

**AN ORDINANCE MAKING CERTAIN
DETERMINATIONS AND FINDINGS RELATING TO
AND APPROVING THE NORTH GATEWAY URBAN
RENEWAL PLAN**

) **ORDINANCE BILL NO. 10**
) **For 2008**
)
) **ORDINANCE NO. 2759**

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

After Recording Please Return To:

**City of Lebanon
City Recorder
925 Main Street
Lebanon, OR 97355**

LINN COUNTY, OREGON **2008-17930**
ORD-ORD
Cnt=1 Stn=1 COUNTER **09/15/2008 03:40:21 PM**
\$255.00 \$11.00 \$10.00 **\$276.00**



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I, Steve Druckenmiller, County Clerk for Linn County, Oregon, certify that the instrument identified herein was recorded in the Clerk records.

Steve Druckenmiller - County Clerk



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 *Albany Lebanon Express* newspaper no later than four days following adoption of this Ordinance. *Democrat Herald*

Passed by the Lebanon City Council by a vote of 5 for and 1 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

TABLE OF CONTENTS

I. INTRODUCTION	1
II. MAP AND LEGAL DESCRIPTION OF URBAN RENEWAL AREA	5
III. OUTLINE OF MAJOR URBAN RENEWAL PROJECT ACTIVITIES	6
IV. URBAN RENEWAL PROJECTS	6
V. PROPERTY ACQUISITION AND DISPOSITION	10
VI. RELOCATION METHODS	11
VII. TAX INCREMENT FINANCING OF PLAN	11
VIII. FUTURE AMENDMENTS TO PLAN	12
IX. RELATIONSHIP TO LOCAL OBJECTIVES	14

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 I: *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.

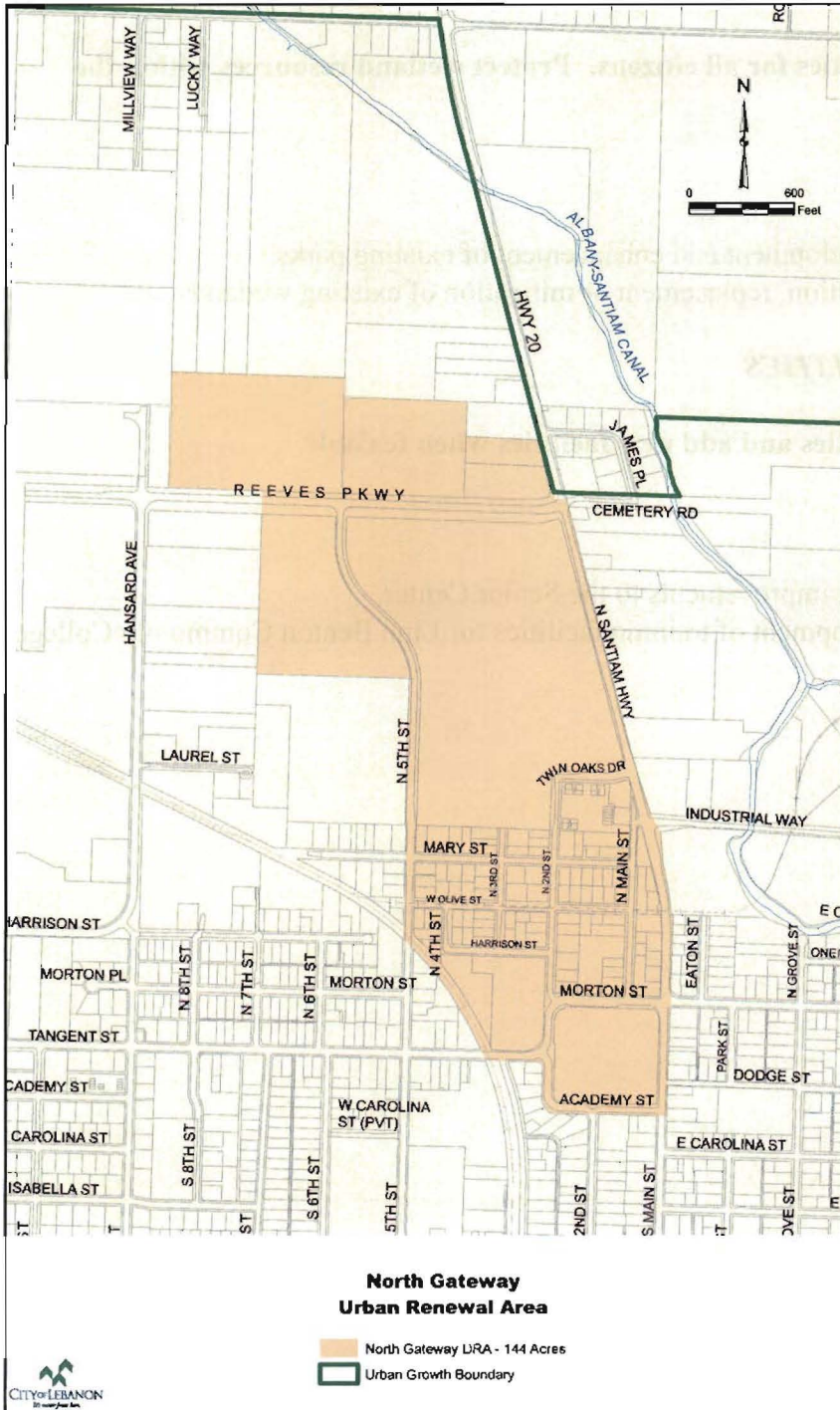
6B: Assist in the development of training facilities for Linn Benton Community College.

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 unsignalized 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.

NORTH GATEWAY URBAN RENEWAL PLAN

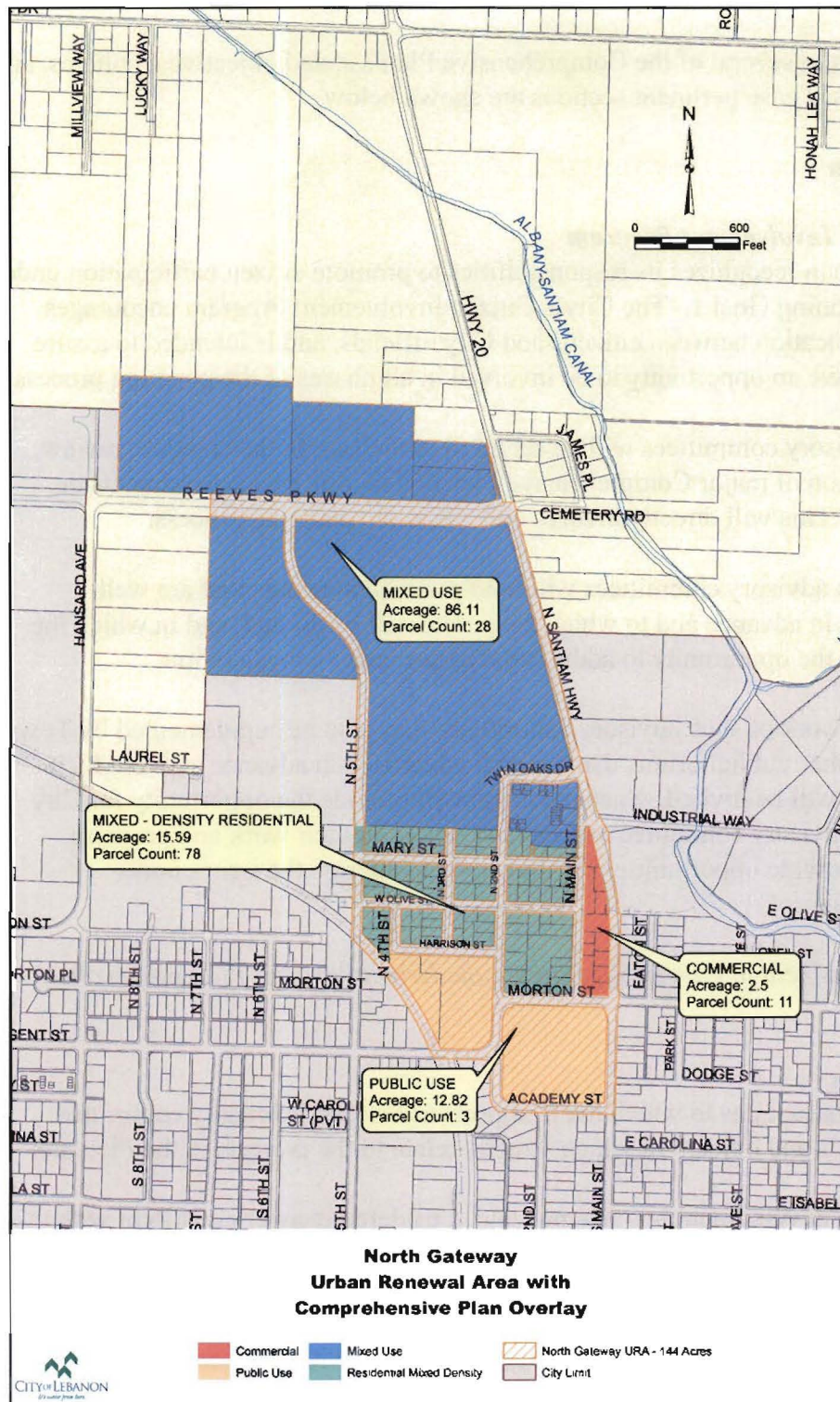
4. Residential Mixed Density

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.

NORTH GATEWAY URBAN RENEWAL PLAN

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.

NORTH GATEWAY URBAN RENEWAL PLAN

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.

NORTH GATEWAY URBAN RENEWAL PLAN

*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.

NORTH GATEWAY URBAN RENEWAL 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 a commercial zone that abuts a residential zone.

NORTH GATEWAY URBAN RENEWAL PLAN

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.

NORTH GATEWAY URBAN RENEWAL PLAN

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.

NORTH GATEWAY URBAN RENEWAL PLAN

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.

NORTH GATEWAY URBAN RENEWAL PLAN

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.

NORTH GATEWAY URBAN RENEWAL PLAN

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.

NORTH GATEWAY URBAN RENEWAL PLAN

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

NORTH GATEWAY URBAN RENEWAL PLAN

- 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

NORTH GATEWAY URBAN RENEWAL PLAN

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

NORTH GATEWAY URBAN RENEWAL PLAN

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

NORTH GATEWAY URBAN RENEWAL PLAN

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.

NORTH GATEWAY URBAN RENEWAL PLAN

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.

NORTH GATEWAY URBAN RENEWAL PLAN

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.

NORTH GATEWAY URBAN RENEWAL PLAN

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

NORTH GATEWAY URBAN RENEWAL PLAN

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

NORTH GATEWAY URBAN RENEWAL PLAN

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.

NORTH GATEWAY URBAN RENEWAL PLAN

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.

NORTH GATEWAY URBAN RENEWAL PLAN

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.

NORTH GATEWAY URBAN RENEWAL PLAN

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).

NORTH GATEWAY URBAN RENEWAL PLAN

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

NORTH GATEWAY URBAN RENEWAL PLAN

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.

NORTH GATEWAY URBAN RENEWAL PLAN

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.

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

NORTH GATEWAY URBAN RENEWAL PLAN

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

NORTH GATEWAY URBAN RENEWAL PLAN

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

TABLE OF CONTENTS

I. INTRODUCTION.....	3
II. EXISTING PHYSICAL, SOCIAL AND ECONOMIC CONDITIONS AND IMPACT ON MUNICIPAL SERVICES.....	5
III. REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN.....	16
IV. THE RELATIONSHIP BETWEEN URBAN RENEWAL PROJECTS AND THE EXISTING CONDITIONS IN THE URBAN RENEWAL AREA	16
V. THE ESTIMATED TOTAL COST OF EACH PROJECT AND THE SOURCES OF MONEYS TO PAY SUCH COSTS.....	24
VI. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT	27
VII. THE ESTIMATED AMOUNT OF TAX INCREMENT REVENUES REQUIRED AND THE ANTICIPATED YEAR IN WHICH INDEBTEDNESS WILL BE RETIRED	27
VIII. FINANCIAL ANALYSIS OF THE PLAN.....	30
IX. IMPACT OF THE TAX INCREMENT FINANCING, BOTH UNTIL AND AFTER THE INDEBTEDNESS IS REPAYED, UPON ALL ENTITIES LEVYING TAXES UPON PROPERTY IN THE URBAN RENEWAL AREA.....	34
X. RELOCATION REPORT	35
XI. COMPLIANCE WITH STATUTORY LIMITS ON ASSESSED VALUE AND SIZE OF URBAN RENEWAL AREA	35

REPORT ON NORTH GATEWAY URBAN RENEWAL PLAN

I. INTRODUCTION

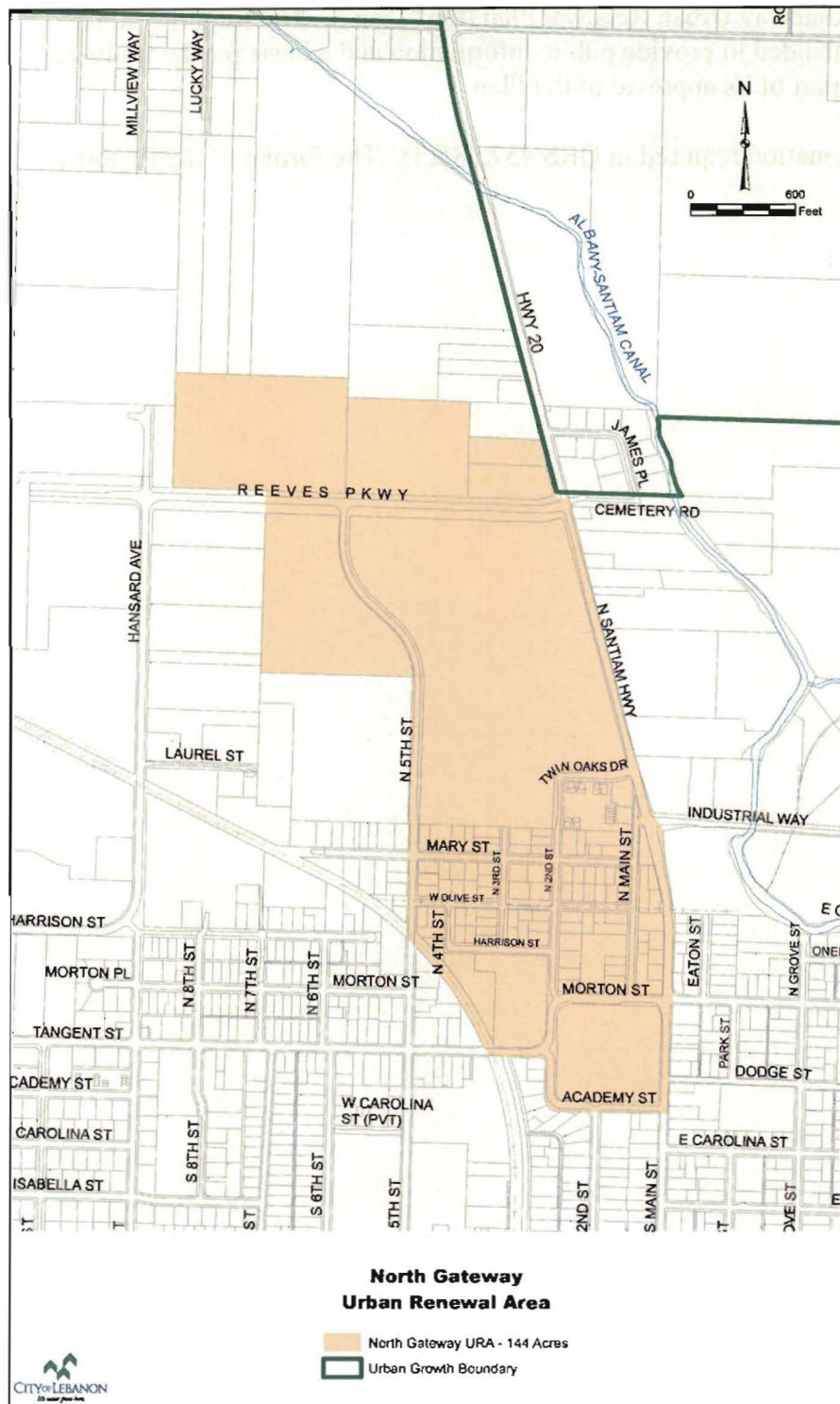
The North Gateway Urban Renewal Report (the “Report”) contains background information and project details for the North Gateway Urban Renewal Plan (the “Plan”). The Report is not a legal part of the Plan but is intended to provide public information and a basis for the findings made by the City Council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



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

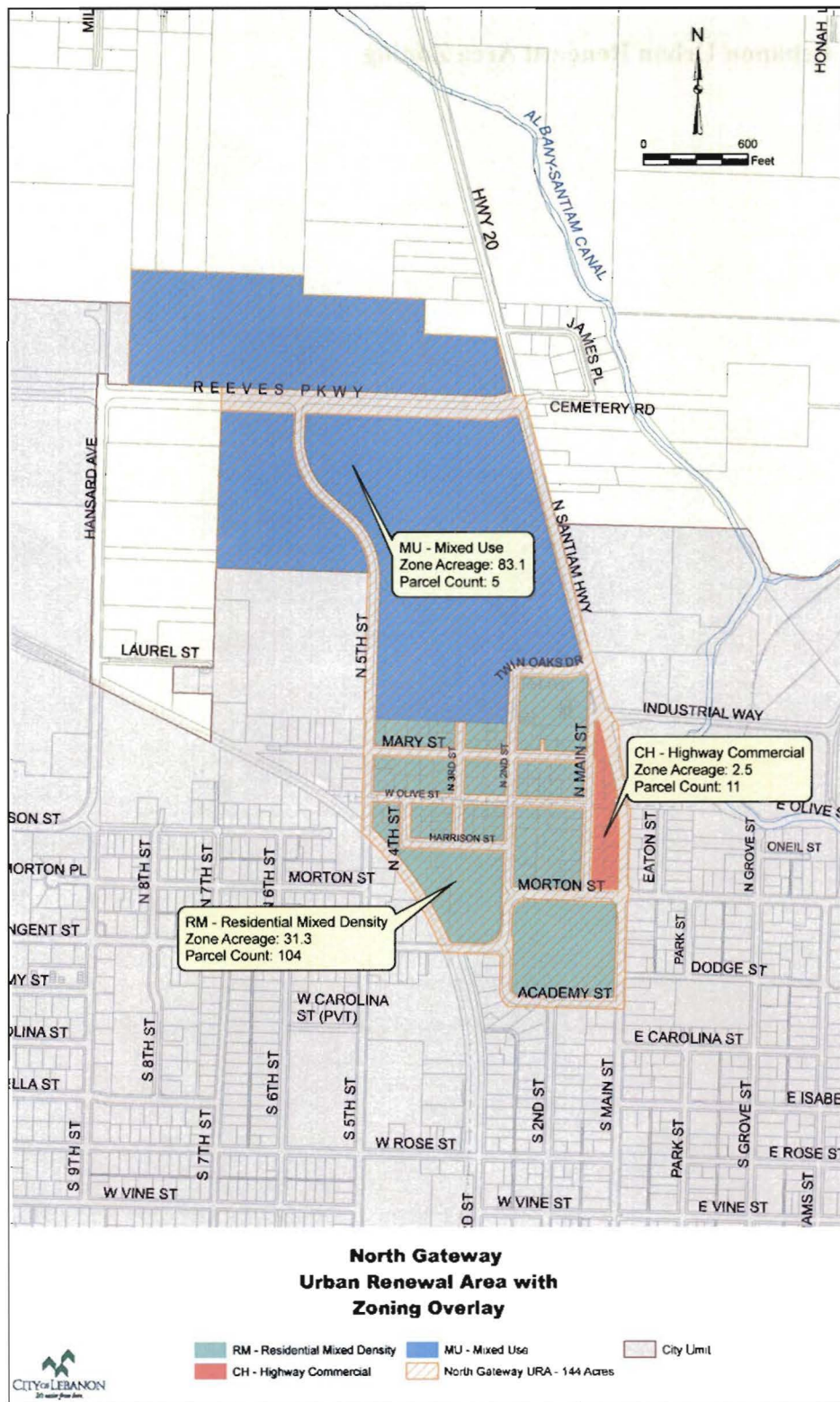
Land Use Zone	Parcels	Acres	% of Total (Acres)
Mixed Use	5	83.10	71.09%
Residential Mixed Density	104	31.30	26.78%
Highway Commercial	11	2.50	2.14%
<i>Total</i>	<i>120</i>	<i>116.90</i>	<i>100.00%</i>

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).

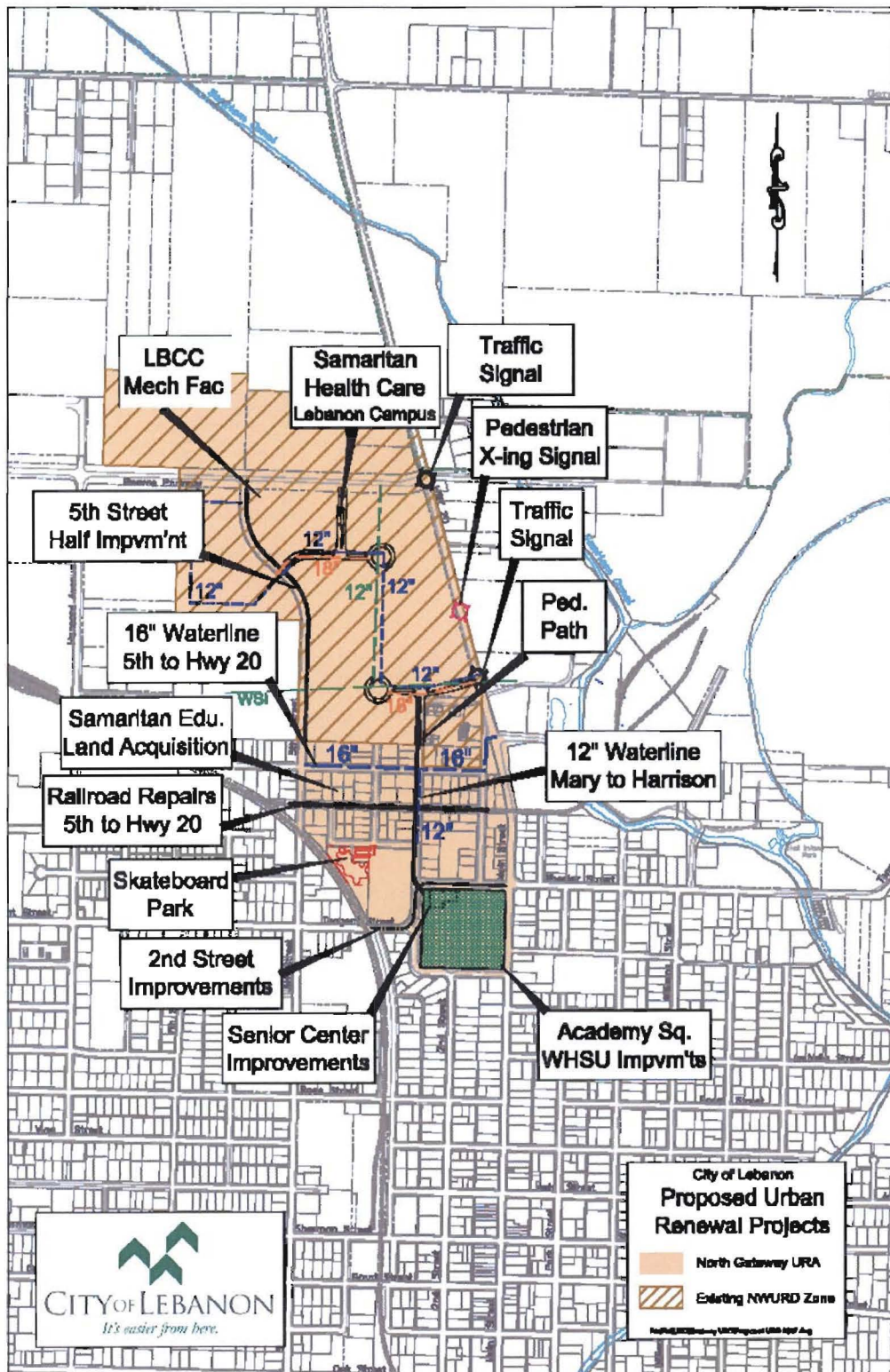
IV. THE RELATIONSHIP BETWEEN URBAN RENEWAL PROJECTS AND THE EXISTING CONDITIONS IN THE URBAN RENEWAL AREA

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



POM

City of Lebanon

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.

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.

REPORT ON NORTH GATEWAY URBAN RENEWAL PLAN

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. Skateboard 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.

REPORT ON NORTH GATEWAY URBAN RENEWAL PLAN

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.

REPORT ON NORTH GATEWAY URBAN RENEWAL PLAN

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

REPORT ON NORTH GATEWAY URBAN RENEWAL PLAN

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

REPORT ON NORTH GATEWAY URBAN RENEWAL PLAN

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								
Begining 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

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%

REPORT ON NORTH GATEWAY URBAN RENEWAL PLAN

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>	20.34%	5.53%

** 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 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

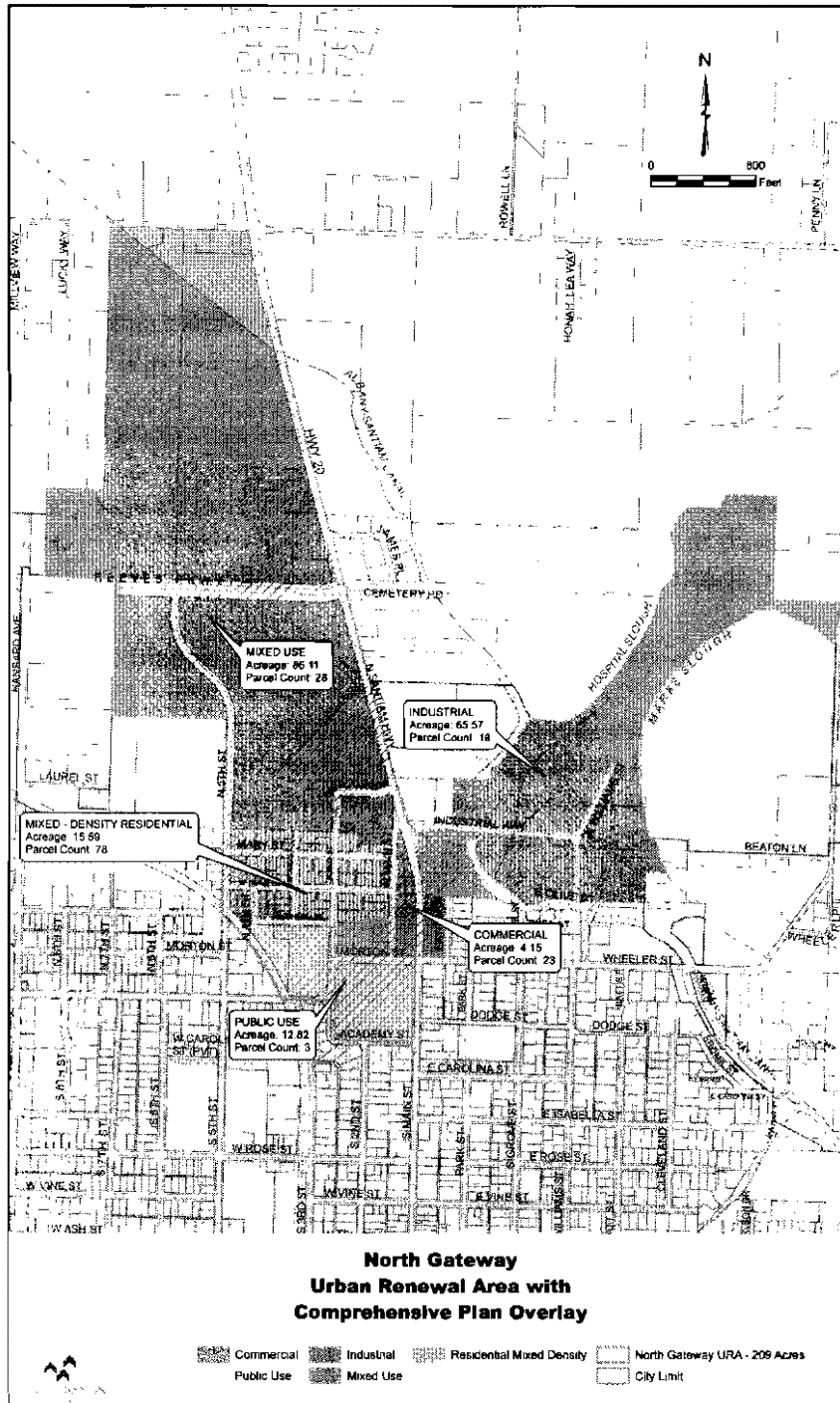
The Urban Growth Area designation is for properties which are within the Urban Growth Boundary but not yet annexed into the City. The UGA does not have a City Zoning Map designation, but does have a Comp Plan Map designation. The City of Lebanon policy on annexation and assignment of Zoning Map designations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