	Approval	Denial	Additional Comments or Conditions of Approval	
City Clerk	Linda Kaser	<input type="checkbox"/>	<input type="checkbox"/>		

City Clerk's Signature

Date

Agenda Item 5



MEMORANDUM

Police Department

To: John Hitt, City Manager

Date: 3 September 2008

From: Michael Healy, Police Chief

Subject: Liquor License Request

The following Lebanon, Oregon establishment has requested consideration for an OLCC liquor license.

Sports Shack & Deli, 1250 E. Grant Street , Lebanon, OR 97355
Owner: Sports Shack & Deli, LLC
License: Limited On-Premises Sales

The Police Department does not possess any documented evidence to support the denial of these requests

Integrity, Professionalism & Teamwork

DATE SENT FOR STAFF RECOMMENDATION: 8/22/2008

New Outlet: Renewal:

LIQUOR LICENSE APPLICATION FOR: Sports Shack & Deli

Business Address: 1250 E. Grant Street, Lebanon, OR 97355

Applicant: Sports Shack and Deli, LLC

New Owner of Existing Business: Previous Owner (If applicable)

Type of License(s):

Full On-Premises Sales	<input type="checkbox"/>	Lmtd. On-Premises Sales	<input checked="" type="checkbox"/>	Off-Premises Sales	<input type="checkbox"/>
Brewery-Public House	<input type="checkbox"/>	Winery	<input type="checkbox"/>	Brewery	<input type="checkbox"/>
Certificate of Approval	<input type="checkbox"/>	Distillery	<input type="checkbox"/>	Growers Sales Privilege	<input type="checkbox"/>

Department	Official	Approval	*Denial	Date	Additional Comments or Conditions of Approval
Building	Jason Bush	<input checked="" type="checkbox"/>	<input type="checkbox"/>	8/28/08	<i>Anticipating a smooth building inspection and completion to final approval status. Still in construction.</i>
Fire	Mark Wilson	<input checked="" type="checkbox"/>	<input type="checkbox"/>	9/4/08	
Planning	Walt Wendowlowski	<input checked="" type="checkbox"/>	<input type="checkbox"/>	8/29/08	
Police	Mike Healy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	8/27/08	

** All recommendations for denial must be accompanied by supporting documentation. Upon completion of investigation, return this form and any supporting documentation to the City Clerk's Office.*

CITY COUNCIL RECOMMENDATION DATE: 9/10/08

LIQUOR LICENSE RECOMMENDATION TO OLCC					
Department	Official	Approval	Denial	Additional Comments or Conditions of Approval	
City Clerk	Linda Kaser	<input type="checkbox"/>	<input type="checkbox"/>		

City Clerk's Signature

Date

Agenda Item 6



MEMORANDUM

Police Department

To: John Hitt, City Manager

Date: September 2, 2008

From: Michael D. Healy, Chief of Police

CC: Mayor Toombs and Lebanon City Council

Subject: Liquor License Application – Sherman Street Bar & Grill

As you are aware, Mr. Jeff Crites, the new owner of the Sherman Street Bar & Grill has applied to OLCC for a "Full on-Premises Sales" license for his establishment.

During the normal background check the Police Department completes on all applicants, no information was found that would support a negative recommendation.

This business has, in the past under different ownership, had substantial problems/issues with its operation. So, in the course of processing this application I personally met with Mr. Crites and his new manager today.

All of the past problems were discussed at length with Mr. Crites. Additionally an "Operations Control Plan" was discussed and agreed upon between myself and Mr. Crites. The control plan is attached for your reference. I believe Mr. Crites is fully aware of the challenges the business will present and he clearly understands what I expressed on behalf of the City through the control plan.

With this in mind, I would recommend to the Council that they forward a positive recommendation to the OLCC.

Attachment

Integrity, Professionalism & Teamwork



Operations Control Plan For:
Sherman Street Bar & Grill
76 W. Sherman St

- After 10:00 pm, licensees will employ an adequate number of security personnel to check patron identification, evaluate sobriety of patrons and to control the activities of patrons inside the premises and in the immediate vicinity. Security will walk through outside areas no less than once every 15 minutes after 11:00 pm. If security is involved in detaining patrons, or are identified as “security” they must be certified through the Oregon Department of Public Safety Standards and Training.
- Licensees and employees will immediately call police for disturbances which involve physical contact or the threat of physical contact.
- Licensees will ensure their employees maintain an accurate daily incident log which lists dates, times, names and descriptions of all incidents. All visibly intoxicated patrons who are cut-off will be listed. The log will be immediately available for inspection by police or OLCC.
- Patrons who engage in disorderly activities, either inside the premises or in the immediate vicinity, will be 86’d for a period of no less than 30 days. Their names will be logged on an 86 list. The list will be available for immediate inspection by police or OLCC.
- In order to maintain adequate control of the premises and the conduct of patrons inside and in the immediate vicinity, the licensee or manager (who is not a bartender) will personally work at the premises on Thursday through Saturday, from 9pm until closing.
- All activities which involve unlawful behavior (drugs, minors who attempt to enter, disorderly conduct, etc.) will be immediately reported to police.
- Licensees and employees will cooperate with police and will encourage frequent walk-throughs of the premises.
- Patrons may not “stack” drinks. Patrons may purchase no more than one drink per visit to the bar or order from wait staff.

DATE SENT FOR STAFF RECOMMENDATION: 8/28/2008

New Outlet:

Renewal:

LIQUOR LICENSE APPLICATION FOR: Sherman Street Bar & Grill – Change of Ownership

Business Address: 76 E. Sherman Street, Lebanon, OR 97355

Applicant: Camcon, LLC

New Owner of Existing Business: Previous Owner (If applicable)

Type of License(s):

Full On-Premises Sales	<input checked="" type="checkbox"/>	Lmtd. On-Premises Sales	<input type="checkbox"/>	Off-Premises Sales	<input type="checkbox"/>
Brewery-Public House	<input type="checkbox"/>	Winery	<input type="checkbox"/>	Brewery	<input type="checkbox"/>
Certificate of Approval	<input type="checkbox"/>	Distillery	<input type="checkbox"/>	Growers Sales Privilege	<input type="checkbox"/>

Department	Official	Approval	*Denial	Date	Additional Comments or Conditions of Approval
Building	Jason Bush	<input checked="" type="checkbox"/>	<input type="checkbox"/>	8/28/08	
Fire	Mark Wilson	<input checked="" type="checkbox"/>	<input type="checkbox"/>	9/4/08	
Planning	Walt Wendowlowski	<input checked="" type="checkbox"/>	<input type="checkbox"/>	8/29/08	
Police	Mike Healy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	9/2/08	<i>Recommend approval with conditions – “Operations Control Plan”</i>

** All recommendations for denial must be accompanied by supporting documentation. Upon completion of investigation, return this form and any supporting documentation to the City Clerk’s Office.*

CITY COUNCIL RECOMMENDATION DATE: 9/10/08

LIQUOR LICENSE RECOMMENDATION TO OLCC					
Department	Official	Approval	Denial	Additional Comments or Conditions of Approval	
City Clerk	Linda Kaser	<input type="checkbox"/>	<input type="checkbox"/>		

City Clerk’s Signature

Date

Agenda Item 7



Administration

City Clerk/Recorder

MEMORANDUM

To: Mayor Toombs & City Council

Date: August 29, 2008

From: Linda Kaser, City Clerk/Recorder

Subject: Enterprise Zone Waiver – Wah Chang, Millersburg

Attached is John Pascone's (AMEDC) memo requesting Council's consideration of Wah Chang's extended benefits and waiver of the regular employment increase of the South Santiam Enterprise Zone Agreement.

Approving the proposed resolution will have no impact to the City of Lebanon taxes or taxpayers.

Action Needed:

Approval/Denial of A RESOLUTION APPROVING AN EXTENDED PROPERTY TAX ABATEMENT AGREEMENT AND WAVING EMPLOYMENT REQUIREMENTS ON A SHORT-TERM EXEMPTION.

C: South Santiam Enterprise Zone File

A RESOLUTION APPROVING AN EXTENDED) RESOLUTION NO.
PROPERTY TAX ABATEMENT AGREEMENT AND)
WAIVING EMPLOYMENT REQUIREMENT ON) FOR 2008
SHORT-TERM EXEMPTION FOR INVESTMENT)
OF AT LEAST \$25 MILLION IN AN OREGON)
ENTERPRISE ZONE)

WHEREAS, WAH CHANG is expanding and investing plant construction and equipment; and

WHEREAS, WAH CHANG intends to add 15 new employees; and

WHEREAS, WAH CHANG anticipates providing average pay and benefits to these employees equal to or greater than 150% of the Linn County average, as required under ORS 285C.160; and

WHEREAS, WAH CHANG, which is located in the City of Millersburg, has applied to extend the property tax abatement for which it qualifies through its inclusion in the South Santiam Enterprise Zone; and

WHEREAS, WAH CHANG intends to invest an estimated \$ 42 million in capital improvements for the Millersburg plant in Linn County, starting in August 2008; and

WHEREAS, WAH CHANG has applied for authorization in the Enterprise Zone for the aforementioned investment; and

WHEREAS, ORS 285C.155 and 285C.200(2) the enterprise zone sponsor may provide by resolution for authorization of an eligible business firm, such that it may qualify for the exemption on qualified property in the zone without increasing zone employment as normally required, if the firm's total investment in qualified property costs \$25 million or more, and it maintains a minimum number of full-time employees in the zone (as established by the zone sponsor), and it satisfies other reasonable requirements as the zone sponsor also may establish; and

WHEREAS, WAH CHANG has 1058 full-time employees throughout the South Santiam Enterprise Zone as averaged over the past 12 months.

WHEREAS, the City of Millersburg has requested support of this agreement from the other cosponsors of the South Santiam Enterprise Zone; and

WHEREAS, the City of Lebanon is a cosponsor of the South Santiam Enterprise Zone.

NOW, THEREFORE BE IT RESOLVED that the attached Extended Abatement and Employment Waiver Agreement is hereby approved by the Lebanon City Council and that WAH CHANG is hereby authorized to qualify in accordance with ORS 285C.200 for purposes of the exemption on qualified property under ORS 285C.175, provided that:

Section 1. The investment at the Wah Chang Millersburg plant in qualified property, for which the exemption is claimed over one to five years, costs \$25 million or more in total.

Section 2. The number of full-time, year-round employees of Wah Chang in the South Santiam Enterprise Zone is maintained at or above 1000, on average, for each calendar year of the exemption period.

Passed by the Lebanon City Council and signed by the Mayor this 10th day of September, 2008 by a vote of ____ for and ____ against.

Kenneth I. Toombs, Mayor
Bob Elliott, Council President

ATTEST:

Linda Kaser, City Clerk/Recorder



Memo

Date: August 18, 2008

To: Lebanon City Council

From: John Pascone, Enterprise Zone Co-Manager

Subject: Request for Approval
Wah Chang Millersburg
Agreement for Extended Enterprise Zone Benefits and
Waiver of Regular Employment Requirements

Reason for Request

Wah Chang Millersburg has submitted an Enterprise Zone Authorization Application and has requested Extended Benefits beyond the regular three year tax exemption and a waiver of the regular 10% employment increase.

For the Extended Benefits;

Regulations require that the company enter into an Agreement with the City of Millersburg along with the approvals of the City of Albany, City of Lebanon and Linn County, enterprise zone sponsors. In order to qualify for the additional two years, the company must pay 150% of Linn County's Average Annual Wage to the new employees for the 5 years of the exemption. Currently those numbers are \$33,486/\$50,229.

For the Waiver of Employment;

Regulations require that the company and the cosponsors enter into an agreement which specifies that the company's investment exceeds \$25 million and that the company maintains a minimum employment level. In this case, the company is investing approximately \$42 million and agrees to maintain at least 1000 employees for the 5 year duration of the agreement.

One reason that a lower employment number is allowed is that most large investments made by large companies increase productivity and competitiveness and do not always create a lot of jobs, at least not the 10% normally required. Also, large investments are encouraged because they will eventually become taxable and a company that makes large investments in their facility will usually keep it operating. If the company were contemplating closing the facility they usually do not invest large dollars in them.

Another reason for allowing a lower number is that over 3 or 5 years of the exemption, the economy could drop, forcing the company to cut back for a while through no fault of their own. Such an event would not cause them to lose the exemption as long as they maintain the minimum agreed level.

Description of Project

The project is a \$42 million expansion which includes \$2 million for building modifications and \$40 million for equipment. The investment is designed to increase production capacity of zirconium sponge by 2 million pounds.

The company's average employment over the past 12 months is 1058. The projected number of new jobs created with this new investment is 15 jobs.

The company is located in the South Santiam Enterprise Zone, and the City of Lebanon, as a co-sponsor, must pass a resolution approving the agreement. The approval of the other co-sponsors, Albany, Millersburg and Linn County will follow.

Thank you for your support.

Agreement for Oregon Enterprise Zone Extended Abatement
And
Waiver of Employment Requirement

**AGREEMENT WITH THE SOUTH SANTIAM ENTERPRISE ZONE SPONSORS TO
EXTEND PROPERTY TAX EXEMPTION TO FIVE CONSECUTIVE YEARS IN TOTAL
FOR CAPITAL INVESTMENT BY WAH CHANG, MILLERSBURG.**

The sponsors of the South Santiam Enterprise Zone comprising the governing bodies of the City of Albany, City of Lebanon, City of Millersburg and Linn County (hereinafter "The Zone Sponsor") and Wah Chang, Millersburg. (hereinafter "The Firm") do hereby enter into an agreement for extending the period of time in which The Firm shall receive an exemption on its investment in qualified property in the South Santiam Enterprise Zone contingent on certain special requirements, under ORS 285C.160 (2003).

The Zone Sponsor and The Firm jointly acknowledge: that subject to submission and approval of an application for authorization and the satisfaction of other requirements under ORS 285C.050 to 285C.250, The Firm is eligible for three years of complete exemption on its qualified property; that nothing in this agreement shall modify or infringe on this three-year exemption or the requirements thereof, and that this agreement becomes null and void if The Firm does not qualify for these three years of the exemption.

The Zone Sponsor extends The Firm's property tax exemption an additional two years on all property that initially qualifies in the South Santiam Enterprise Zone in the assessment year beginning on January 1, 2009 and, thus, sets a total period of exemption of five consecutive years during which statutory requirements for the standard three-year enterprise zone exemption must also be satisfied and maintained.

CONFIRMATION OF STATUTORY PROVISIONS

In order to receive the additional two years of enterprise zone exemption granted herein, The Firm agrees herewith under 285C.160 (3) (a) (A) that for each year of the entire exemption period, all of The Firm's new employees shall receive an average level of compensation equal to or greater than 150 percent of the county average annual wage, in accordance with the specific definitions and guidelines in Oregon Administrative Rules (OAR), Chapter 123, Division 65 (123-065-41###), which provides that:

1. Such compensation may include non-mandatory benefits that can be monetized;
2. The county average annual wage is set at the time of authorization, except as pursuant to ORS 285C.160 (4), according to the 2006 Linn County average annual wage rate of \$ 33,486 for which 150 percent equals \$ 50,229.

3. Only employees working at jobs filled for the first time after the application for authorization but by December 31 of the first full year of the initial exemption and performed within the current boundaries of the South Santiam Enterprise Zone are counted; and

4. Only full-time, year-round and non-temporary employees engaged a majority of their time in The Firm's eligible operations consistent with ORS 285C.135 & 285C.200(3) are counted, regardless if such employees are leased, contracted for or otherwise obtained through an external agency or are employed directly by The Firm.

LOCAL ADDITIONAL REQUIREMENTS

For The Firm to receive the additional two years of enterprise zone exemption granted herein, the Zone Sponsor and The Firm agree that there are no additional requirements besides the statutory requirements.

WAIVER OF EMPLOYMENT REQUIREMENT ON SHORT-TERM EXEMPTION FOR INVESTMENT OF AT LEAST \$25 MILLION IN AN OREGON ENTERPRISE ZONE.

The Firm intends to invest an estimated \$ 42 million in capital improvements for the Wah Chang plant in Millersburg, Linn County ,Oregon, starting in 2008; and

The Wah Chang plant is located within the South Santiam Enterprise Zone, which is sponsored by the City of Albany, City of Lebanon, City of Millersburg and Linn County; and

The Firm has applied for authorization in the Enterprise Zone for the aforementioned investment; and

Under ORS 285C.155 and 285C.200(2) the enterprise zone sponsor may provide by resolution for authorization of an eligible business firm, such that it may qualify for the exemption on qualified property in the zone without increasing zone employment as normally required, if the firm's total investment in qualified property costs \$25 million or more, and it maintains a minimum number of full-time employees in the zone (as established by the zone sponsor), and it satisfies other reasonable requirements as the zone sponsor also may establish; and

Wah Chang, Millersburg has 1058 full-time employees throughout the South Santiam Enterprise Zone as averaged over the past 12 months.

Wah Chang, Millersburg is hereby authorized to qualify in accordance with ORS 285C.200 for purposes of the exemption on qualified property under ORS 285C.175, provided that:

1. the investment at the Wah Chang Millersburg plant in qualified property, for which the exemption is claimed over one to five years, costs \$25 million or more in total; and

2. the number of full-time, year-round employees of Wah Chang, Millersburg in the South Santiam Enterprise Zone is maintained at or above 1000 average, for each calendar year of the exemption period.

ACCEPTING FOR THE CITY OF MILLERSBURG, A ZONE SPONSOR OF
THE SOUTH SANTIAM ENTERPRISE ZONE:

Clayton Wood, Mayor

ACCEPTING FOR Wah Chang;

Joe Frazier, Vice President Finance

The City of Albany, City of Lebanon and Linn County, zone co-sponsors, approve this Agreement by passing separate Resolutions. Copies of which are attached.

Agenda Item 8



MEMORANDUM

Administration Department

To: Mayor and City Council

Date: September 4, 2008

From: John Hitt, City Manager 

Subject: City of Lebanon/Lebanon Area Chamber of Commerce Transient Lodging Tax (TLT) Contract

As you may recall during the City Council discussions concerning the Star Spangled Celebration request for funding, there were several City Councilors interested in possibly revising our current City/Chamber Contract (copy attached).

After discussion with the Chamber, City staff is submitting for your consideration a new contract. The principle changes between the proposed contract and the current one are as follows:

- The quarterly \$4,500 City/Chamber payment cap is removed.
- The Chamber will receive 85% of all City transient lodging tax (TLT) collections.
- The contract period has been extended to four years.
- The language referencing Mary Meader has been removed.

City Attorney, Tom McHill has also provided a memo, dated September 10, that describes the legal uses of the TLT. In addition, Casey Cole and the Chamber have enclosed information about TLT collections, disbursements to the Chamber, and their ultimate uses.

LEBANON CITY ATTORNEY

80 East Maple Street P Lebanon, Oregon 97355 P Phone: (541) 258-3194 P Fax:
(541) 258-7575

MEMORANDUM

DATE: September 10, 2008
TO: Mayor and Council
FROM: Thomas McHill, Lebanon City Attorney
Re: Local Use of Transient Lodging Taxes

City Manager John Hitt has asked me to brief you on the limitations on uses of Lodging Transient Taxes, according to state law.

ORS 320.300 et seq. concerns transient lodging taxes. Specifically, ORS 320.345 concerns Local Transient Lodging Taxes. Generally, local governments are limited in their ability to decrease a transient lodging provider's (the motel, for instance) amount retained from lodging taxes collected after certain dates. For instance, if a city imposed a new tax after January 1, 2001, the motel operator is allowed to keep at least five percent of taxes collected. The city may not reduce the amount of retention in its ordinance passed after that date, if there was an ordinance allowing more to be retained prior to December 31, 2000.

ORS 320.350 provides for a moratorium on taxes, meaning that a local tax cannot be imposed or increased after July 2, 2003, unless the revenue from the new or increased tax is all used to fund tourism promotion or tourism related facilities, fund city services or finance or refinance the debt of tourism-related facilities and pay reasonable administrative costs incurred in financing or refinancing debt.

For purposes of this statute, the following definitions apply:

"Tourism" means economic activity resulting from tourists.

"Tourism promotion" means any of the following activities:

- A. advertising, publicizing or distributing information for the purpose of attracting and welcoming tourists;
- B. conducting strategic planning and research necessary to stimulate future tourism development;
- C. operating tourism promotion agencies; and
- D. marketing special events and festivals designed to attract tourists.

“Tourism promotion agency” includes:

- A. An incorporated nonprofit organization or governmental unit that is responsible for the tourism promotion of a destination on a year-round basis.**
- B. A nonprofit entity that manages tourism-related economic development plans, programs and projects.**
- C. A regional or statewide association that represents entities that rely on tourism-related business for more than 50 percent of their total income.**

In substance, I find nothing in state law which would forbid the proposed contract between the city and the Lebanon Area Chamber of Commerce. You did increase the transient tax in 2007, but you also amended the ordinance to reflect the requirements of state law as to any increases. The proposed agreement has no impact on the tax charged, collected or retained by the provider (the motel operator). The agreement, in fact, provides that all the tax retained by the Chamber be used for tourism purposes, as reflected by state law and local ordinance. Therefore, it is my opinion that the proposed agreement complies with state and local law.

If a concern is raised as to whether or not the Chamber is doing tourism related work, it would appear that the proposed agreement requires a strict accounting of funds spent from an entity which would appear to fit the definition of a “tourism promotion agency”. Not only does it appear that the letter of the law is met, but also the spirit of the laws concerning the collection of local transient lodging taxes. The “bottom line” appears to be that transient lodging taxes must be used, subject to the recoupment of administrative expenses, for tourism purposes and not to replenish the local government general fund. This agreement would appear to satisfy this requirement.

CURRENT
AGREEMENT

This Agreement is entered into this ~ day of April , 2006, by and between the City of Lebanon, a municipal corporation and political subdivision of the State of Oregon, with its principle office at 925 Main Street, Lebanon, Linn County, Oregon, and hereinafter referred to as "City" and the Lebanon Area Chamber of Commerce, a non-profit corporation organized under the laws of the State of Oregon, having its principle place of business located at 1040 Park Street, Lebanon, Linn County, Oregon, hereinafter referred to as "Chamber".

WITNESSETH

WHEREAS, the Lebanon Municipal Code, Chapter 3.12, provides for the imposition of a transit room tax on hotel, motel, recreation parks and other persons who do business within the City of Lebanon; and

WHEREAS, Section 3.12.220 of the Lebanon Municipal Code provides that all revenues derived from the transient room tax shall be spent for the promotion, acquisition, construction, operation and maintenance of recreational, cultural and tourist-related services, and that it is the intent that revenue from the transient room tax shall be used to promote Lebanon, Oregon; and

WHEREAS, the Chamber desires to undertake and has the ability to support and promote tourism for the City of Lebanon; and

WHEREAS, the City desires to use the services of the Chamber pursuant to the requirements, limitations and direction of LMC Chapter 3.12;

NOW, THEREFORE, IN CONSIDERATION of the mutual promises and covenants contained herein, the parties agree as follows:

1. The Chamber agrees to staff and operate a Visitor's Information Center. Services provided will include, but not be limited to, providing local citizens and visitors with information about Lebanon area visitor facilities, recreational opportunities, city services, and provide a clearinghouse for the dissemination of other requested information about the Lebanon area. In addition, the Chamber shall provide coordination for the dissemination of information which is generated by written or e-mailed requests for information.
2. The Chamber agrees to ensure that the "Visitor Information Center" signs which are on roads and highways in the general vicinity of the City will provide directions as to where persons may obtain further information about the Lebanon area.
3. The Chamber agrees to maintain office and telephone service which shall be open and available to the public from each Monday through Friday, except for holidays or such other times as which may be determined reasonably necessary by the Chamber for prudent business reasons or safety issues.

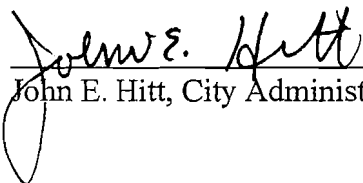
4. The Chamber agrees to maintain books, records, documents and other evidence of accounting procedures, and to provide an annual report to the City Administrator, or his delegated staff, that documents evidence of tourism support functions of the Chamber. The above described records shall be subject to the inspection, review or audit by the City Administrator, or his delegated staff, semi-annually, by appointment.
5. Chamber agrees to indemnify, defend and hold harmless the City, its agents, officers and employees, from and against any and all liability, claims, suits, loss, damages, costs and expenses arising out of or resulting from the negligent or intentional acts, errors or omissions of the Chamber, its officers, employees or agents.
6. Chamber agrees to comply with the provisions of all Federal, State and local laws and ordinances that are applicable to the performance under this contract. The Chamber shall comply with ORS 656.017 and provide Worker's Compensation coverage for all of its subject workers.
7. The City agrees to pay to the Chamber, from the Transient Room Taxes, up to a maximum of \$4,500 available quarterly, which is collected by the City after the date of execution of this agreement, as consideration for services performed as described in this agreement, payable on a quarterly basis. The City shall retain 10% of the Transient Room Taxes which are collected by the City for city administrative costs.
8. It is mutually agreed by the parties:
 - a. All funds paid to the Chamber pursuant to this agreement shall be used only as may be provided in this agreement, or according to law.
 - b. The parties agree that at all times herein, the Chamber shall be deemed as an "independent contractor" and not an agent of the City. Accordingly, the Chamber, while providing the labor or services required herein, is free from the direction and control over the means and manner of providing the labor or services, subject only to the right of the City to specify the desired results. The Chamber shall be responsible for obtaining and providing any and all tools or equipment necessary for the performance of the provisions of this agreement, and retains the authority to hire and fire employees to perform the labor or services required herein. The Chamber assumes and continues to have any and all responsibility for paying its employees, withholding federal and state mandated income taxes, and making all necessary reports of the same to the government entities as required by law. The parties herein recognize that at the time of entering this agreement, the Chamber employs Mary Meader. No compensation paid under the terms of this agreement shall in any way be paid to or benefit said Mary Meader in any fashion.
 - c. The Chamber agrees not to discriminate on the basis of race, religion, sex, color, mental or physical handicap or national origin in the enforcement and execution of this agreement.

- d. This agreement is not subject to transfer by merger, consolidation, sale, assignment or otherwise without prior, express written consent of the City of Lebanon.
- e. A waiver of any breach of any provision of this agreement by either party shall not operate as a waiver of any subsequent breach of the same or any other provision of this agreement
- f. The term of this agreement shall be three (3) years. However, either party, upon written notice to the other party of no less than 90 days may terminate the agreement if either the Board of Directors of the Chamber of Commerce or the Lebanon City Council determines that there has not been faithful performance as required under the terms of this agreement. Upon the termination of this agreement, any funds shall be immediately paid over to the City. Upon termination, the Chamber shall also provide to the City, within thirty days, a current accounting of any and all funds expended pursuant to the agreement up until the time of termination.

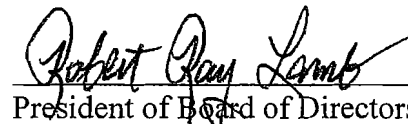
IN WITNESS WHEREOF, the parties have executed this Agreement at Linn County, Oregon, the day and year first above written.

City of Lebanon:

Lebanon Area Chamber of Commerce:

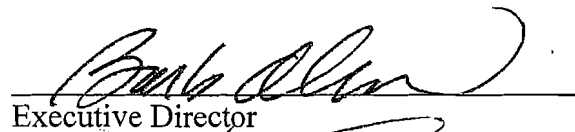


 John E. Hitt, City Administrator

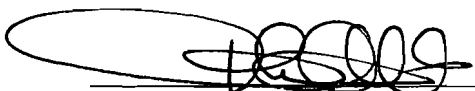


 President of Board of Directors

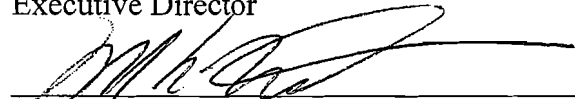
Approved as to form:



 Executive Director



 Thomas A. McHill, OSB# 81312
 Lebanon City Attorney



 President-Elect of Board of Directors

**PROPOSED
AGREEMENT**

This Agreement is entered into this 10th day of September 2008, by and between the City of Lebanon, a municipal corporation and political subdivision of the State of Oregon, with its principle office at 925 Main Street, Lebanon, Linn County, Oregon, and hereinafter referred to as "City" and the Lebanon Area Chamber of Commerce, a non-profit corporation organized under the laws of the State of Oregon, having its principle place of business located at 1040 Park Street, Lebanon, Linn County, Oregon, hereinafter referred to as "Chamber".

WITNESSETH

WHEREAS, the Lebanon Municipal Code, Chapter 3.12, provides for the imposition of a transit room tax on hotel, motel, recreation parks and other persons who do business within the City of Lebanon; and

WHEREAS, Section 3.12.220 of the Lebanon Municipal Code provides that all revenues derived from the transient room tax shall be spent for the promotion, acquisition, construction, operation and maintenance of recreational, cultural and tourist-related services, and that it is the intent that revenue from the transient room tax shall be used to promote Lebanon, Oregon; and

WHEREAS, the Chamber desires to undertake and has the ability to support and promote tourism for the City of Lebanon; and

WHEREAS, the City desires to use the services of the Chamber pursuant to the requirements, limitations and direction of LMC Chapter 3.12;

NOW, THEREFORE, IN CONSIDERATION of the mutual promises and covenants contained herein, the parties agree as follows:

1. The Chamber agrees to staff and operate a Visitor's Information Center. Services provided will include, but not be limited to, providing local citizens and visitors with information about Lebanon area visitor facilities, recreational opportunities, city services, and provide a clearinghouse for the dissemination of other requested information about the Lebanon area. In addition, the Chamber shall provide coordination for the dissemination of information which is generated by written or e-mailed requests for information regarding Lebanon and the surrounding area.
2. The Chamber agrees to ensure that the "Visitor Information Center" signs which are on roads and highways in the general vicinity of the City will provide directions as to where persons may obtain further information about the Lebanon area.
3. The Chamber agrees to maintain office and telephone service which shall be open and available to the public from each Monday through Friday, except for holidays or

such other times as which may be determined reasonably necessary by the Chamber for prudent business reasons or safety issues.

4. The Chamber agrees to maintain books, records, documents and other evidence of accounting procedures, and to provide an annual report to the City Manager, or his/her delegated staff, that documents evidence of tourism support functions of the Chamber. The above described records shall be subject to the inspection, review or audit by the City Manager, or his/her delegated staff, quarterly, by appointment.
5. Chamber agrees to indemnify, defend and hold harmless the City, its agents, officers and employees, from and against any and all liability, claims, suits, loss, damages, costs and expenses arising out of or resulting from the negligent or intentional acts, errors or omissions of the Chamber, its officers, employees or agents.
6. Chamber agrees to comply with the provisions of all Federal, State and local laws and ordinances that are applicable to the performance under this contract. The Chamber shall comply with ORS 656.017 and provide Worker's Compensation coverage for all of its subject workers.
7. The City agrees to pay to the Chamber, 85% of all Transient Room Taxes, available quarterly, which are collected by the City after the date of execution of this agreement, as consideration for services performed as described in this agreement, payable on a quarterly basis. The City shall retain 10% of the Transient Room Taxes which are collected by the City for city administrative costs. The remaining 5% shall be held by the City for tourism uses as described in LMC 3.12.035 A.1. The City shall pay to the Chamber its share of the transient room taxes collected the previous quarter by the 45th day after the end of each calendar quarter.
8. It is mutually agreed by the parties:
 - a. All funds paid to the Chamber pursuant to this agreement shall be used only as may be provided in this agreement, or according to law.
 - b. The parties agree that at all times herein, the Chamber shall be deemed as an "independent contractor" and not an agent of the City. Accordingly, the Chamber, while providing the labor or services required herein, is free from the direction and control over the means and manner of providing the labor or services, subject only to the right of the City to specify the desired results. The Chamber shall be responsible for obtaining and providing any and all tools or equipment necessary for the performance of the provisions of this agreement, and retains the authority to hire and fire employees to perform the labor or services required herein. The Chamber assumes and continues to have any and all responsibility for paying its employees, withholding federal and state mandated income taxes, and making all necessary reports of the same to the government entities as required by law.

- c. The Chamber agrees not to discriminate on the basis of race, religion, sex, color, mental or physical handicap or national origin in the enforcement and execution of this agreement.
- d. This agreement is not subject to transfer by merger, consolidation, sale, assignment or otherwise without prior, express written consent of the City of Lebanon.
- e. A waiver of any breach of any provision of this agreement by either party shall not operate as a waiver of any subsequent breach of the same or any other provision of this agreement
- f. The term of this agreement shall be four (4) years. However, either party, upon written notice to the other party of no less than 90 days may terminate the agreement if either the Board of Directors of the Chamber of Commerce or the Lebanon City Council determines that there has not been faithful performance as required under the terms of this agreement. Upon the termination of this agreement, any funds shall be immediately paid over to the City. Upon termination, the Chamber shall also provide to the City, within thirty days, a current accounting of any and all funds expended pursuant to the agreement up until the time of termination.

IN WITNESS WHEREOF, the parties have executed this Agreement at Linn County, Oregon, the day and year first above written.

City of Lebanon:

Lebanon Area Chamber of Commerce:

John E. Hitt, City Manager

Gary Price, President of Board of Directors

Approved as to form:

Shelly Garrett, Executive Director

Thomas A. McHill OSB #81312
Lebanon City Attorney

MotelTax FYE 2005-2006 Rate = 6% of Room Fee for 30 days or less of occupancy								
	Cascade City Center	Shanico Inn	Cabbage Patch Inn	Valley Inn	Gill' Landing	Total	Total Less Fee	Pd. To Chamber
1st Qtr	\$ 947.38	\$ 4,974.00	\$ 49.84	\$ -	\$ 282.61	\$ 6,253.83		
2nd Qtr	\$ 985.59	\$ 3,422.14	\$ 140.27	\$ 515.21	\$ 55.07	\$ 5,118.28		
3rd Qtr	\$ 708.89	\$ 3,414.59	\$ 14.53	\$ 361.02	\$ 121.86	\$ 4,620.89	\$ 4,158.80	\$ 4,158.89
4th Qtr	\$ 944.27	\$ 4,385.85	\$ -	\$ -	\$ 357.46	\$ 5,687.58	\$ 5,118.82	\$ 4,500.00
	\$ 3,586.13	\$ 16,196.58	\$ 204.64	\$ 876.23	\$ 817.00	\$ 21,680.58		

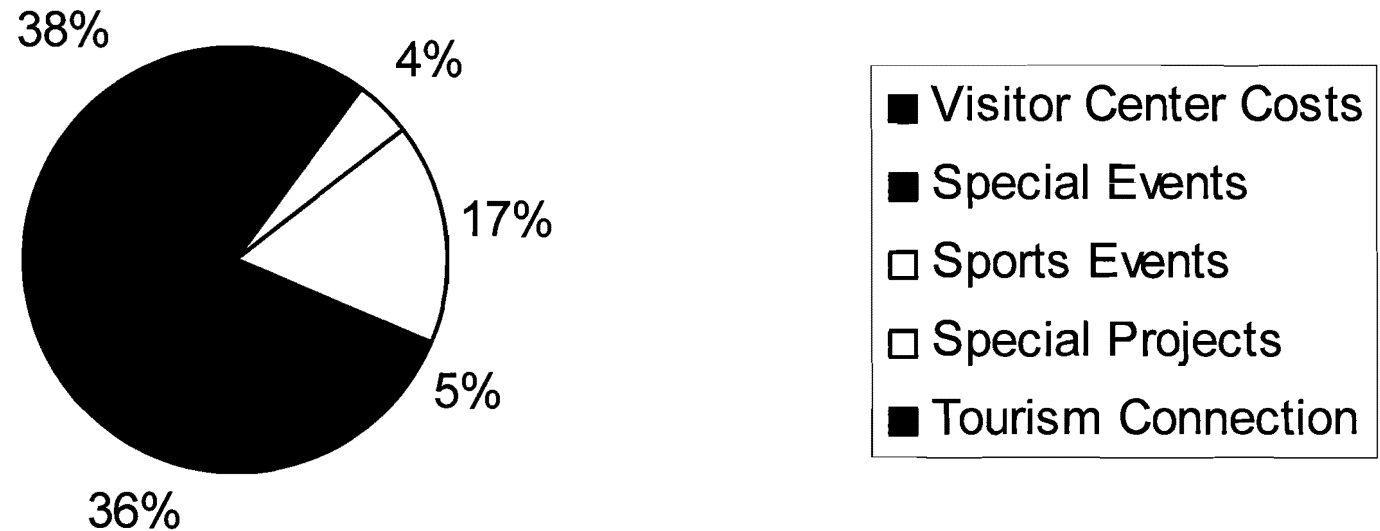
MotelTax FYE 2006-2007 Rate = 6% of Room Fee for 30 days or less of occupancy								
	Cascade City Center	Shanico Inn	Cabbage Patch Inn	Valley Inn	Gill' Landing	Total Rcvd.	Total Less Fee	Pd to Chamber
1st Qtr	\$ 1,098.49	\$ 5,962.69	\$ 76.93	\$ -	\$ 364.13	\$ 7,502.24	\$ 6,752.02	\$ 4,500.00
2nd Qtr	\$ 865.03	\$ 5,276.44	\$ 58.45	\$ 453.99	\$ 435.66	\$ 7,089.57	\$ 6,380.61	\$ 4,500.00
3rd Qtr	\$ 1,342.43	\$ 6,314.75	\$ 12.82	\$ 560.30	\$ 407.48	\$ 8,637.78	\$ 7,774.00	\$ 4,500.00
4th Qtr	\$ 1,001.80	\$ 4,994.04	\$ -	\$ -	\$ 1,152.87	\$ 7,148.71	\$ 6,433.84	\$ 4,500.00
	\$ 4,307.75	\$ 22,547.92	\$ 148.20	\$ 1,014.29	\$ 2,360.14	\$ 30,378.30	\$ 27,340.47	\$ 18,000.00

** The agreement with the Chamber stipulates that the max they will receive per quarter is \$4500.00

MotelTax FYE 2007-2008 Rate= 6% of Room Fee for 30 days or less of occupancy(through Sept.30, 2007). Thereafter - Rate= 9% of Room Fee for 30 days or less of occupancy								
	Cascade City Center	Shanico Inn	Cabbage Patch Inn	Valley Inn	Gill' Landing	Total Rcvd.	Total Less Fee	Pd to Chamber**
1st Qtr	\$ 1,224.14	\$ 6,538.79	\$ 55.43	\$ 1,126.76	\$ 713.80	\$ 9,658.92	\$ 8,693.03	\$ 4,500.00
2nd Qtr	\$ 1,557.64	\$ 7,433.30			\$ 444.24	\$ 9,435.18	\$ 8,491.66	\$ 4,500.00
3rd Qtr	\$ 1,633.14	\$ 6,023.36			\$ 440.91	\$ 8,097.41	\$ 7,287.67	\$ 4,500.00
4th Qtr	\$ 1,425.28	\$ 7,167.72			\$ 405.02	\$ 8,998.02	\$ 8,098.22	\$ 4,500.00
	\$ 5,840.20	\$ 27,163.17	\$ 55.43	\$ 1,126.76	\$ 2,003.97	\$ 36,189.53	\$ 32,570.58	\$ 18,000.00

SUBMITTED BY:
Finance Director, Casey Cole

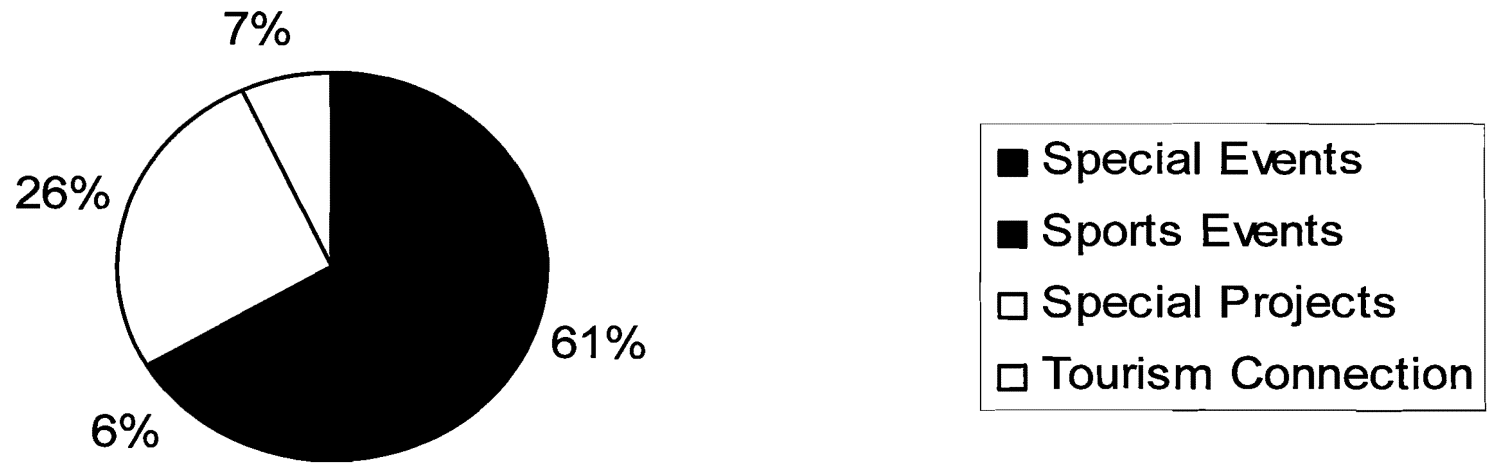
2006-2008 Allocation of Tourism Dollars - TRT (Transient Room Tax)



Pie allocations include tourism administration costs.

Submitted by: Lebanon Area Chamber
of Commerce and Visitors Center
Date: September 2008

2006-2008 Allocation of Tourism Dollars - TRT (Transient Room Tax)



Pie allocations are based on areas of emphasis dealing in percentages after removing hard dollar costs related to tourism administration.

Submitted by: Lebanon Area Chamber
of Commerce and Visitors Center
Date: September 2008

ALLOCATION OF TOURISM DOLLARS - 2008

1st Quarter - 2008

2nd Quarter - 2008

3rd Quarter - 2008

4th Quarter - 2008

Tourism Funding:	\$4,500	Tourism Funding:	\$4,500	Tourism Funding:	\$4,500	Tourism Funding:	
Visitor Center Cost:	(\$1,500)	Visitor Center Cost:	(\$1,500)	Visitor Center Cost:	(\$1,500)	Visitor Center Cost:	
Special Events:		Special Events:		Special Events:		Special Events:	
		NW Civil War	(\$500)	Habitat for Humanity			
		Star Spangle Banner	(\$8,000)	Art in the Park	(\$500)		
		SCA-Event	(\$175)	Projected:			
				Roll'n Oldies Car	-\$500.00		
Sports Events:		Sports Events:		Sports Events:		Sports Events:	
Santiam Spokes	(\$500)	Hawgs N Hay	(\$500)				
Special Projects:		Special Projects:		Special Projects:		Special Projects:	
		Partners for Progress		Xtreme Grafx (signs)	(\$150)		
		Downtown Flowers	(\$500)	Chamber/Visitor Guide	(\$3,850)		
		Community Pride Day	(\$500)				
		Parks Guide	(\$685)				
Tourism Connection:		Tourism Connection:		Tourism Connection:		Tourism Connection:	
		Display Racks	(\$126.29)	OFEA/Conference	(\$295)		
		OFEA/Membership	(\$100)	Projected:			
		25 Immutable Rules	(\$250)	Linn Co./Bridge Kiosk	-\$750.00		
Total Tourism Costs:	(\$2,000)	Total Tourism Costs:	(\$12,836.29)	Total Tourism Costs:	(\$6,295)	Total Tourism Costs:	
				Projected:	-\$7,545.00		
Balance Carried Forward 4th Quarter	\$10,370.35	Balance Carried Forward 1st Quarter	\$12,870.35	Balance Carried Forward 2nd Quarter	\$4,534.06	Balance Carried Forward 3rd Quarter	
Remaining Funds:	\$12,870.35	Remaining Funds:	\$4,534.06	Remaining Funds:	\$2,739.06	Remaining Funds:	

Projected: \$1,489.06

Agenda Item 9



MEMORANDUM

Administration Department

To: Mayor and City Council

Date: September 3, 2008

From: City Manager *[Signature]*

Subject: City Manager's Report

At the September 10, 2008 City Council meeting I will give a brief, oral report on the following matters:

- Project Grizzly
- Justice Center/Library Projects
- City Council Goals Update
- Miscellaneous Matters

JEH/bah