

A BILL FOR AN ORDINANCE AMENDING THE	)	ORDINANCE BILL NO. 8 for 2025
LEBANON COMPREHENSIVE PLAN MAP AND	)	
ZONING MAP DESIGNATION TO ESTABLISH	)	
THE COMMERCIAL/HIGHWAY COMMERCIAL	)	
DESIGNATION FOR THE 1.35 ACRE PROPERTY	)	ORDINANCE NO. 3039
PART OF (12S-02W-23B, TAX LOT 114)	)	
File CPMA-25-01, ZMA-25-01;	)	
THOROUGHbred EXPRESS CAR WASH)	)	

WHEREAS, the City of Lebanon has received a submission by written request to amend the Comprehensive Plan Map and Zoning Map designation from Mixed Use (C/Z-MU) to Commercial/Highway Commercial (C-CM/Z-HCM) for the real property herein described in Exhibit "A"; and

WHEREAS, on August 20, 2025, the Planning Commission for the City of Lebanon conducted a hearing on Planning File No. CPMA-25-01, ZMA-25-01, PLA-25-02 (consolidate two parcels into one), and CU-25-01 (to develop and operate a carwash, contingent upon approval of the comprehensive plan and zoning map amendments), making findings recommending establishment of the Commercial/Highway Commercial (C-CM/Z-HCM) comprehensive plan and zoning map designation; and

WHEREAS, after conducting the hearing, considering all objections or remonstrances regarding the proposed map amendments, and further considering the recommendation of the Lebanon Planning Commission, the City Council finds that this Comprehensive Plan and Zoning Map amendment is in the best interest of the City.

NOW, THEREFORE, the City of Lebanon ordains as follows:

Section 1. Findings. In addition to the findings referred to above and the Planning Commission record, the City Council further adopts and finds those matters contained in Exhibit "B" which is incorporated herein by this reference as if fully set forth at this point.

Section 2. Comprehensive Plan Map and Zoning Map Amendments. Based upon the findings adopted herein, the Lebanon Comprehensive Plan Map and Zoning Map are hereby amended, such that the property herein described in Exhibit "A" shall be designated Commercial/Highway Commercial (C-CM/Z-HCM).

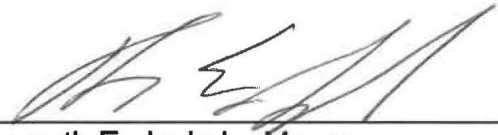
After Recording Return to:
 City Recorder's Office
 City of Lebanon
 925 S. Main Street
 Lebanon, OR 97355

Reserved for Recording

Section 3. Record. The City Recorder shall submit to the Oregon Secretary of State a copy of this Ordinance. The City Recorder is further ordered to send a description by metes and bounds, or legal subdivision, and a map (Exhibit "A") depicting the new boundaries of the City of Lebanon within ten (10) days of the effective date of this ordinance to the Linn County Assessor, Linn County Clerk and the Oregon State Department of Revenue.

Passed by the Lebanon City Council by a vote of 4 for and 0 against and approved by the Mayor this 10th day of September 2025.

CITY OF LEBANON, OREGON



Kenneth E. Jackola, Mayor ☒
Michelle Steinhebel, Council President ☐

Attested:



Julie Fisher, City Recorder

PROPOSED 100 UNIT RESIDENTIAL DEVELOPMENT

PROPOSED PARKING

PROPOSED LANDSCAPING

PROPOSED WALKWAY

0 100 FEET

8 SANTIAM HWY 20

EXHIBIT B
LEBANON CITY COUNCIL FINDINGS

I. NATURE OF THE APPLICATION

This matter comes before the Lebanon City Council regarding Thoroughbred Car Wash's application to amend the comprehensive plan and zoning map designations of the 1.35 acres from Mixed Use (C/Z-MU) to Highway Commercial (C-CM/Z-HCM).

II. GENERAL INFORMATION

A. Site Location

The subject property is located on the east side of South Santiam Highway, north and west of Burdell Blvd. and northwest the Walgreens development. There is no street address assigned. The County Assessor Map places the parcel within Township 12 South; Range 2 West; Section 23B; Tax Lot 114.

B. Adjacent Zoning and Land Uses

The property is in a generally developed neighborhood. To the northwest of the subject property are miscellaneous commercial uses in the Highway Commercial (Z-HCM) zone and a vacant parcel in the Mixed Use (Z-MU) zone. To the northeast of the site, across the railroad tracks, is a vacant property, formerly containing a plywood manufacturing and mill facility. To the southeast is the old Walgreens development in the Mixed Use (Z-MU) zone, and to the southwest, across the highway, is the Walmart development in the Mixed Use (Z-MU) zone.

C. Applicant Proposal

The Applicant requests authorization to change the land use and zoning designation of the 1.35-acre parcel from Mixed Use (C-MU) to commercial and process a zone change to the to Highway Commercial (C-CM/Z-HCM).

III. PUBLIC HEARING

A. Planning Commission Action

On August 20, 2025, the Lebanon Planning Commission held a public hearing on this application. At the hearing, Planning File CPMA-25-01 and ZMA-25-01 were made a part of the record. The City noticed the hearing pursuant to Chapter 16.20 of the Lebanon Development Code. No objection was raised regarding jurisdiction, evidence, or testimony presented at the hearing. At the end of the hearing, the Planning Commission deliberated on the issue and voted to recommend that the City Council approve the proposed Comprehensive Plan and Zoning Map Amendments. The Commission found the proposal consistent with the applicable decision criteria. Included under Planning Commission consideration was a Property Line Adjustment application to consolidate two parcels into one, and a Conditional Use Permit application to develop and operate a car wash facility, contingent upon the comprehensive plan and zone change.

B. City Council Action

On September 10, 2025, the Lebanon City Council held a public hearing on this application. At the hearing, Planning File CPMA-25-01 and ZMA-25-01 were made a part of the record. The City noticed the hearing pursuant to Chapter 16.20 of the Lebanon Development Code. No objection was raised regarding jurisdiction, evidence, or testimony presented at the hearing. At the end of the hearing, the City Council deliberated on the issue and voted to approve the proposed Comprehensive Plan and Zoning Map Amendments. The Commission found the proposal consistent with the applicable decision criteria.

IV. FINDINGS OF FACT-GENERAL

The Lebanon City Council, after careful consideration of the testimony and evidence in the record, adopts the following General Findings of Fact:

- A. The applicant is Thoroughbred Express Car Wash
- B. The subject property is located on the east side of South Santiam Highway, north of Burdell Blvd. and the Walgreens development. There is no street address assigned. The County Assessor Map places the parcel within Township 12 South; Range 2 West; Section 23B; Tax Lot 114.
- C. The total area contains 1.35 acres subject to the Comprehensive Plan and Zoning Map Amendment applications.
- D. The subject parcel may be accessed from Burdell Blvd. via an access road, and exit onto S Santiam Highway or Burdell Blvd. The lot is currently vacant.
- E. The land is currently within city limits and designated Mixed Use (C/Z-MU).
- F. The property is in a generally developed neighborhood. To the northwest of the subject property are miscellaneous commercial uses in the Highway Commercial (Z-HCM) zone and a vacant parcel in the Mixed Use (Z-MU) zone. To the northeast of the site, across the railroad tracks, is a vacant property, formerly containing a plywood manufacturing and mill facility. To the southeast is the old Walgreens development in the Mixed Use (Z-MU) zone, and to the southwest, across the highway, is the Walmart development in the Mixed Use (Z-MU) zone.
- G. The Applicant requests authorization to change the land use and zoning designation of the 1.35 acres from Mixed Use (C-MU) to commercial and process a zone change to the property to Highway Commercial (C-CM/Z-HCM).
- H. The Community Development Department contacted the Department of Land Conservation and Development, affected agencies and area property owners regarding the application. No comments were submitted.
- I. The decision to approve or deny shall be based on criteria contained in the Lebanon Development Code, Chapter 16.28 – Comprehensive Plan Map, Zoning Map, and Urban Growth Boundary Amendments.

V. REVIEW CRITERIA AND FINDINGS – COMPREHENSIVE PLAN AND ZONING MAP AMENDMENTS

Section 16.27.050 of the Lebanon Development Code identifies the criteria in which to consider amendments to the Comprehensive Plan Map and Zoning Map. The criteria are the same for each amendment, as such, the findings have been combined.

1. All proposed amendments to the Comprehensive Plan Map or to the Zoning Map shall be consistent with the City of Lebanon's adopted Comprehensive Plan and Facility Plans. The City's Facility plans, including the Transportation System Plan (TSP), are based on the future site service demands according to the Comprehensive Plan Map designation and associated zoning.

The Comprehensive Plan consists of ten Chapters with each Chapter addressing specific land use issues. The applicable policies in each Chapter are reviewed below:

- a. Chapter 1: Introduction - The introductory Chapter describes the Comprehensive Plan, its relationship to the Statewide Land Use Goals, the Citizen Involvement program and key terminology. Goals and policies relate to the organization of the Plan, the continued need for citizen involvement and the relationship of the Plan to State law and implementing codes. These goals and policies are incorporated in the Development Code criteria to determine the appropriateness of a Plan and/or zone change.
- b. Chapter 2: Natural Environment – The Chapter address goals and policies related to the City's natural environment.

RECOMMENDED FINDING: The subject property is not located within a designated flood hazard area, does not contain any identified natural or historic resource, and is not otherwise in an area subject to increased risk from other natural hazards. Therefore, none of the goals or policies in Chapter 2 are found to be directly implicated by this application. Upon site development, the property owner is responsible for complying with state law, including compliance with the State Historic Preservation Office (SHPO).

- c. Chapter 3: Urbanization – This Chapter provides the basic framework for future urban development within the City. It is found the following policies apply:

P-10: 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-11: Require that new developments are either served by existing and/or proposed public infrastructure extensions and improvements, and/or are served by privately funded infrastructure extensions and improvements.

RECOMMENDED FINDING: The current Z-MU zoning district already allows for high-intensity urban development, which the subject Tax Lot 115 has previously accommodated through past partitioning and development of the resulting parcels (Walgreen's, Dairy Queen (entitled), and the Oregon Credit Union properties were all

divided out from Tax Lot 100). Burdell Boulevard has been constructed along with public storm sewer, sanitary sewer, and water mains through land dedicated from the parent tax lot for the subject lot, Tax Lot 100, to provide adequate urban services to the subject property. Power, gas, and telecommunication utility lines are also available to serve the property. Development of the proposed 1.33-acre parcel to be rezoned to Z-HCM will also be subject to conditional use permit review for the proposed car wash to be approved. Adequacy of the existing facilities to serve the use will be considered based on the final development plans to be submitted for that project. Accordingly, it is found that the application complies with Policies P-10 and P-11

P-30: Manage its Urban Growth Boundary and the lands within so as to make available sufficient land for the various uses to ensure choices in the marketplace, through implementation of land use regulations and land use policies.

P-31: Manage its Urban Growth Boundary and the lands within so as to encourage development within urban areas before conversion of urbanizable areas, through implementation of land use regulations and land use policies.

RECOMMENDED FINDING: "Urbanizable Land" is defined in the Comprehensive Plan Glossary. Generally, urbanizable lands are unincorporated areas in the UGB that a city and county coordinate to ensure they will remain available for city expansion over the planning period. Mutually adopted urban growth boundary agreements typically govern how and when urbanizable land can be converted to urban use. The subject property, however, is already within municipal boundaries and is currently zoned for full urban development under the mixed-use zone. The uses allowed in the Z-MU zone are generally similar in urban intensity to those permitted in the proposed Z-HCM zone for the 1.33 acres. Accordingly, it is found that the subject property is already urban land by existing zoning rather than urbanizable land to be converted to urban use for which Policies P-30 and P-31 would apply. Those policies are therefore not implicated in this case.

- d. Chapter 4: Land Use – This Chapter details the goals and policies to assure the City provides different types of land within City limits that are suitable for a variety of uses. It is found the following policies apply:

P-1: Recognize that the Comprehensive Plan land use designations or categories shall determine zoning.

P-5: To the extent possible, require that the boundaries of land use classifications, as shown on the Zoning Map, generally follow street and alley lines, lot lines, railroad right-of-way, or significant natural features (rivers, creeks, ridge lines, foot of slopes, benches, etc.). In the event that a public street or alley is officially vacated, the regulations applicable to the adjoining property to which it reverts shall apply.

P-6: Require that changes to the Comprehensive Plan Map be consistent with the policies of the Comprehensive Plan, State law, and any adopted intergovernmental agreements.

P-12: Ensure that the Zoning Map reflects and implements the Comprehensive Plan Map.

RECOMMENDED FINDING: The review process, evaluation, and determination of compliance with the Comprehensive Plan as part of the review process addresses compliance with Comprehensive Plan policies (P-6). The State effectively acknowledged the Comprehensive Plan, therefore, conformance with these policies assures conformance with state law. Compliance with Statewide Goals will be reviewed in another finding.

P-26: NOT allow Highway Commercial development with direct access to U.S. Highway 20 (Santiam Highway) south of the intersection of Cascade Drive/Weldwood Drive and U.S. Highway 20 (Santiam Highway).

RECOMMENDED FINDING: The subject property is located north of the intersection of Cascade Drive/Weldwood Drive and U.S. Highway 20. Accordingly, the proposed Highway Commercial zoning for the subject 1.33 acres complies with Policy P-26. In any case, the proposed parcel will not have direct access to Highway 20. Instead, indirect access is provided through the shared reciprocal access easement with the adjoining tract and otherwise by way of Burdell Boulevard.

- e. Chapter 5: Economic Development – This Chapter addresses population growth and economic development as well as those trends affecting both.

P-5: Designate enough land in a variety of parcel sizes and locations to meet future employment and commercial needs.

P-9: Reserve and protect lands designated for industrial use from incompatible uses by limiting uses on or near sites zoned for specific industrial uses to those which are compatible with industrial uses.

RECOMMENDED FINDING: The Economic Opportunity Analysis (EOA), included as an addendum to Chapter 5, projects the land needed to accommodate future employment growth within Lebanon between 2023 and 2043. The EOA finds that Lebanon has about 1,104 unconstrained buildable acres of employment land in its commercial or industrial designations. Of those, 454 (21%) are designated for mixed uses and 30 (1.4%) are designated for commercial uses (Executive Summary, page i).

The commercial land needs projections in the EOA are generalized based on NAICS classifications, which are accommodated in both the CM and MU comprehensive plan designations. The EOA finds that the types of businesses with growth potential include services for residents (such as motor vehicles and parts dealers, restaurants, food and beverage stores, or personal care stores). An automated car wash business, as the applicant's proposal, is similarly a service for residents. As established, car washes are not specifically listed as a land use under any zoning district and only the Z-HCM zone would allow a car wash use under the category "Other Class III Commercial Uses" by conditional use permitting procedure. There are no other vacant or otherwise available CM zoned parcels in the vicinity that are suitable in size and configuration to accommodate the use. Given the relative abundance of the 454 acre inventory of unconstrained MU designated land compared to the 30 remaining CM designated lands, it would be reasonable to redesignate the proposed 1.33 acre parcel to CM consistent with Policy P-5.

With regard to Policy P-9, land to the northeast is designated for industrial use. However, that land is vacant and located beyond both Burdell Boulevard and the railroad right of way. Additionally, the subject site is already zoned for Mixed Use. Uses allowed in the Highway Commercial zone present no more potential for conflict with industrial land uses than those in the Mixed Use zone.

- f. Chapter 6: Housing – This Chapter establishes the City’s Goals and Policies related to Housing.

RECOMMENDED FINDING: This proposed amendment would change the comprehensive plan and zoning map designation from mixed-use to commercial. Residential uses are permissible in the mixed-use zone, while residential uses are limited in the highway commercial designation to above commercial uses only. The amendment would result in a reduction of land designated for housing opportunities by 1.33 acres. In the 2019 Housing Needs Analysis, the City identified the projected housing needs over a 20-year planning period, and conducted a buildable land inventory to identify whether there was sufficient land in the urban growth boundary to accommodate the housing need. Based on the results of the analysis, a total of 2,503 housing units are identified as the 20-year housing need, and the city has 240 acres of low-density land surplus, 0 acres of medium density land surplus, and 63 acres of high-density land surplus. As such, the reduction of 1.33 acres of land that may more readily accommodate housing would not result in an impact to the City’s ability to meet the long range housing needs for the community.

- g. Chapter 7: Community Friendly Development & Preservation of Historic Resources - This Chapter focuses on policies 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. In addition, the Chapter focuses on historical preservation. The focus on community-friendly design is associated with infill development, promotion of mixed-use opportunities, and development-specific standards. The proposal includes the new development of a vacant parcel along the commercial highway corridor, which is not located within a neighborhood or a pedestrian-scaled environment. In addition, there are no historical sites on the property; as such, the historical preservation goals are not applicable.
- h. Chapter 8: Transportation – This Chapter addresses the transportation needs of the City with an emphasis of creating a variety of transportation options for pedestrians, bicyclists, vehicles and mass transit. It is found the following policies apply:

RECOMMENDED FINDING: The MU and HC zones both allow a similar array of commercial and residential land uses in regard to traffic generation rates. A change from one zone to the other would not in itself create a significant impact on the area transportation facilities. Specific development applications are evaluated for compliance with applicable transportation related standards. The City’s 2018 TSP (Volume 1) includes a project (DIS) to extend Burdell Boulevard to connect with Market Street at US 20 as a Collector street with sidewalks and bike lanes. Burdell is already improved along the 1.33 acre proposed parcel to be re-zoned. The proposed rezoning and related partition would not interfere in any way with the planned extension. The 2018 TSP also establishes Roadway and Access Spacing Standards (Table 9). The proposed partition complies with both the minimum and maximum block standards (being 265 feet and 530 feet, respectively). Driveways along Burdell Boulevard must

meet the minimum spacing standard of 130 feet. The proposed parcel width is sufficiently wide to accommodate a driveway access to Burdell Boulevard with minimum spacing of 130 feet from the nearest existing driveway (Walgreen's). Site design for the car wash will be reviewed for related transportation standards through the conditional use permit criteria. Accordingly, it is concluded that the proposal complies with Chapter 8.

- i. Chapter 9: Public Facilities and Service - The City is required by State law to plan and develop a timely, orderly, and efficient arrangement of public facilities and services to serve as a framework for urban development. Goals and policies in this Chapter address those requirements. The following policies apply:

General Policies

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. (Duplicated in Chapter 3, Urbanization)

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. (Duplicated in Chapter 3, Urbanization)

P-10: Consider impacts on key City-provided urban utility services (water, storm drainage, wastewater, and streets) and any other community facilities that are identified by service providers as substantially impacted by the proposal before-development proposals, or rezoning applications are approved.

RECOMMENDED FINDING: An 8-inch sanitary sewer main, a 16-inch water main, and a 24-inch storm drain public utility system exists in S Santiam Highway on the east side of the street adjacent to the subject parcels. The City recently conducted a model capacity analysis on the westside interceptor for the area to determine whether upsizing of main facilities would be needed to service potential development of the subject site and other neighboring vacant parcels. The conclusion of the report indicated no up-sizing of the existing facility would be needed to accommodate build-out of the area. As such, there is sufficient utility infrastructure to service the site.

- j. Chapter 10: Plan Implementation, Amendment, and Land Use Planning Coordination – This Chapter establishes procedures for amending the Comprehensive Plan Map and Zoning Map. Specific applicable policies include:

P-1: The City Council may amend the Comprehensive Plan and/or Map after referral to the Planning Commission public hearing, for action, review, revisions, and recommendations.

P-2: Changes to the Plan and/or Map shall be made by ordinance after public hearings as prescribed by state law and local ordinances.

P-3: Changes in the Plan and/or Map shall be incorporated directly into the document at the appropriate place. A list of all amendments with date of passage shall then become part of the document until the next comprehensive update of the entire Comprehensive Plan.

P-4: An amendment to the Comprehensive Plan and/or Map may be considered when one or more of the following conditions exist:

- a. Updated data demonstrates significantly different trends than previous data;
- b. New data reflects new or previously undisclosed public needs;
- c. New community attitudes represent a significant departure from previous attitudes as reflected by the Planning Commission or City Council;
- d. Statutory changes significantly affect the applicability or appropriateness of existing plan policies.

P-5: Residents, property owners, their authorized agents, the Planning Commission, the City Council, or City staff may initiate a Comprehensive Plan amendment. In order to obtain a Comprehensive Plan and/or Map amendment, the applicants shall have the burden of proof that all of the following conditions exist:

- a. There is a need for the proposed change;
- b. The identified need can best be served by granting the change requested;
- c. The proposed change complies with the Statewide Planning Goals; and,
- d. The proposed change is consistent with all other provisions of the City's Comprehensive Plan.

RECOMMENDED FINDING: Policies P-1 through P-3 relate to amendment procedures and do not function as approval criteria. Regarding P-4, the findings in the updated Economic Opportunities Analysis indicate that the inventory of unconstrained buildable Mixed Use land far exceeds the amount of available buildable Commercial Land. Mixed Use constitutes 21% of the total buildable employment land base while only 1.4% of the employment land inventory is Commercial Land. "Services for residents and visitors" is a target industry with comparative advantages in Lebanon, according to the new EOA. Car wash businesses would fall within that sector. However, that use can only be sited in the Highway Commercial zoning district as an "Other Class III Commercial Use" because no zoning district specifically lists car washes as an allowed use, and no other commercial zone or mixed use zone allows "Other Class III Commercial Uses". Both the Highway Commercial zoning district and the Mixed Use zoning district allow "Auto Sales and Services". While a car wash might reasonably be construed to be an "Auto Service", its listing as an example of a Class III Commercial Use in LDC Chapter 16.03 limits this particular automobile service to being allowed in only the Highway Commercial Zone. So, while "Auto Services" generally can be developed and operated within the Mixed Use Zoning District -being the only zoning district that can be paired with the Mixed Use comprehensive plan map designation that includes 21% of the overall inventory of buildable employment land -a car wash can only be established in just one of the three commercial zones allowed under the Commercial comprehensive plan designation that includes only 1.4% of the available employment land base. As such, to support Population and Economy Policy P-5 to "designate enough land in a variety of parcel sizes and locations to meet future employment and commercial needs" the comprehensive plan and zoning map change would be appropriate with regard to car wash services and related employment. Findings here above and below further establish that the change complies with the Statewide Planning Goals and the proposed change is consistent with all other provisions of the City's Comprehensive Plan.

Compliance with the Statewide Goals (P-5.c) is noted as follows:

Goal 1, Citizen Involvement: Public hearings will be held before the Planning

Commission on August 20, 2025, and the City Council on September 10, 2025. This is consistent with City procedures, state law, and the intent of the Goal.

Goal 2, Land Use Planning: The proposal does not involve exceptions to the Statewide Goals. Adoption actions are consistent with the acknowledged Comprehensive Plan and Development Code.

Goal 3, Agricultural Lands: This Goal does not apply, as the land is not designated farmland.

Goal 4, Forest Lands: This Goal does not apply, as the land is not designated forestland.

Goal 5, Open Spaces, Scenic and Historic Areas, and Natural Resources: The site has not been designated for open space, a scenic area, or known for having natural resources. As such, this goal is not applicable. Upon development of the site, the property owner is responsible for complying with state law, including compliance with the State Historic Preservation Office (SHPO).

Goal 6, Air, Water and Land Resource Quality: the map designation would change from a mixed use designation to highway commercial. With the designation change, there are properties in the direct vicinity with the new designation, and the highway commercial maintains similar land use types permissible in the mixed-use designation, with an expanded opportunity for additional commercial activities. The applicable uses suited for the site would be similar in terms of air, water, and land resources under the commercial designation as the mixed-use designation, therefore, there should be no significant impacts on air, water or resource quality than would otherwise occur.

Goal 7, Natural Hazards: The site is not located within any designated flood plain, does not contain steep slopes or contain any other identified natural hazard.

Goal 8, Recreational Needs: The proposed map amendments do not reduce the land designated for recreational needs, nor create uses which would adversely impact recreational opportunities.

Goal 9, Economic Development: The goal is to provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens. The proposed change will be from one employment land category (Mixed Use) to another (Commercial), which is in accordance with the City's adopted Economic Opportunities Analysis because both designations are intended to provide sites to accommodate commercial land needs. LCDC implementing rules at OAR Chapter 660, Division 9, are not implicated by changes of less than two acres of employment land designations.

Goal 10, Housing: This proposed amendment would change the comprehensive plan and zoning map designation from mixed-use to commercial. Residential uses are permissible in the mixed-use zone, while residential uses are limited in the highway commercial designation to above commercial uses only. The amendment would result in a reduction of land designated for housing opportunities by 1.33 acres. In the 2019 Housing Needs Analysis, the City identified the projected housing needs over a 20-year planning period, and conducted a buildable land inventory to identify whether there was

sufficient land in the urban growth boundary to accommodate the housing need. Based on the results of the analysis, a total of 2,503 housing units are identified as the 20-year housing need, and the city has 240 acres of low-density land surplus, 0 acres of medium density land surplus, and 63 acres of high-density land surplus. As such, the reduction of 1.33 acres of land that may more readily accommodate housing would not result in an impact to the City's ability to meet the long range housing needs for the community. As such, this proposal would comply with Goal 10.

Goal 11, Public Facilities and Services: The goal is to plan and develop a timely, orderly, and efficient arrangement of public facilities and services to serve as a framework for urban and rural land. The subject property is urban land that is already fully served by urban public facilities and services.

Goal 12, Transportation: Previous findings indicate the map amendments will not significantly affect planned transportation improvements.

Goal 13, Energy Conservation: The map amendments are neutral regarding energy conservation.

Goal 14, Urbanization: Previous findings indicate the change will still allow the city to meet housing needs of the community, as well as not impact the ability to provide industrial opportunities, and expands commercial opportunity along the highway. The land is already within the urban growth boundary and city limits, thus eligible for urbanization.

Goals 15 to 19, Willamette River Greenway, Estuarine Resources, Coastal Shores, Beaches and Dunes, Ocean Resources: The proposals do not involve land within the Willamette Greenway or coastal areas.

Finally, all previous findings indicate the proposal complies with the applicable policies of the City's Comprehensive Plan (P-5.d).

2. Facility plans need to be consistent with the Comprehensive Plan Map as well as the text, and changes to the Map may necessitate changes to a facility plan. For example, changing a Comprehensive Plan Map designation to a higher intensity use may require an amendment to the TSP, sanitary sewer or potable water master plans.

RECOMMENDED FINDINGS: South Santiam Highway (US Route 20) along the southwest side of the subject property is classified as a Principal Arterial Street and Burdell Boulevard is classified as a Collector Street in the Lebanon Transportation System Plan. The TSP shows that Burdell Boulevard is planned to be extended further north to loop back to the highway at its intersection with Market Street to the north, which is also classified as a Collector Street. A reciprocal access easement between the subject Tax Lot 115 and the old Walgreen's property extends from the existing Burdell Boulevard driveway access to Walgreens to and then parallel to the S. Santiam Highway frontage ending at a right-in/right-out highway access adjacent to the parcel.

The City recently conducted a model capacity analysis on the westside interceptor for the area to determine whether upsizing of main facilities would be needed to service potential development of the subject site and other neighboring vacant parcels. The conclusion of

the report indicated no up-sizing of the existing facility would be needed to accommodate build-out of the area.

3. Applicants proposing amendments to the Zoning Map must request a City Zoning Classification that is consistent with the Comprehensive Plan Map designation for a subject property. If an applicant requests a City Zoning Classification that is not consistent with the Comprehensive Plan Map, the zoning requested shall not be granted until the Comprehensive Plan Map is first appropriately amended to reflect concurrence. (See the Annexation Zoning Matrix, Table 16.26-1.) Such an amendment requires a separate application, hearing and decision; this process may occur concurrently with the Zoning Map Amendment hearing.

RECOMMENDED FINDING: The proposal is to amend the Comprehensive Plan Map and Zoning Map. With the Comprehensive Plan Map amendment to the Highway Commercial designation, the required zoning designation based on Table 16.26-1 of the Lebanon Development Code is Highway Commercial, which is consistent with the proposal by the applicant. As such, the project complies with this decision criteria as the proposed zoning map amendment to Highway Commercial is occurring with a concurrent comprehensive plan map amendment to Commercial.

4. Section 16.27.080.B states that if proposed amendments to the Comprehensive Plan Map or Zoning Map do not comply with the Comprehensive Plan, the Comprehensive Plan must first be amended so that the proposed Map amendment will be consistent with and accurately implement the Plan.

RECOMMENDED FINDING: Previous findings indicate the proposal may comply with the applicable Comprehensive Plan policies and does not require amendments to the Plan text. Therefore, this provision does not apply.

VII. CONCLUSION

The City Council concludes that the proposed Comprehensive Plan and Zoning Map Amendments comply with the applicable decision criteria.