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MEMORANDUM

Community Development

To: Chair Robertson and Planning Commission
From: Kelly Hart, Community Development Director
Subject: Comprehensive Plan Amendment – Minor Transportation System Plan Amendment

Date: April 8, 2024

I. INTRODUCTION

The City of Lebanon has an adopted Transportation System Plan which evaluates the development and growth projections and identifies the transportation improvements needed over the 20-year planning period to address the growth and maintain an effective transportation system. The proposed Comprehensive Plan Amendment identifies recommended changes to the adopted 2018 Lebanon Transportation System Plan (TSP) to reflect desired long-term transportation improvements at the Weldwood Drive/Cascade Drive intersection.

II. CURRENT REPORT

In 2020, Kittelson & Associates, Inc. (Kittelson) performed an operations and safety assessment of the Weldwood Drive/Cascade Drive intersection as part of the 2020 *Colonia Paz Affordable Housing Traffic Impact Analysis*. Within this study, the intersection was found to function within acceptable capacity-based operating standards. However, the study also documented a field review and safety assessment of the intersection that identified an emerging trend of crashes associated with the southbound left turn and through movement from the Walmart access drive leg. While no specific mitigation measures were recommended to be conditioned on the Colonia Paz development, several potential intersection mitigation measures were included in the report for future consideration by the City of Lebanon.

In response to observed changes in traffic volumes/patterns following the COVID-19 pandemic, the City of Lebanon asked Kittelson to perform an updated assessment of the Weldwood Drive/Cascade Drive intersection in May 2022. This updated assessment (May 31, 2022, *Weldwood Drive/Cascade Drive Intersection Assessment*) generated the following findings:

- The critical southbound left-turn movement from the Walmart access road was found to be operating at capacity with high levels of delay during peak traffic conditions.
- A review of more recent/updated crash data found a similar frequency of crashes and crash patterns consistent with the 2020 analysis. In particular, a large percentage of

crashes continue to involve southbound left-turn and through movements from the Walmart access drive leg of the intersection.

- Although delay associated with the critical southbound left-turn movement is high, the intersection did not have high enough traffic demand to meet the primary volume-based warrants for installing a traffic signal.

Based on these findings, several safety and operations improvements were identified and assessed. The near-term improvements centered on minimizing traffic volumes on the southbound Walmart access drive approach or making minor striping/channelization treatments on all four intersection approaches to better align intersection movements, consolidate lanes, and improve sight lines. Recognizing these to be temporary fixes, several long-term solutions were also identified. Under the long-term improvement scenarios, signalization of the intersection could be a viable mitigation treatment when one or more volume-based warrants are met. As an alternative to signalization, a single-lane roundabout was investigated and found to operate with sufficient long-term capacity and generally fit within the available right-of-way or have minimal impacts to existing developed properties.

Following these findings, Kittelson performed a more detailed engineering design layout of a single-lane roundabout to better understand the functional layout and geometric needs, right-of-way limitations, heavy vehicle turning movement requirements, and construction costs. The result was a 30% design plan for the intersection that included a conceptual engineering cost estimate of approximately \$4,000,000 in 2023 dollars. *See Attachment A for a copy of the 30% design set.*

Per Oregon Administrative Rule (OAR) 660-012-0030 (Determination of Needs per the “Transportation Planning Rule”), the currently adopted Lebanon TSP identifies needs and deficiencies under year 2018 and year 2040 conditions. Of the extensive list of currently adopted and prioritized transportation improvement projects in the TSP, the plan does not identify the need for improvements at the Weldwood Drive/Cascade Drive intersection. To be eligible and/or more competitive for future grant/funding opportunities, it is recommended that the City formally amend its TSP to include a future roundabout at the Weldwood Drive/Cascade Drive intersection.

Summary of Recommended Changes –

Given the two previous operations/safety assessments of the Weldwood Drive/Cascade Drive intersection and the fact that the existing Lebanon TSP does not currently identify improvements, the following amendments are recommended:

- Modify TSP Table 4 (Motor Vehicle Projects) to include a new D42 project that includes the installation of a roundabout as documented below.

Table 4. Motor Vehicle Projects

Project ID	Project Description	Project Purpose	Primary (Secondary Mode)	Estimated Cost	Primary Funding Source	Package**
D42	Weldwood Drive/Cascade Drive intersection improvements Intersection improvements (Installation of a single-lane roundabout)	Motor vehicle congestion and safety	Motor Vehicle	\$4,000,000	City	2

The inclusion of a new D42 project in Table 4 will result in \$4.0M of new projects added to the Package 2 project list (Aspirational projects that are highly supported but that, due to cost or jurisdiction, were unable to be included in the Financially Constrained list). As noted in the adopted TSP, the list of Aspirational projects is not reasonably expected to be funded by 2040 but is important to providing a transportation system that supports economic development and provides a balanced transportation system. The inclusion of this list allows the City to remain flexible and respond to future funding opportunities as they arise.

State Requirements for Amending the Transportation System Plan –

The Oregon Department of Transportation’s (ODOT) Transportation Planning Rule outlines the steps that must be followed to adopt or amend a Transportation System Plan (TSP). Per these requirements, the proposed amendment to the TSPs must address the following relevant sections from Oregon Administrative Rule (OAR) 660-012-0015:

(3) Cities and counties shall prepare, adopt, and amend local TSPs for lands within their planning jurisdiction in compliance with this division:

(a) Local TSPs shall establish a system of transportation facilities and services adequate to meet identified local transportation needs and shall be consistent with regional TSPs and adopted elements of the state TSP;

(4) Cities and counties shall adopt regional and local TSPs required by this division as part of their comprehensive plans. Transportation financing programs required by OAR 660-012-0040 may be adopted as a supporting document to the comprehensive plan.

(5) The preparation of TSPs shall be coordinated with affected state and federal agencies, local governments, special districts, and private providers of transportation services.

Consistent with the applicable TPR requirements for amending the TSPs, the following section addresses:

- Consistency of the amendment with the City’s Comprehensive Plan;
- Consistency of the proposed amendments with the relevant adopted County, MPO, and State plans and policies; and,

Coordination efforts between the affected agencies by this amendment.

City Requirements for Amending the TSP –

The Lebanon TSP serves as the transportation component of the City of Lebanon's Comprehensive Plan. According the Chapter 16.28.050, all proposed amendments to Lebanon's Comprehensive Plan text shall be consistent with Oregon's Statewide Planning Goals.

Adoption Process –

The Transportation System Plan is to be adopted by ordinance and incorporated directly into the comprehensive plan and embedded within the TSP.

III. CRITERIA AND FINDINGS

- A. Chapter 16.28 establishes the procedures and criteria for amending the text of both the Comprehensive Plan and the Development Code. Section 16.28.010 identifies the purpose of text amendments while Section 16.28.020 identifies the various types of amendments. The proposed changes involve only amendments to the comprehensive plan. There are no corresponding development code updates required.
- B. Section 16.28.030 identifies those agents authorized to initiate a text amendment. Conforming to provisions in this Section, City staff initiated this action.
- C. Section 16.28.040 requires the City Recorder to maintain records of all changes to the Development Code. This administrative process requires City compliance.
- D. Sections 16.28.050 and 16.28.060 require all proposed amendments to the Comprehensive Plan Text shall be consistent with Oregon's Statewide Planning Goals, and with all adopted facility plans, including the Transportation System Plan. The following findings establish the basis for compliance with consistency with the Oregon Statewide Planning Goals and the City's Transportation System Plan and are incorporated as reference.
- E. Section 16.28.070 requires Development Code amendments to be consistent with the City's Transportation System Plan.

RECOMMENDED FINDINGS: The City's Comprehensive Plan (adopted in 2004 and amended in 2018) identifies eight transportation-related goals with associated policies. These same goals are also included within the City's TSP. The following identifies how the proposed amendment complies with each of the identified goals.

Goal 1: An equitable, balanced, and well-connected multi-modal Transportation System
Within this goal, the policy statements ensure that the transportation system provides equitable access to underserved and vulnerable populations and is friendly and accommodating to travelers of all ages.

Finding: As proposed, the amendment is compliant with Goal 1 because it:

- Does not change the City's implementing standards for the design of transportation facilities.
- A roundabout traffic control treatment still provides for a system of roads, sidewalks, and bicycle facilities that provide connections between the adjacent commercial center, neighborhoods, and the adjacent highway.
- Still requires the construction of appropriate facilities to serve people walking and riding bikes as part of adjacent land development.

Goal 2: Convenient facilities for pedestrians and bicyclists.

Within this goal, the policy statements ensure more walking and biking by providing for their needs (e.g., streetlighting, bike parking) and improving commuting/recreational walking and biking connections to community facilities and amenities.

Finding: As proposed, the amendment is compliant with Goal 2 because it:

- A future roundabout design would still provide accommodations for people walking and riding bikes through the intersection.

Goal 3: Transit service and amenities that encourage a higher level of ridership

Within this goal, the policy statements ensure that the transportation system provides for transit user needs beyond the basic provision of service (e.g., by providing sidewalk and bicycle connections, shelters, benches, and technology) to encourage higher levels of use.

Finding: As proposed, the amendment is compliant with Goal 3 because it:

- A future roundabout design would not preclude transit-related accommodations at the intersection.
- Does not result in a change to the transit service or the future transit system plan outlined in the TSP.

Goal 4: Efficient travel to and through the City.

Within this goal, the policy statements support a connected network of streets to improve transportation connections and enhance system efficiency.

Finding: As proposed, the amendment is compliant with Goal 4 because it:

- Improves the operational efficiency of the Weldwood Drive/Cascade Drive intersection, especially during peak school and commuter travel periods.
- Addresses an operational deficiency.

Goal 5: safe and active residents.

Within this goal, the policy statements support improvements at high collision locations and improve safety for walking, biking, and driving.

Finding: As proposed, the amendment is compliant with Goal 5 because it:

- Addresses a noted safety deficiency at the intersection.

Goal 6: a sustainable transportation system

Within this goal, the policy statements strive to maintain the existing transportation system assets to preserve their intended function/useful life and improve travel reliability and safety with system management solutions.

Finding: As proposed, the amendment is compliant with Goal 6 because it:

- Would extend the operational efficiency of the intersection.
- Does not change the City's design standards for the streets, pedestrian, or bicycle facilities.

Goal 7: *A transportation system that supports a prosperous and competitive economy*

Within this goal, the policy statements strive to identify transportation improvements that will enhance access to employment and improve the freight system efficiency, access, capacity, and reliability.

Finding: As proposed, the amendment is compliant with Goal 7 because it:

- Provides a network of streets that can be constructed in collaboration with adjacent land development.
- Enhances a connection to/from a major local and regional retail center.

Goal 8: *Coordinate with local and state agencies and transportation plans.*

Within this goal, the policy statements strive to ensure coordination of transportation projects, policy issues, and development actions with all affected government agencies in the area, including Linn County, and the Oregon Department of Transportation.

Finding: As proposed, the amendment is compliant with Goal 8 because it:

- Does not directly impact any facilities owned or maintained by outside agencies.

Response to Consistency with the City TSP by Mode - The City's TSP (adopted in 2018) will need to be amended to add the Weldwood Drive/Cascade Drive roundabout project. This amendment would affect Table 4 and Figure 4 of the City's TSP.

The following identifies how the proposed amendments still comply with the multimodal projects and functional classification designations identified in the TSP.

TSP street system - The TSP includes a roadway functional classification map which identified both Weldwood Drive and Cascade Drive as existing Collector Streets in Figure 7.

Finding: The inclusion of a future roundabout at the Weldwood Drive/Cascade Drive intersection is consistent with the functional classification of these roadways because it:

- Would still provide connections for people driving, walking, and riding bikes via Weldwood Drive and Cascade Drive corridors.

- Enables acceptable near- and long-term intersection operations at the intersection.

TSP pedestrian system - The TSP notes that sidewalks are required as part of all new street construction as well as along site frontages as part of land development projects.

Finding: The inclusion of a roundabout is compliant with the TSP pedestrian network and Proposed Project list because it:

- Would include safe pedestrian accommodations as part of the intersection reconstruction.
- Would improve pedestrian accommodations through the intersection.

TSP Bicycle system - The TSP reflects a vision for prioritized bicycle travel on lower-speed, lower-volume streets such as the City's collector street network. The TSP notes that bike facilities are required as part of all new collector and arterial street construction as well as along site frontages as part of land development where appropriate.

Finding: The inclusion of a roundabout is compliant with the TSP pedestrian network and Proposed Project list because it:

- Would include safe bicycle accommodations as part of the intersection reconstruction.
- Would improve bicycle accommodations through the intersection.

Response to Consistency with the Oregon Department of Transportation -

The Weldwood Drive/Cascade Drive intersection is under City ownership and maintenance responsibility. However, the intersection is located approximately 450 feet southwest of the signalized US 20/Weldwood Drive intersection which is under the ownership of the Oregon Department of Transportation (ODOT). While a future roundabout intersection would be operationally compatible with this signalized intersection, the connecting Weldwood Drive approach is located within the functional area of the signalized intersection and would require some minor signing and striping modifications. As part of any future final design and implementation of the roundabout, the final design plans should be coordinated with ODOT design and engineering staff.

Response to Consistency with the Linn County TSP -

The Weldwood Drive/Cascade Drive intersection is completely within the City of Lebanon on roadways under City ownership and maintenance responsibility. As such, no coordination with or amendments to the Linn County TSP are required.

- F. Section 16.28.080 outlines the process for text amendments. This is a legislative action under Chapter 16.20 and requires hearings before both the Planning Commission and City Council. The Commission reviews the request and makes a recommendation to the Council. The final decision on this matter rests with the City Council. For the record, the Commission hearing and process comply with the requirements for a legislative action.

- G. Specific decision criteria are contained in Section 16.28.090. The City may approve a Comprehensive Plan Amendment if it satisfies the relevant Decision Criteria: Oregon Department of Land Conservation and Development (DLCD) administrative rules, the applicable Statewide Planning Goals, the applicable provisions of the Lebanon Comprehensive Plan, and any other applicable and relevant facility or special area plans, specific projects or goals adopted by the City.

RECOMMENDED FINDINGS: Findings in response to the above-noted criteria:

1. DLCD Administrative Rules – Oregon Administrative Rule (OAR) 660-012-0015(3)(a),(4),(5):
 - (3) Cities and counties shall prepare, adopt, and amend local TSPs for lands within their planning jurisdiction in compliance with this division:
 - (a) Local TSPs shall establish a system of transportation facilities and services adequate to meet identified local transportation needs and shall be consistent with regional TSPs and adopted elements of the state TSP;
 - (4) Cities and counties shall adopt regional and local TSPs required by this division as part of their comprehensive plans. Transportation financing programs required by OAR 660-012-0040 may be adopted as a supporting document to the comprehensive plan;
 - (5) The preparation of TSPs shall be coordinated with affected state and federal agencies, local governments, special districts, and private providers of transportation services.

Consistent with the applicable Transportation Planning Rule requirements for amending the TSP, the findings included in this record address the consistency of the amendment with the City's Comprehensive Plan, the County and State transportation systems, the Statewide Planning Goals, and coordination efforts between the affected agencies by this amendment.

2. Statewide Planning Goals - Compliance with the Statewide Goals is noted as follows:

Goal 1, Citizen Involvement: The Planning Commission and City Council will conduct public hearings on the request, consistent with City procedures and the intent of the Goal. Public hearings are scheduled for April 17, 2024, and May 8, 2024.

Goal 2, Land Use Planning: The City has an adopted Comprehensive Plan which addresses the land use planning system and compliance with statewide planning goals. This amendment of the comprehensive plan is a post-acknowledgment planning action to amend the transportation system plan with additional

transportation improvements. The proposal does not involve any proposed exceptions to the Statewide Goals. Adoption actions are consistent with the locally adopted procedures.

Goal 3, Agricultural Lands: The proposal does not involve or affect farmland. An exception to this goal is not required.

Goal 4, Forest Lands: The proposal does not involve or affect identified forestland. An exception to this goal is not required.

Goal 5, Open Spaces, Scenic and Historic Areas, and Natural Resources: The proposed changes to the Plan do not alter existing goals, policies, or regulations that affect identified historic, cultural, or natural resources within Lebanon.

Goal 6, Air, Water, and Land Resource Quality: Nothing in this amendment establishes or promotes goals, policies, or land uses that adversely affect air, water, or resource quality issues.

Goal 7, Natural Hazards: The Code amendment does not alter goals, policies, or regulations for natural hazard areas; these remain in force.

Goal 8, Recreational Needs: The proposed changes do not create goals, policies, or regulations affecting recreational opportunities or involve land identified for recreational purposes.

Goal 9, Economic Development: Although not directly related to economic development, the proposed TSP project amendment will improve the flow of multimodal travel within major retail hubs for the City. As such, the proposed TSP project amendment will help support future retail expansion in the area.

Goal 10, Housing: The amendments do not affect housing supply or location, or the City's ability to meet identified housing needs.

Goal 11, Public Facilities and Services: The amendment does not establish new uses or intensification of allowed uses and does not result in development or an increase in development beyond the expected planned levels. The amendment does not affect the City's ability to provide public services.

Goal 12, Transportation: The proposed TSP project amendment is an identified transportation improvement project that is consistent with the goals and objectives of the City's TSP.

Goal 13, Energy Conservation: The proposed TSP project amendment identifies the need to convert an existing two-way stop-controlled intersection to a single-lane roundabout. Compared to stop-controlled and signalized intersections, roundabouts minimize idling and associated emissions.

Goal 14, Urbanization: The proposed amendments address urban uses within an urban environment.

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.

In general, the proposed amendments are consistent with Goal provisions, or the amendments do not directly affect Goal provisions.

3. Lebanon Comprehensive Plan – The Comprehensive Plan consists of ten Chapters, with each Chapter addressing specific land use issues such as economic development, housing, or natural resources. Each Chapter is reviewed below:

- a. Chapter 1: Introduction - This introductory Chapter describes the Comprehensive Plan, its relationship to the Statewide Land Use Goals, the Citizen Involvement program, and key terminology. As introductory provisions, this Chapter does not directly apply to the proposed text amendments.

- b. Chapter 2: Natural Environment – The Chapter addresses goals and policies related to the City’s natural environment.

FINDINGS: This Chapter does not apply, as the Plan revision does not establish new or alter existing regulations involving wetlands, wildlife habitat, or other resources identified as requiring preservation or protection.

- c. Chapter 3: Urbanization – This Chapter provides the basic framework for future urban development within the City, including public facility provisions and annexations.

RECOMMENDED FINDINGS: The urbanization chapter focuses on the transition of urban growth area land to city limits through growth and development. The analysis of the UGB and the allocation of land within the urban growth area for future uses is an important component of the chapter. The proposed TSP amendment to include a transportation project that is located fully within city limits does not impact urbanization.

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

FINDINGS: The proposed amendment to the TSP impacts roadway improvements, not land use, as such, this amendment does not impact this section.

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

FINDINGS: Although not directly related to economic development, the proposed TSP project amendment will improve the flow of multimodal travel within major retail hubs for the City. As such, the proposed TSP project amendment will help support future retail expansion in the area.

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

FINDINGS: The TSP amendments will not impact zoning districts for housing purposes or limit the production of housing.

- 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.

FINDINGS: Policies in this Chapter focus on design elements to improve density and housing options while encouraging mixing or combining land uses (residential, commercial, industrial, public) to increase urban livability. The amendment to the comprehensive plan does not conflict with the goals and policies of this chapter, and there are no development code amendments included in the proposal. As such, this amendment is consistent with this chapter.

- h. Chapter 8: Transportation – This Chapter addresses the transportation needs of the City with an emphasis on creating a variety of transportation options for pedestrians, bicyclists, vehicles, and mass transit.

FINDINGS: The City’s Comprehensive Plan (adopted in 2004 and amended in 2018) identifies eight transportation-related goals with associated policies. These same goals are also included within the City’s TSP. The following identifies how the proposed amendment complies with the goals.

Goal 1: An equitable, balanced, and well-connected multi-modal Transportation System

Within this goal, the policy statements ensure that the transportation system provides equitable access to underserved and vulnerable populations and is friendly and accommodating to travelers of all ages.

Finding: As proposed, the amendment is compliant with Goal 1 because it:

- Does not change the City's implementing standards for the design of transportation facilities.
- A roundabout traffic control treatment still provides for a system of roads, sidewalks, and bicycle facilities that provide connections between the adjacent commercial center, neighborhoods, and the adjacent highway.
- Still requires the construction of appropriate facilities to serve people walking and riding bikes as part of adjacent land development.

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Within this goal, the policy statements ensure more walking and biking by providing for their needs(e.g., streetlighting, bike parking) and improving commuting/recreational walking and biking connections to community facilities and amenities.

Finding: As proposed, the amendment is compliant with Goal 2 because it:

- A future roundabout design would still provide accommodations for people walking and riding bikes through the intersection.

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Within this goal, the policy statements support a connected network of streets to improve transportation connections and enhance system efficiency.

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- Improves the operational efficiency of the Weldwood Drive/Cascade Drive intersection, especially during peak school and commuter travel periods.
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Within this goal, the policy statements strive to maintain the existing transportation system assets to preserve their intended function/useful life and improve travel reliability and safety with system management solutions.

Finding: As proposed, the amendment is compliant with Goal 6 because it:

- Would extend the operational efficiency of the intersection.
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Goal 7: A transportation system that supports a prosperous and competitive economy

Within this goal, the policy statements strive to identify transportation improvements that will enhance access to employment and improve the freight system efficiency, access, capacity, and reliability.

Finding: As proposed, the amendment is compliant with Goal 7 because it:

- Provides a network of streets that can be constructed in collaboration with adjacent land development.
- Enhances a connection to/from a major local and regional retail center.

Goal 8: Coordinate with local and state agencies and transportation plans.

Within this goal, the policy statements strive to ensure coordination of transportation projects, policy issues, and development actions with all affected government agencies in the area, including Linn County, and the Oregon Department of Transportation.

Finding: As proposed, the amendment is compliant with Goal 8 because it:

- Does not directly impact any facilities owned or maintained by outside agencies.

Response to Consistency with the City TSP by Mode - The City's TSP (adopted in 2018) will need to be amended to add the Weldwood Drive/Cascade Drive roundabout project. This amendment would affect Table 4 and Figure 4 of the City's TSP.

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TSP pedestrian system - The TSP notes that sidewalks are required as part of all new street construction as well as along site frontages as part of land development projects.

Finding: The inclusion of a roundabout is compliant with the TSP pedestrian network and Proposed Project list because it:

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TSP Bicycle system - The TSP reflects a vision for prioritized bicycle travel on lower-speed, lower-volume streets such as the City's collector street network. The TSP notes that bike facilities are required as part of all new collector and arterial street construction as well as along site frontages as part of land development where appropriate.

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Response to Consistency with the Oregon Department of Transportation -
The Weldwood Drive/Cascade Drive intersection is under City ownership and maintenance responsibility. However, the intersection is located approximately 450 feet southwest of the signalized US 20/Weldwood Drive intersection which is under the ownership of the Oregon Department of Transportation (ODOT). While a future roundabout intersection would be operationally compatible with this signalized intersection, the connecting Weldwood Drive approach is located within the functional area of the signalized intersection and would require some minor signing and striping modifications. As part of any future final design and implementation of the roundabout, the final design plans should be coordinated with ODOT design and engineering staff.

Response to Consistency with the Linn County TSP -

The Weldwood Drive/Cascade Drive intersection is completely within the City of Lebanon on roadways under City ownership and maintenance responsibility. As such, no coordination with or amendments to the Linn County TSP are required.

- 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 urban development.

FINDINGS: This amendment does not result in a change of the development code, change in assigned zoning, or direct development of infrastructure. There are policies included that support the development of infrastructure in an orderly manner, as such, this amendment is consistent with this chapter.

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

FINDINGS: This amendment adoption process follows all the policies for

the comprehensive plan amendment process as stipulated in this chapter. The Planning Commission held a public hearing on April 17, 2024 making a recommendation to the City Council. The City Council will hold a public hearing on May 8, 2014. The adoption process is via ordinance, and the amendments will be incorporated directly into the comprehensive plan document. The purpose for the amendment meets the conditions stipulated in the chapter as new data reflects a previously unidentified public need to include the specified project. The findings in this Order support that there is a need for the proposed change, the identified need can best be served by granting the amendment, the amendment is consistent with Statewide Planning Goals, and consistent with all other provisions of the comprehensive plan. As such, the amendment is consistent with this chapter.

4. Other Facility Plans or Projects - In reviewing other documents, Department staff did not identify any plans or policies that apply to the proposed Plan amendments.

IV. RECOMMENDATION

1. Evaluate the public testimony and the record established before the Planning Commission; and
2. Recommend City Council approval of the Comprehensive Plan Text Amendment adopting the Minor Amendment to the Transportation System Plan, adopting the written findings for the decision criteria contained in the staff report; or
3. Recommend City Council approval of the Comprehensive Plan Text Amendment adopting the Minor Amendment to the Transportation System Plan, adopting modified findings for the decision criteria; or
4. Recommend City Council denial of Comprehensive Plan Text Amendment, specifying reasons why the proposal fails to comply with the decision criteria; and
5. Direct staff to prepare an Order of Recommendation for the Chair or Vice Chair's signature incorporating the adopted findings as approved by the Planning Commission.



NOTICE OF PUBLIC HEARING

LEBANON PLANNING COMMISSION

NOTICE IS HEREBY GIVEN that a public hearing will be held before the Lebanon Planning Commission on **April 17, 2024 at 6:00 p.m.** in the Santiam Travel Station located at 750 S 3rd Street, to afford interested persons and the general public an opportunity to be heard and give testimony concerning the following matter:

Planning Case No.:	CPTA-24-01
Applicant:	City of Lebanon
Request:	Comprehensive Plan Amendment – Transportation System Plan Amendment
Decision Criteria:	Lebanon Development Code Chapters: 16.20 & 16.28

Request: Under consideration is a comprehensive plan amendment to include a minor amendment to the Transportation System Plan to incorporate the construction of a roundabout at the intersection of Weldwood Drive and Cascade Drive to the motor vehicle project list.

Providing Comments: The City will be accepting public comment on this item in a number of ways to afford interested persons and the general public an opportunity to give testimony on the subject matter. Written and verbal testimony will be accepted upon issuance of this notice, **until 5:00pm on Tuesday, April 16, 2024.** Written testimony may be emailed to kelly.hart@lebanonoregon.gov or mailed to the City of Lebanon at 925 S. Main Street, Lebanon, OR 97355, or delivered and dropped in the white mailbox in front of City Hall.

The public is invited to either participate in person at the Santiam Travel Station or watch the meeting virtually on **April 17, 2024.**

If you wish to address the Commission under Public Comments or for a Public Hearing, click: <https://zoom.us/meeting/register/tJ0scu6vrj0tG9KCm0rqJzPGAJVlkfp14i-y> to register in advance for the meeting. You will receive a confirmation email containing information about joining the meeting. Attendees will need to register to receive the link to the meeting.

Please register ONLY if you wish to address the Commission. If you want to watch or listen to the meeting, please click this link to do so on YouTube: <https://youtube.com/live/G6YImYBu2O0>

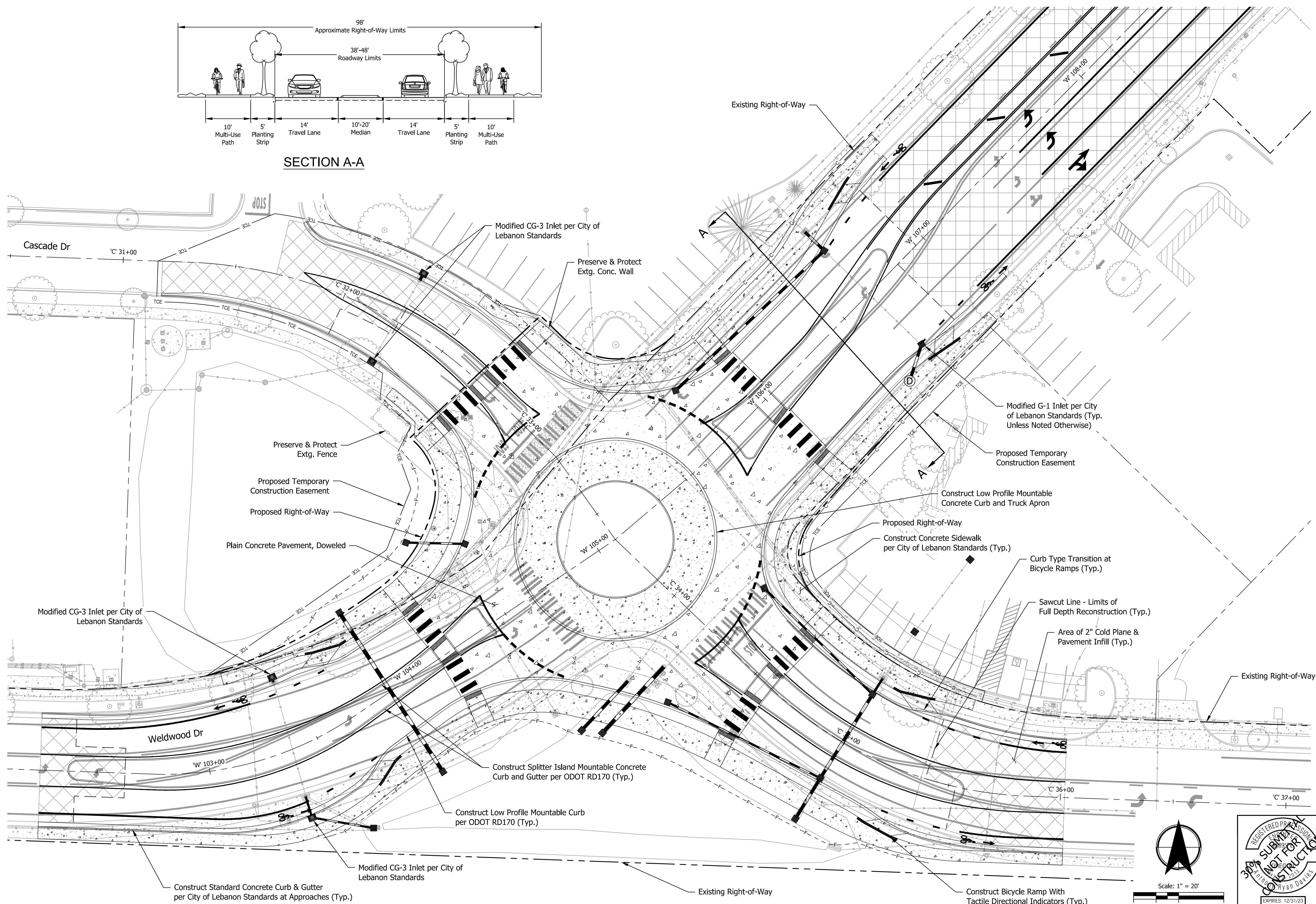
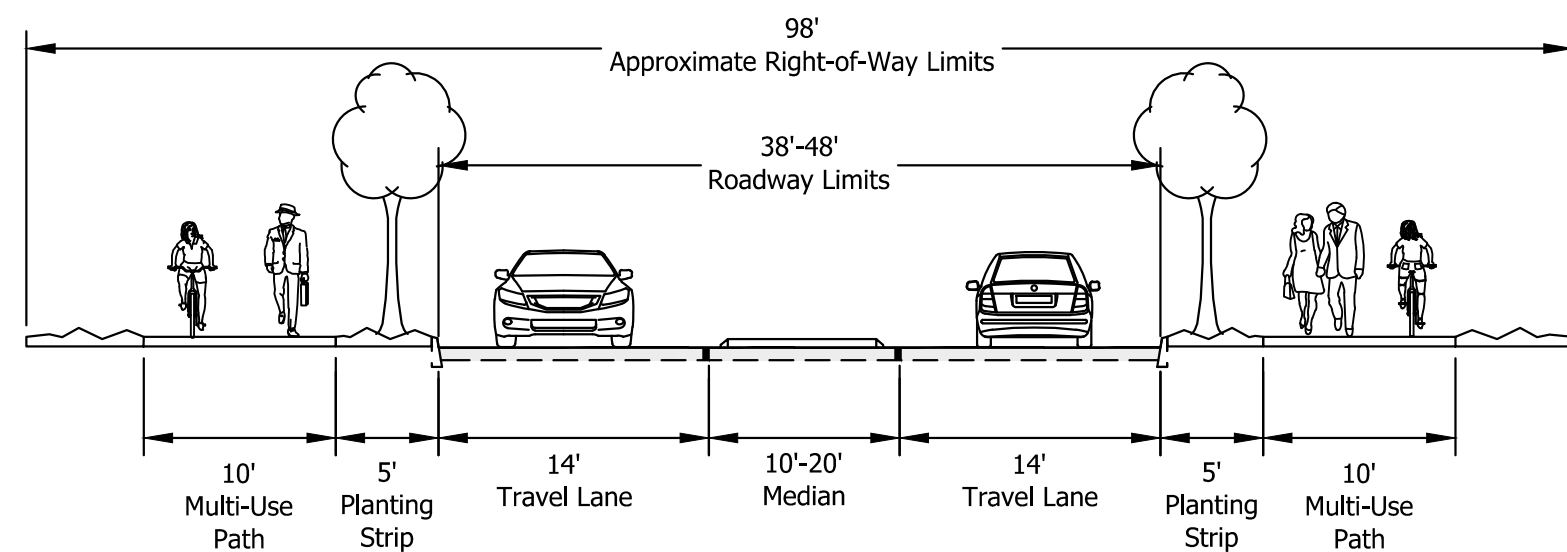
The agenda and application materials will be available for review on the City's website at <https://www.lebanonoregon.gov/meetings> seven days prior to the hearing.

CITIZENS ARE INVITED TO PARTICIPATE in the public hearing and give written or oral testimony as described above that address applicable decision criteria during that part of the hearing process designated for testimony in favor of, or opposition to, the proposal. If additional documents or evidence are provided in support of the application subsequent to notice being sent, a party may, prior to the close of the hearing, request that the record remain open for at least seven days so such material may be reviewed.

Action of the Planning Commission and Appeals: The role of the Commission is to review the proposal and make a recommendation to the Lebanon City Council. A public hearing before the Council will be subsequently scheduled and notice provided. The Council decision is the final decision unless appealed to the Land Use Board of Appeals (LUBA). Failure to raise an issue in the hearing, orally or in writing, or failure to provide sufficient specificity to afford the decision makers an opportunity to respond to the issue precludes appeal to LUBA based on that issue.

Obtain Information: A copy of the application, all documents and evidence relied upon by the applicant, and applicable criteria are available for inspection at no cost and will be provided at the cost of 25 cents per single-sided page. If you have questions or would like additional information, please contact City of Lebanon Community Development Department, 925 Main Street; phone 541-258-4906; email cdc@lebanonoregon.gov.

The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours before the meeting to 541-258-4906.



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Drawn: ARD	Designed: ARD	Checked FSW
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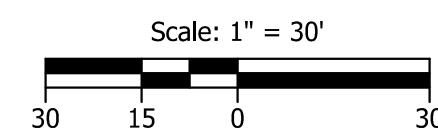
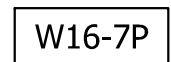
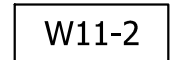
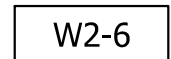
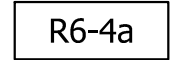
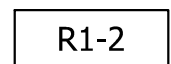
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24995.014

Weldwood Dr / Cascade Dr
Roundabout

STREET PLANS

SHEET NO.
1

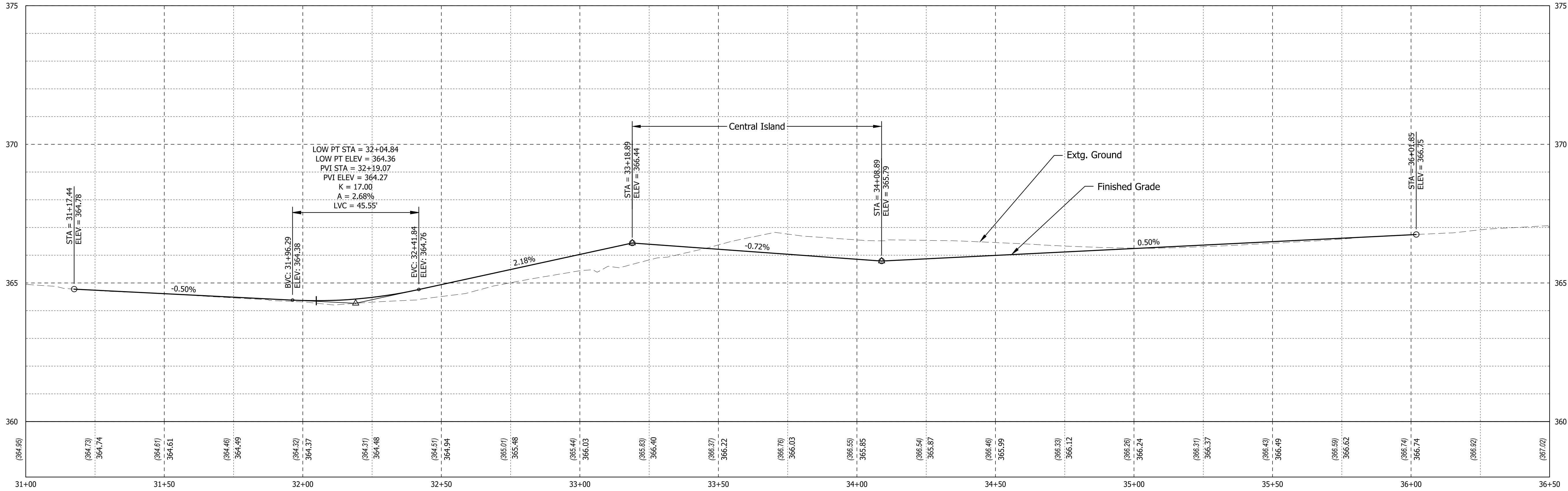
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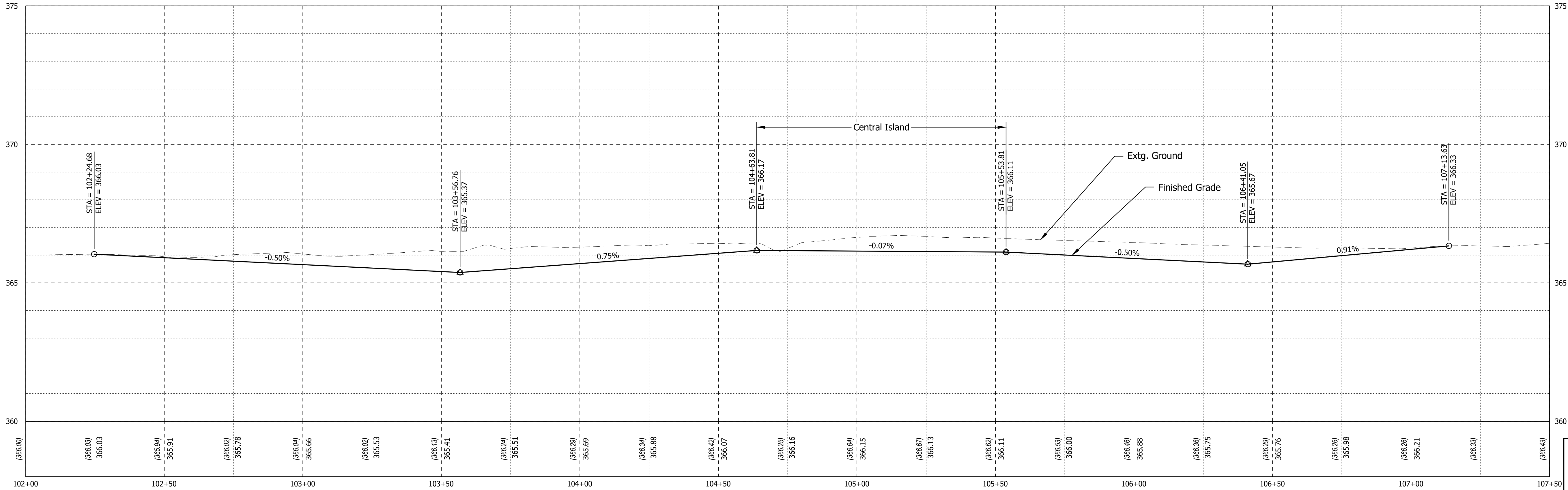
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Cascade Drive Profile

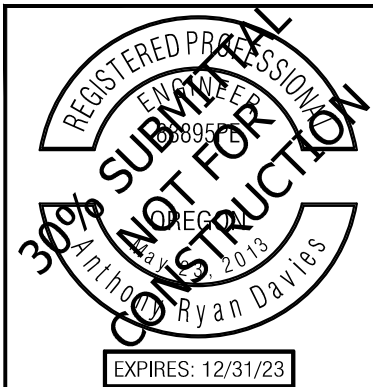
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1" = 2' (Vertical)




Weldwood Drive Profile

Scale: 1" = 20'

20 10 0 20





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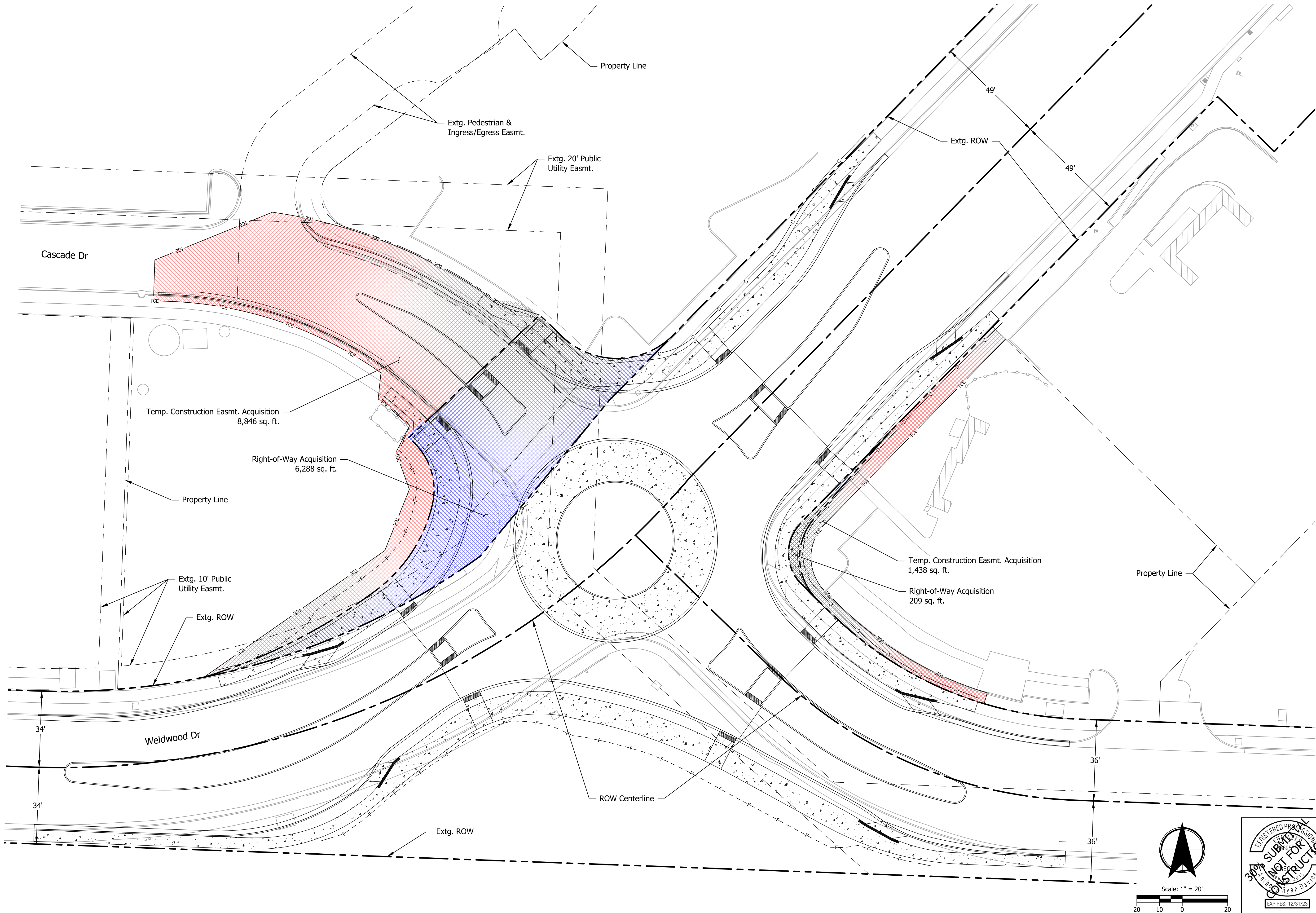
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Weldwood Dr / Cascade Dr
Roundabout

STREET PROFILES

SHEET NO.
3

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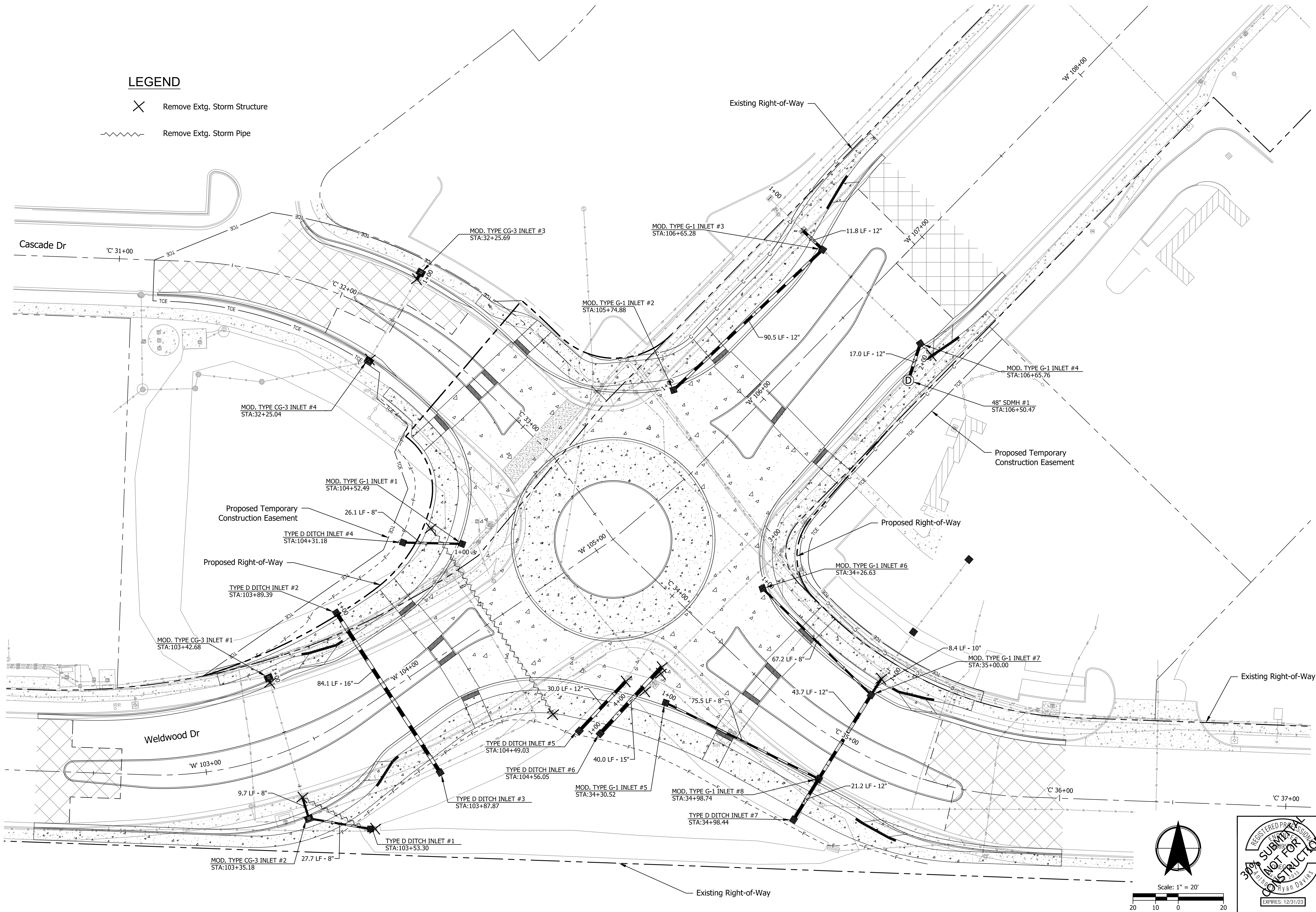
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**Weldwood Dr / Cascade Dr
Roundabout**

RIGHT-OF-WAY PLANS

SHEET NO.
5

Plot Stamp: 12/21/2023 4:17:49 PM - Anthony Davies
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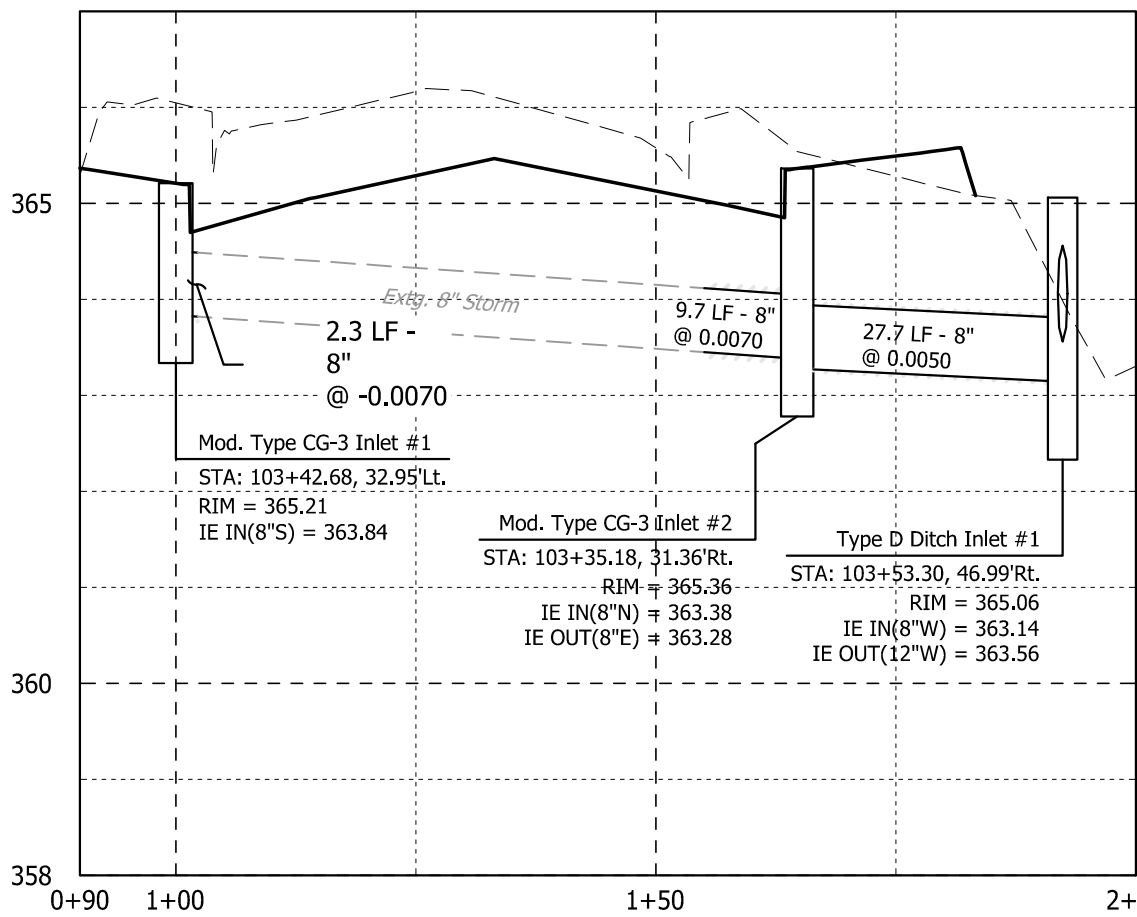
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**Weldwood Dr / Cascade Dr
Roundabout**

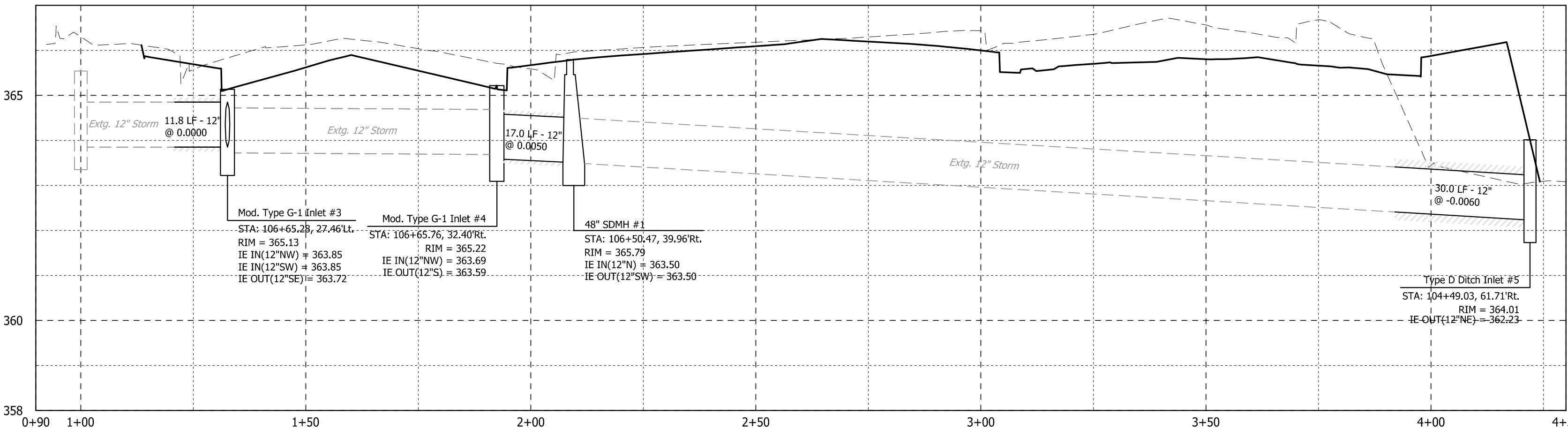
STORM PLANS

SHEET NO.
6

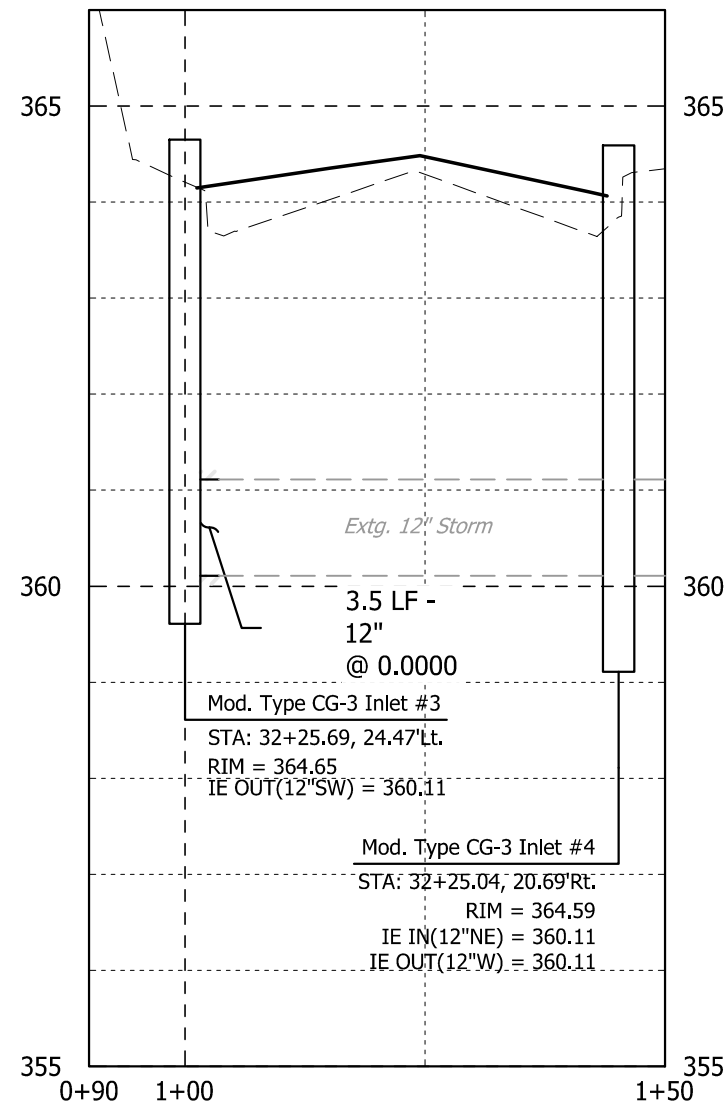
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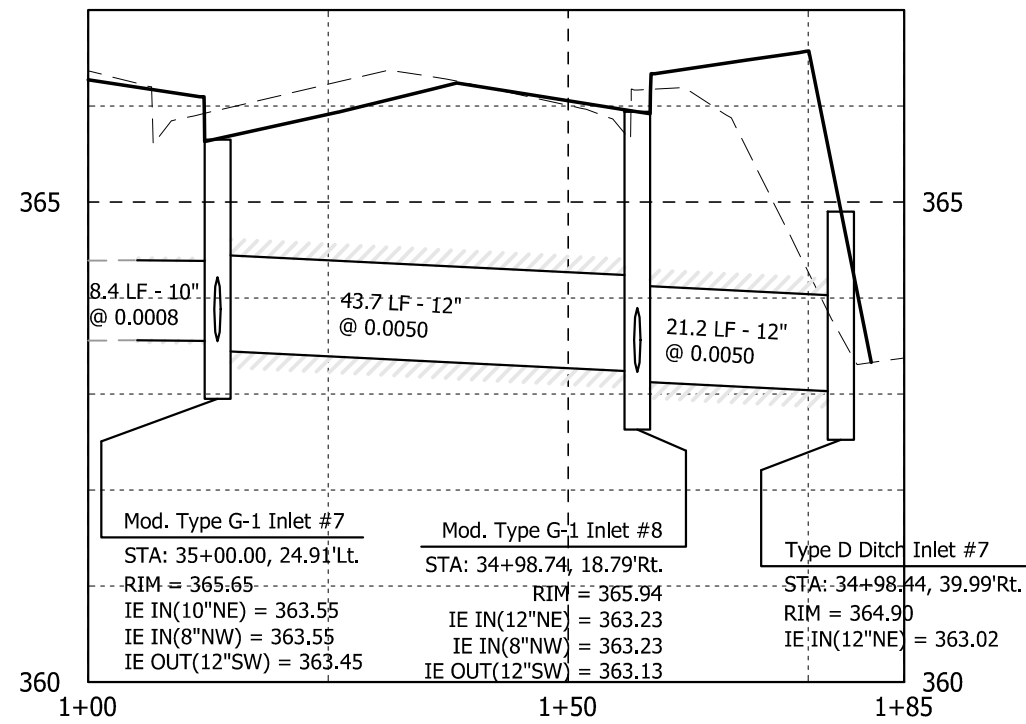
Weldwood Dr SW Crossing Profile



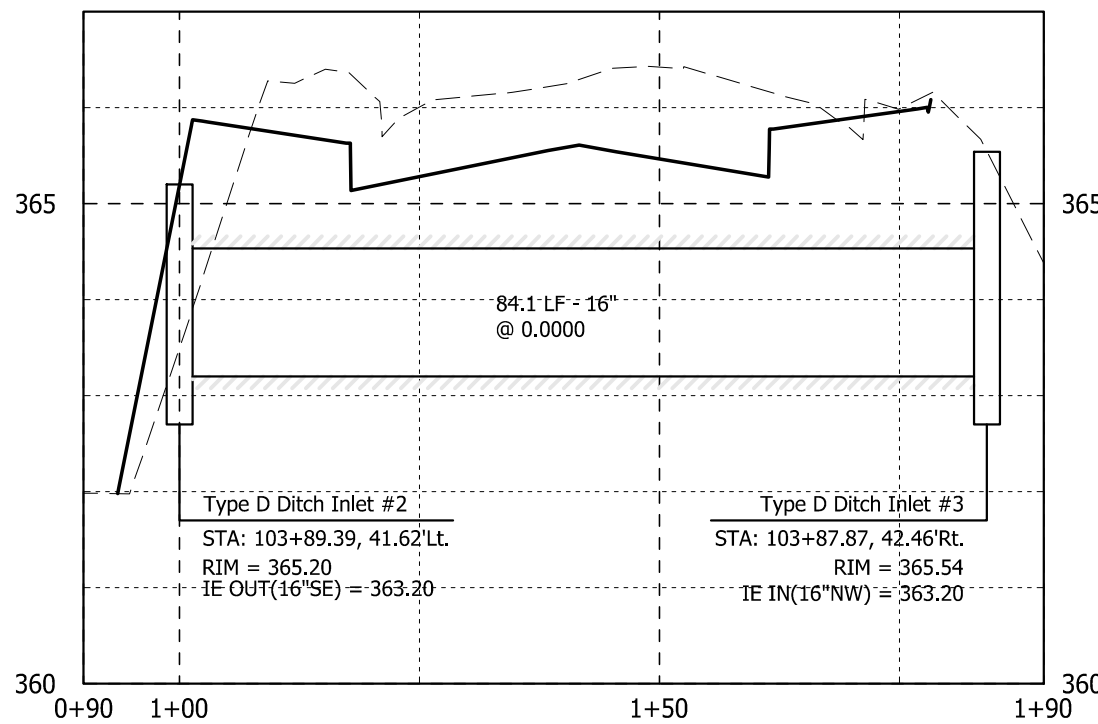
Weldwood Dr NE Crossing Profile



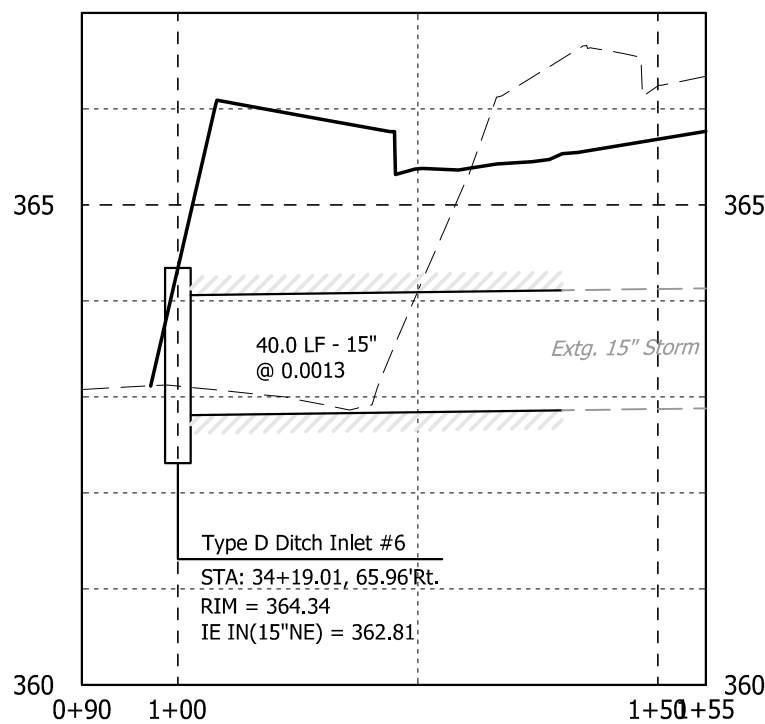
Cascade Dr NW Crossing Profile



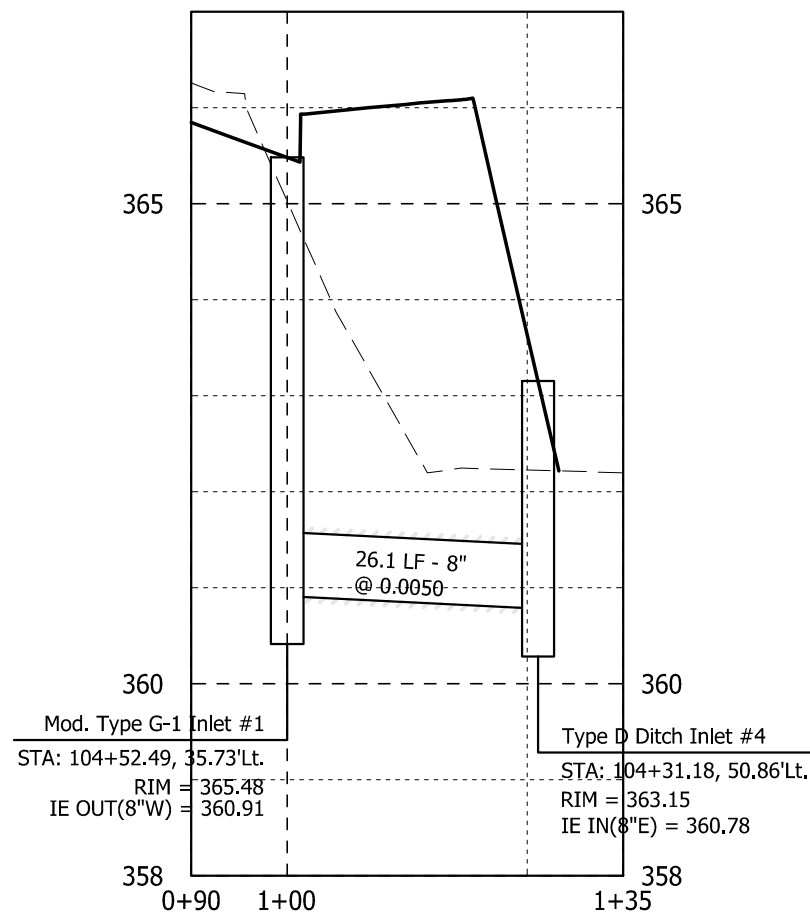
Cascade Dr SE Crossing Profile



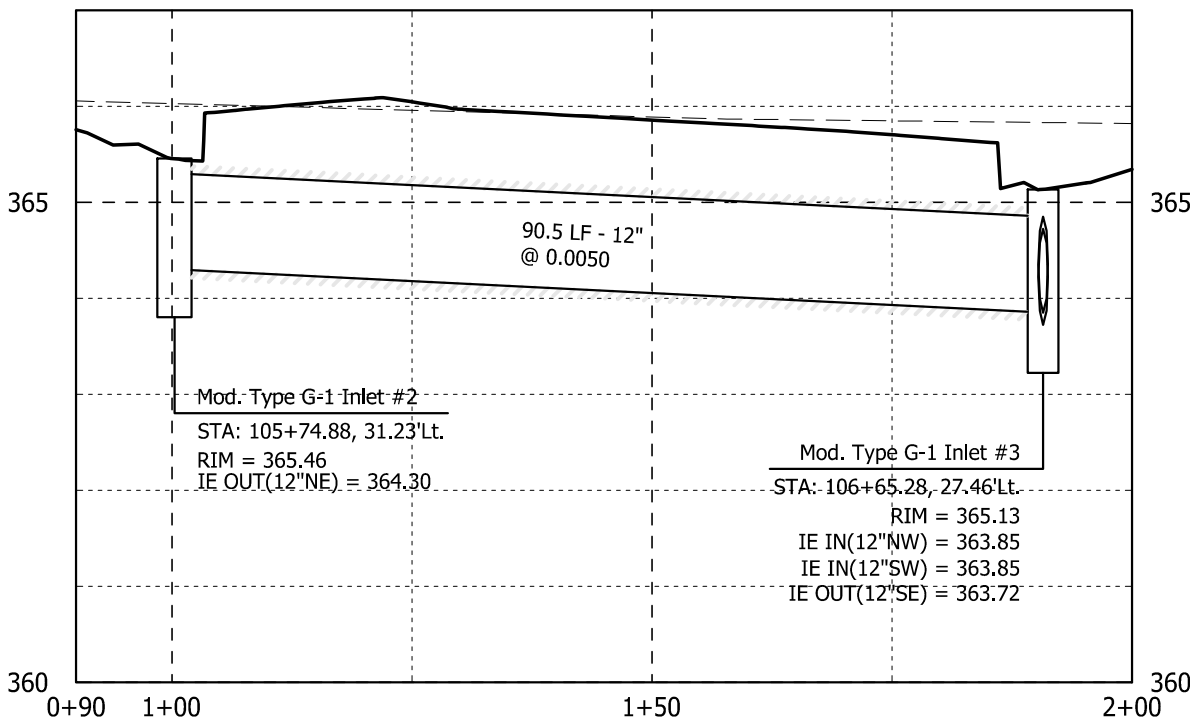
Detention Pond Cross Flow Profile



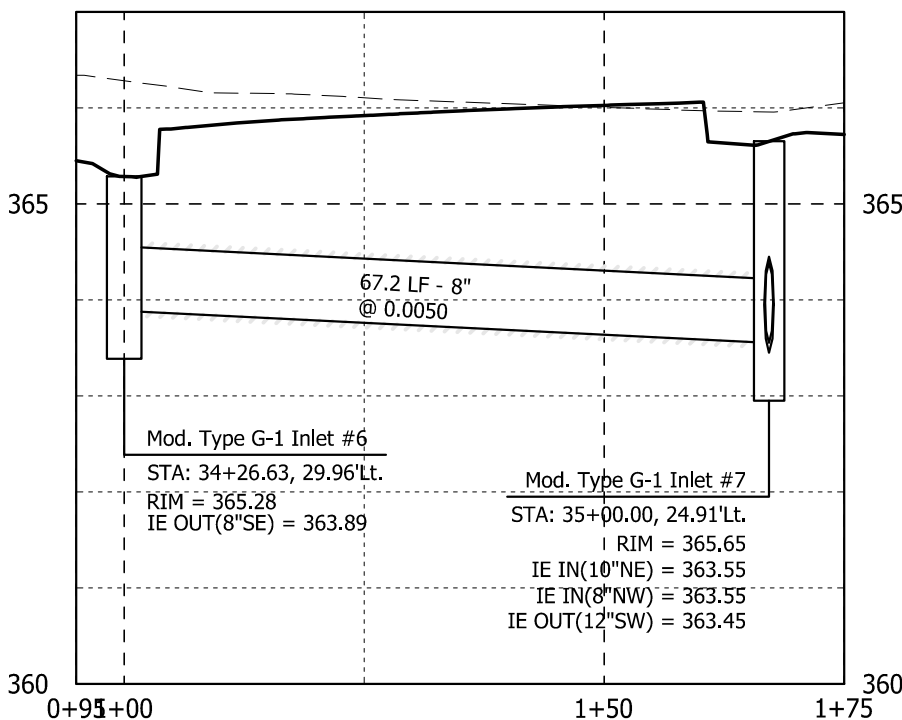
Detention Pond Overflow Profile



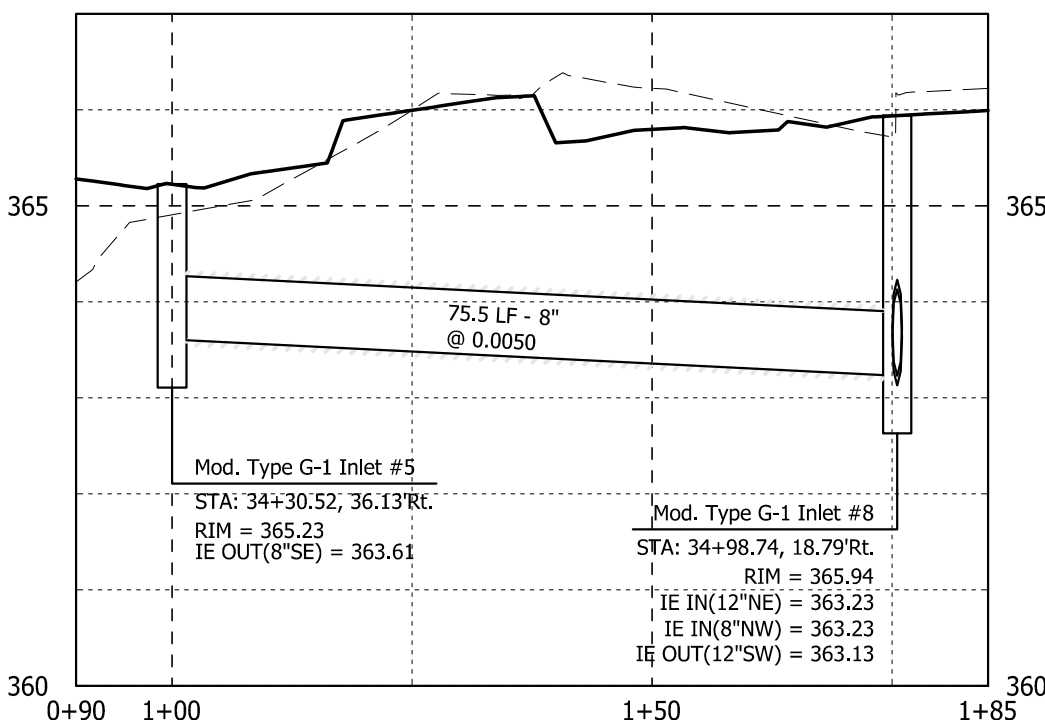
Roundabout NW Quadrant Storm Profile



Roundabout NE Quadrant Storm Profile

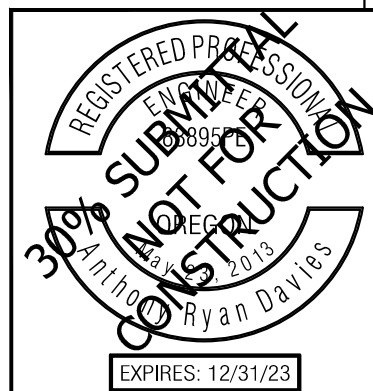
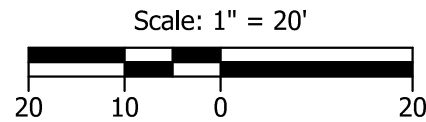


Roundabout SE Quadrant Storm Profile



Roundabout SW Quadrant Storm Profile

Scale: 1" = 20' (Horizontal)
1" = 2' (Vertical)



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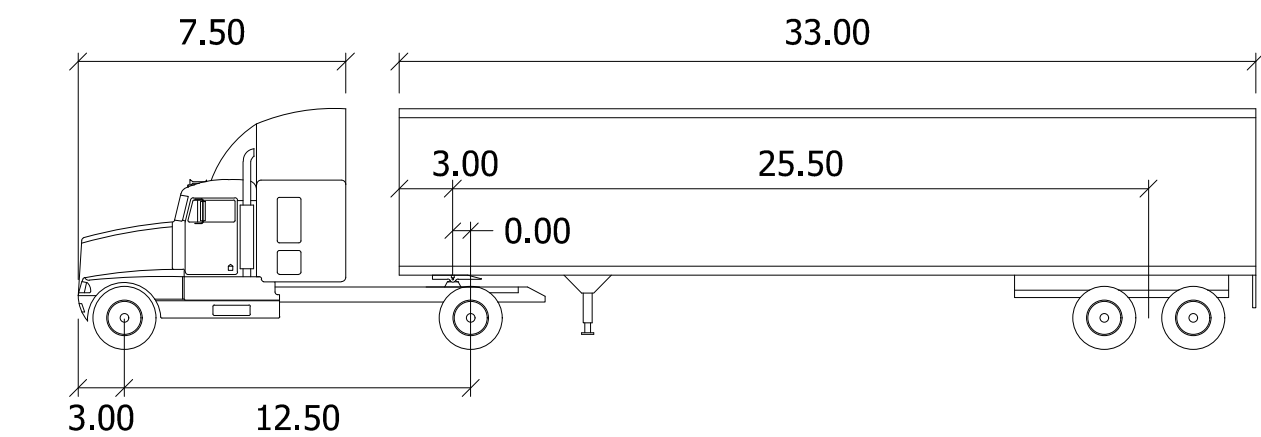
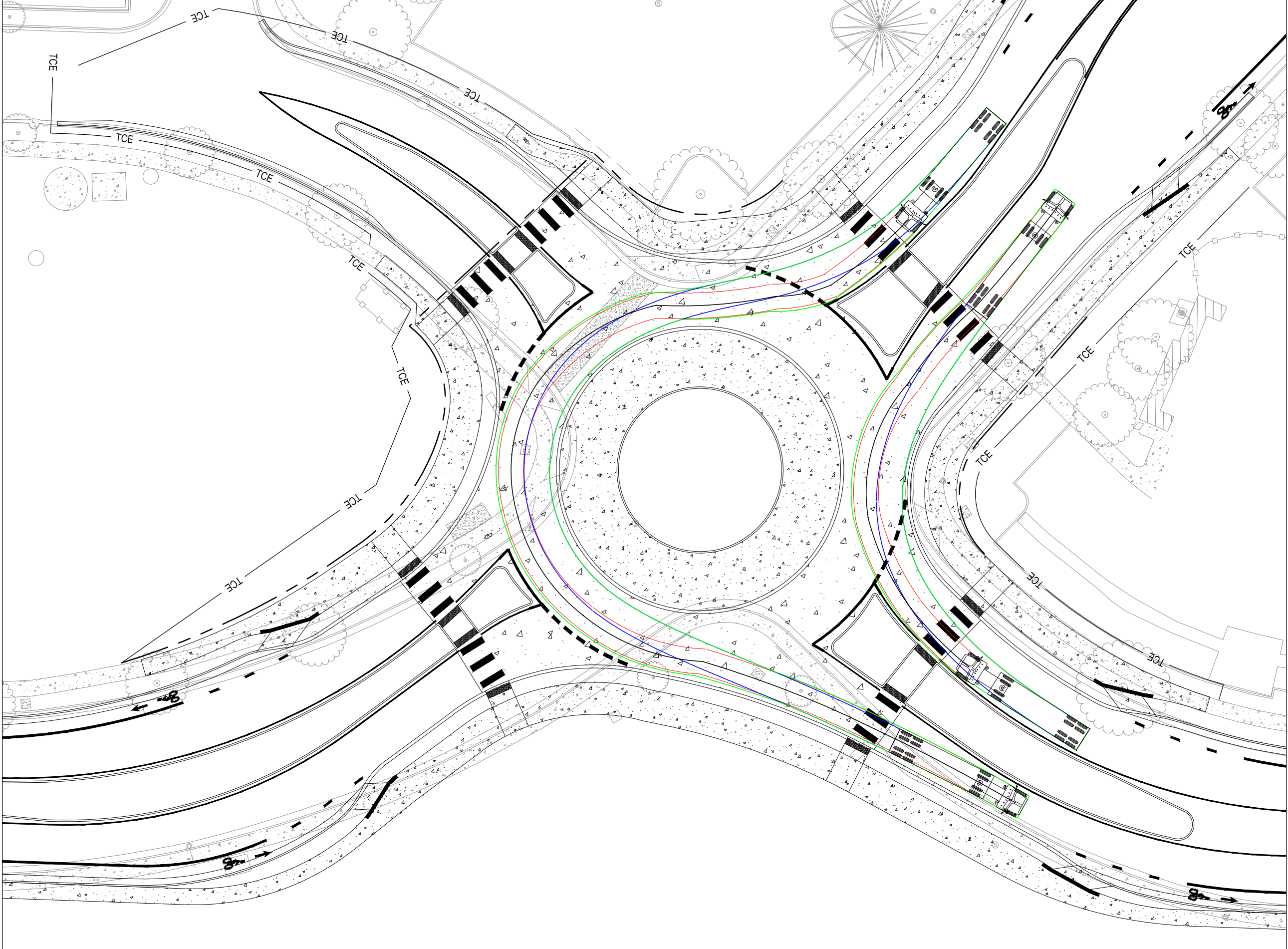
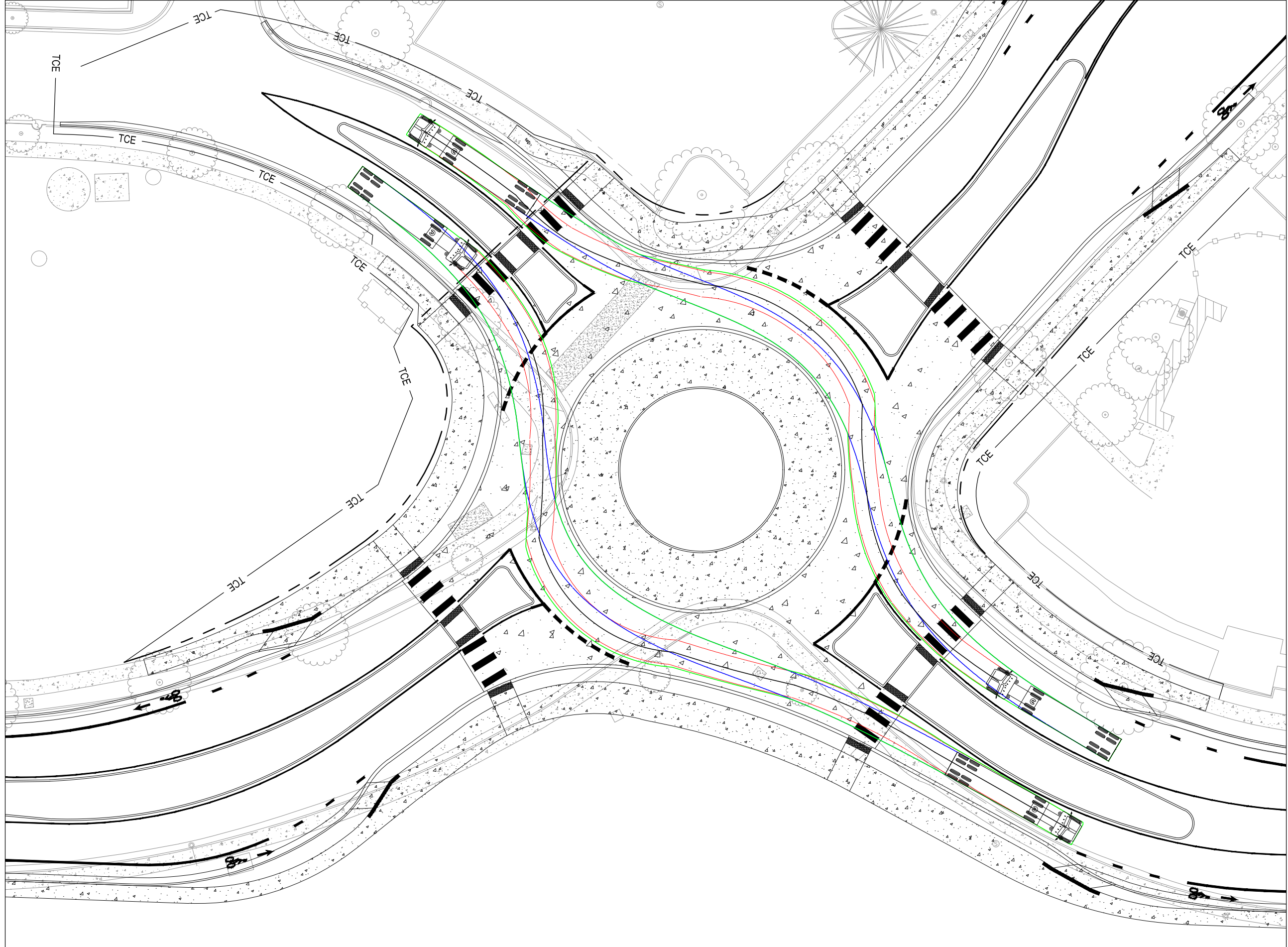
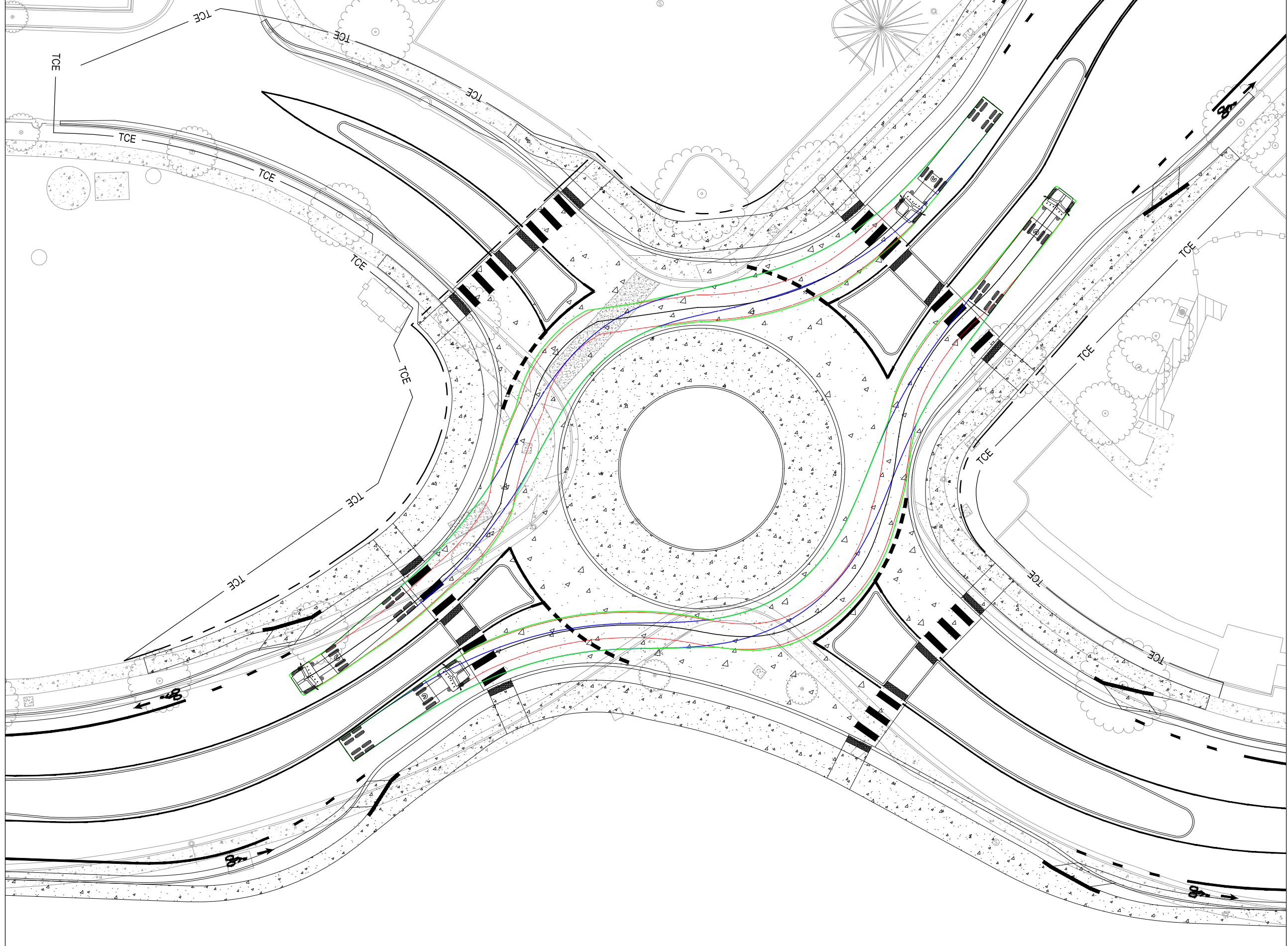
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Weldwood Dr / Cascade Dr
Roundabout
STORM PROFILES

SHEET NO.
7

Plot Stamp: 12/21/2023 4:22:45 PM - Anthony Davies
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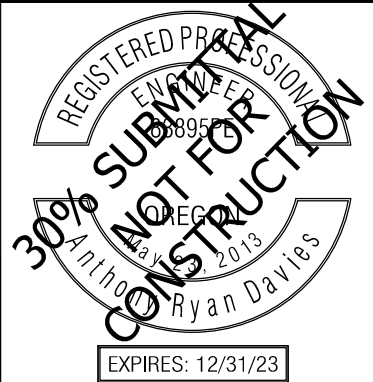
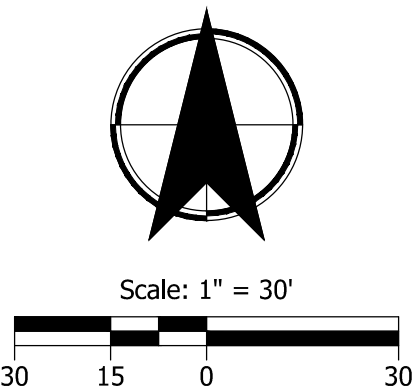


WB-40

	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.00	Steering Angle	: 20.3
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.00		

Vehicle Turning Settings

Design Vehicle:	WB-40
Vehicle Speed:	6 mph
Min. Turning Radius:	30.4 feet
Turn from stop:	Off
Vehicle Envelope	_____
Front Tire Track	_____
Rear Tire Track	_____



Weldwood Dr / Cascade Dr
Roundabout

TRUCK TURNING MOVEMENTS

SHEET NO.
8

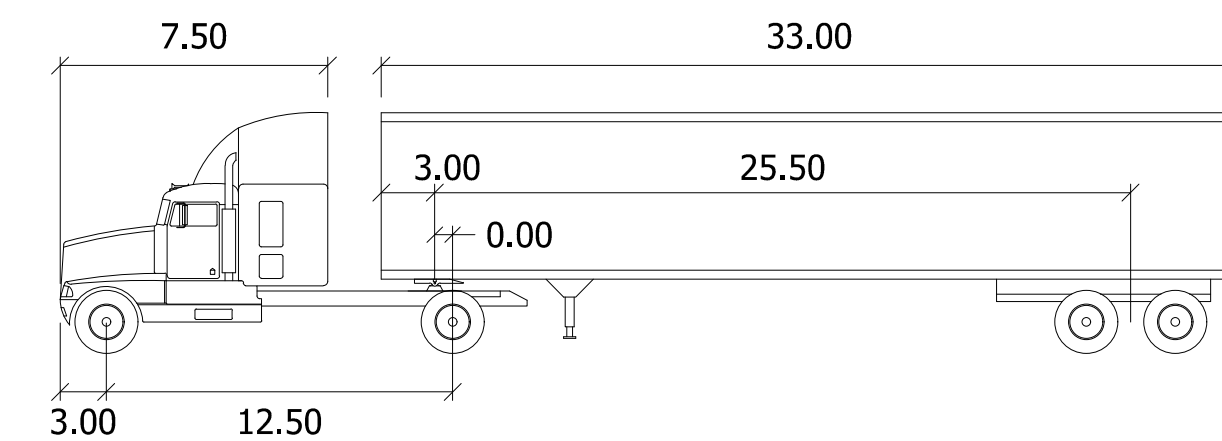
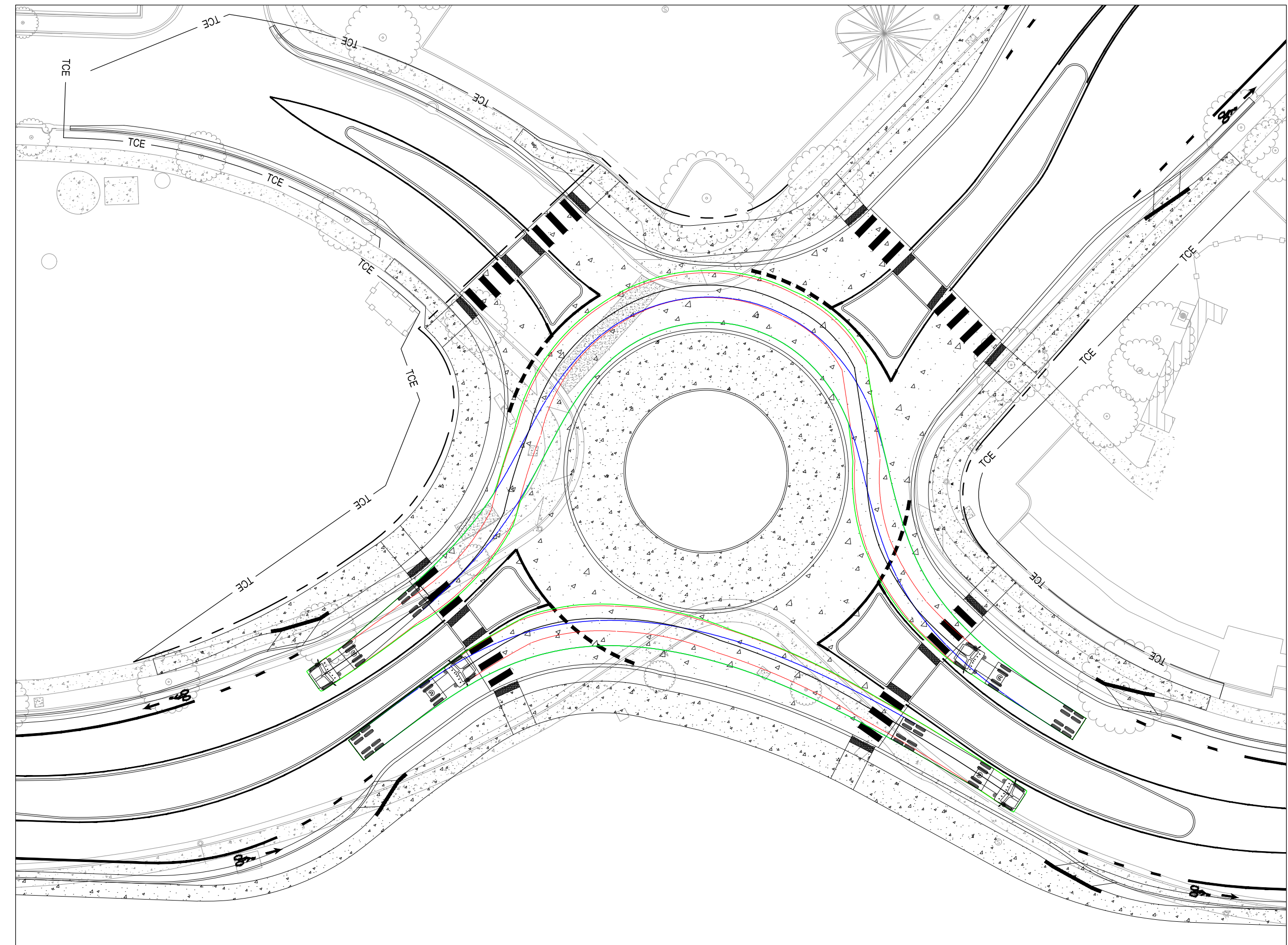
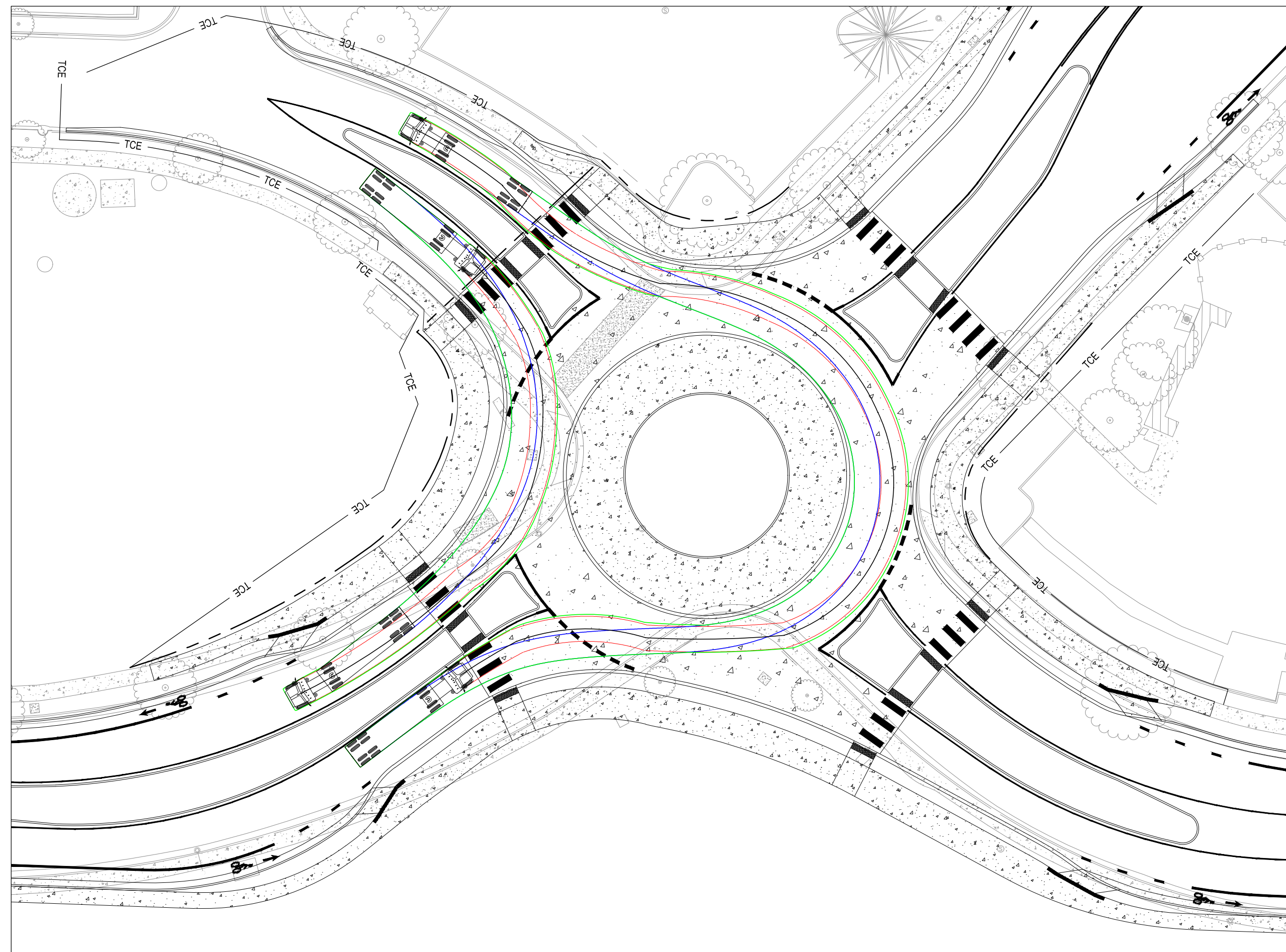
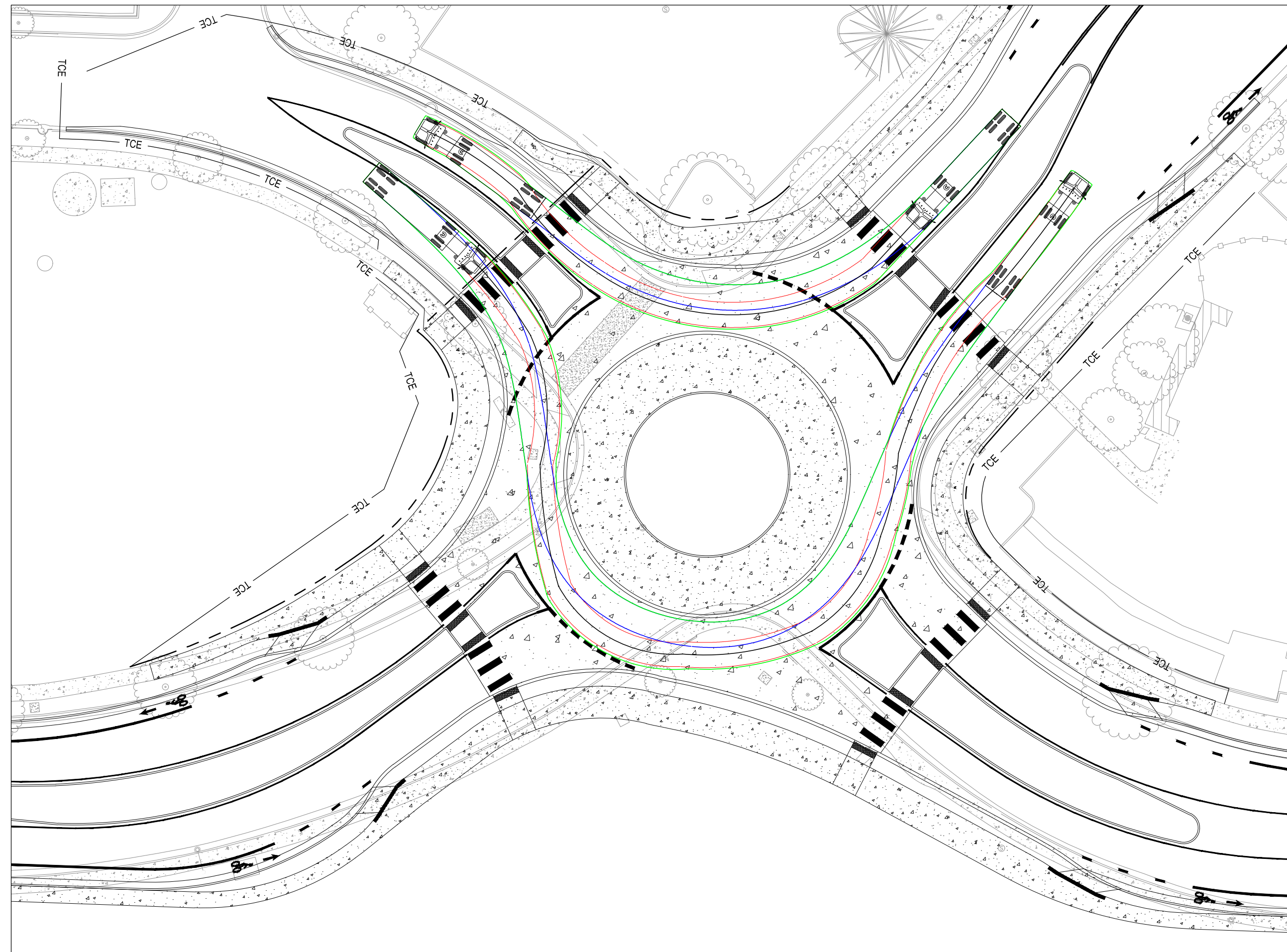


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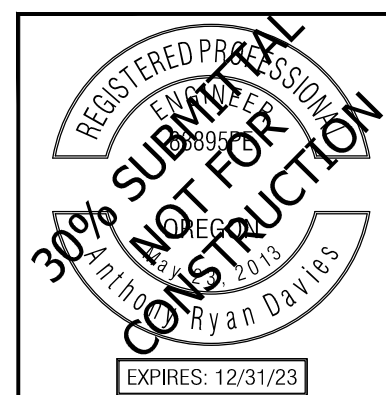
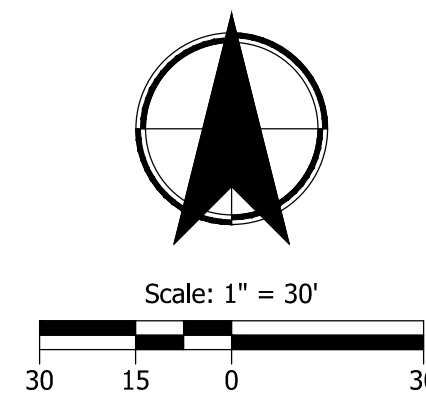


WB-40

	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.00	Steering Angle	: 20.3
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.00		

Vehicle Turning Settings

Design Vehicle:	WB-40
Vehicle Speed:	6 mph
Min. Turning Radius:	30.4 feet
Turn from stop:	Off
Vehicle Envelope	
Front Tire Track	
Rear Tire Track	



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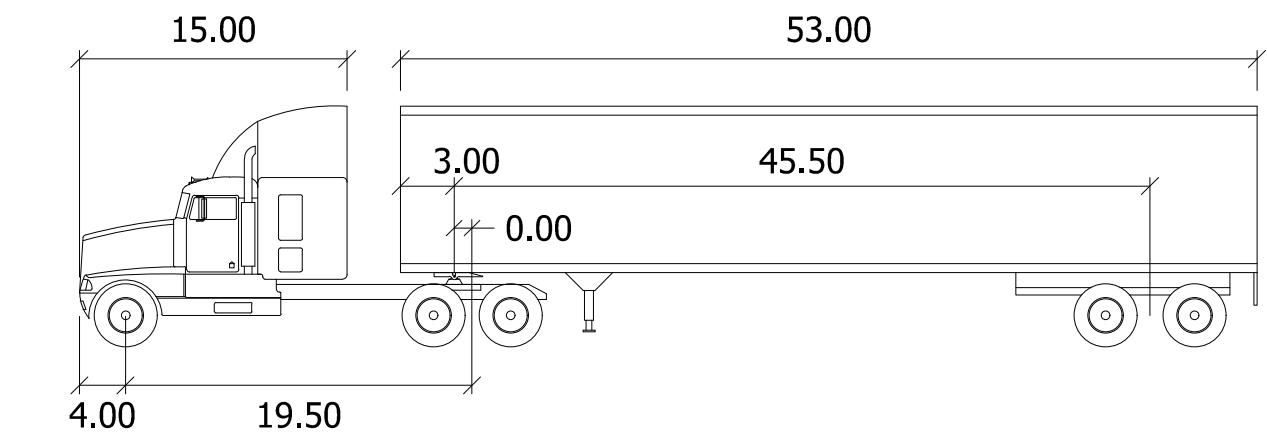
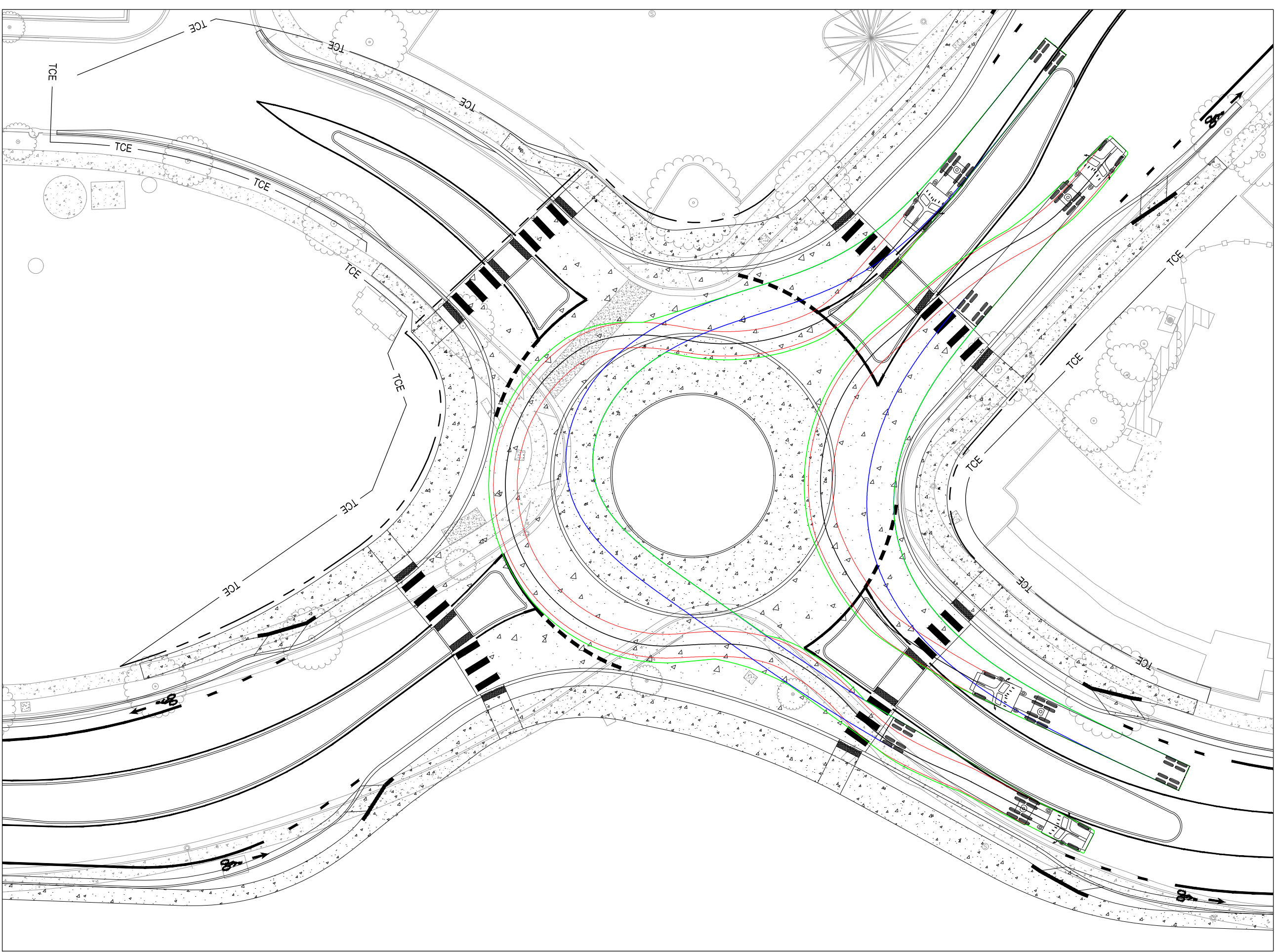
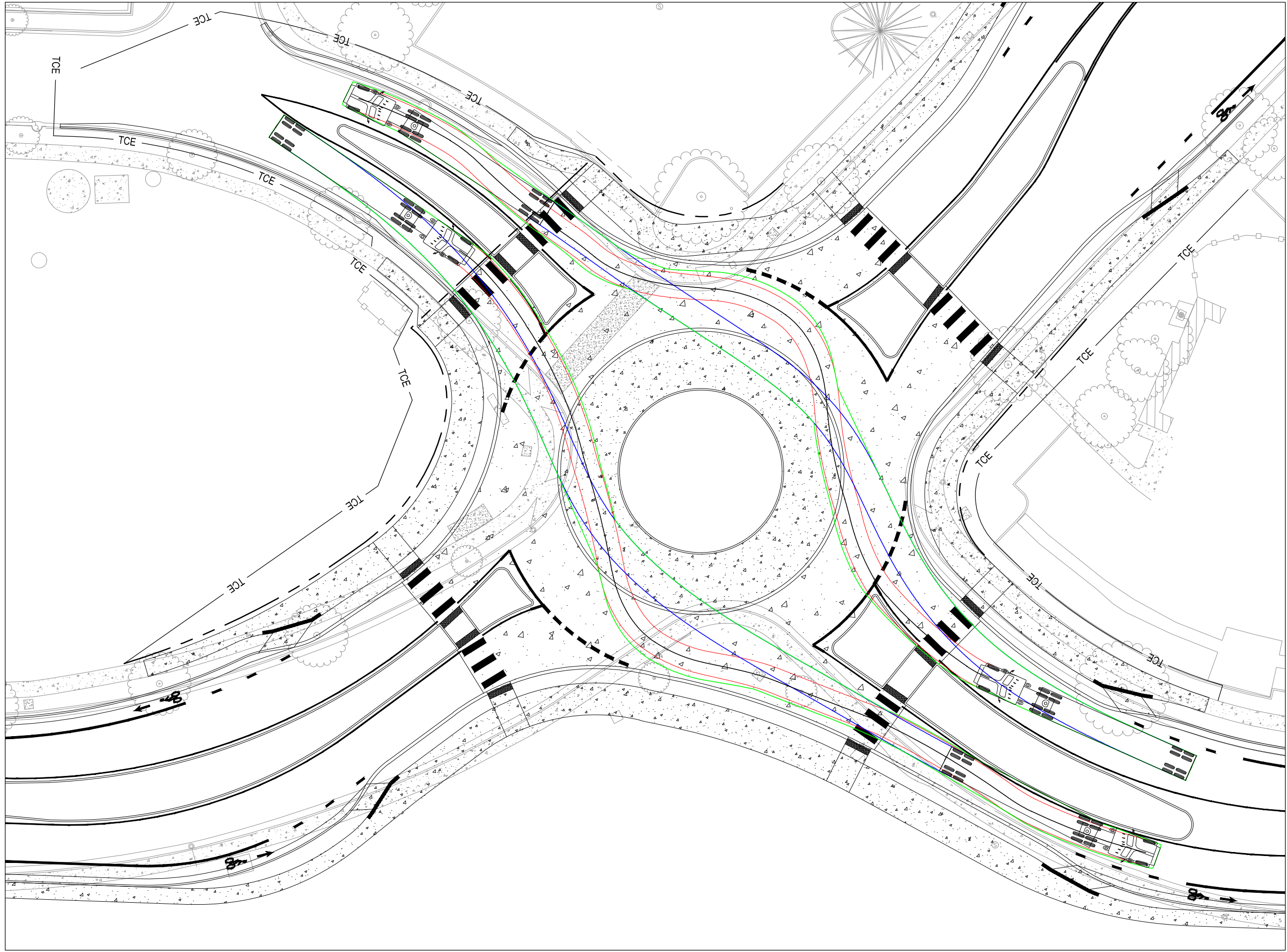
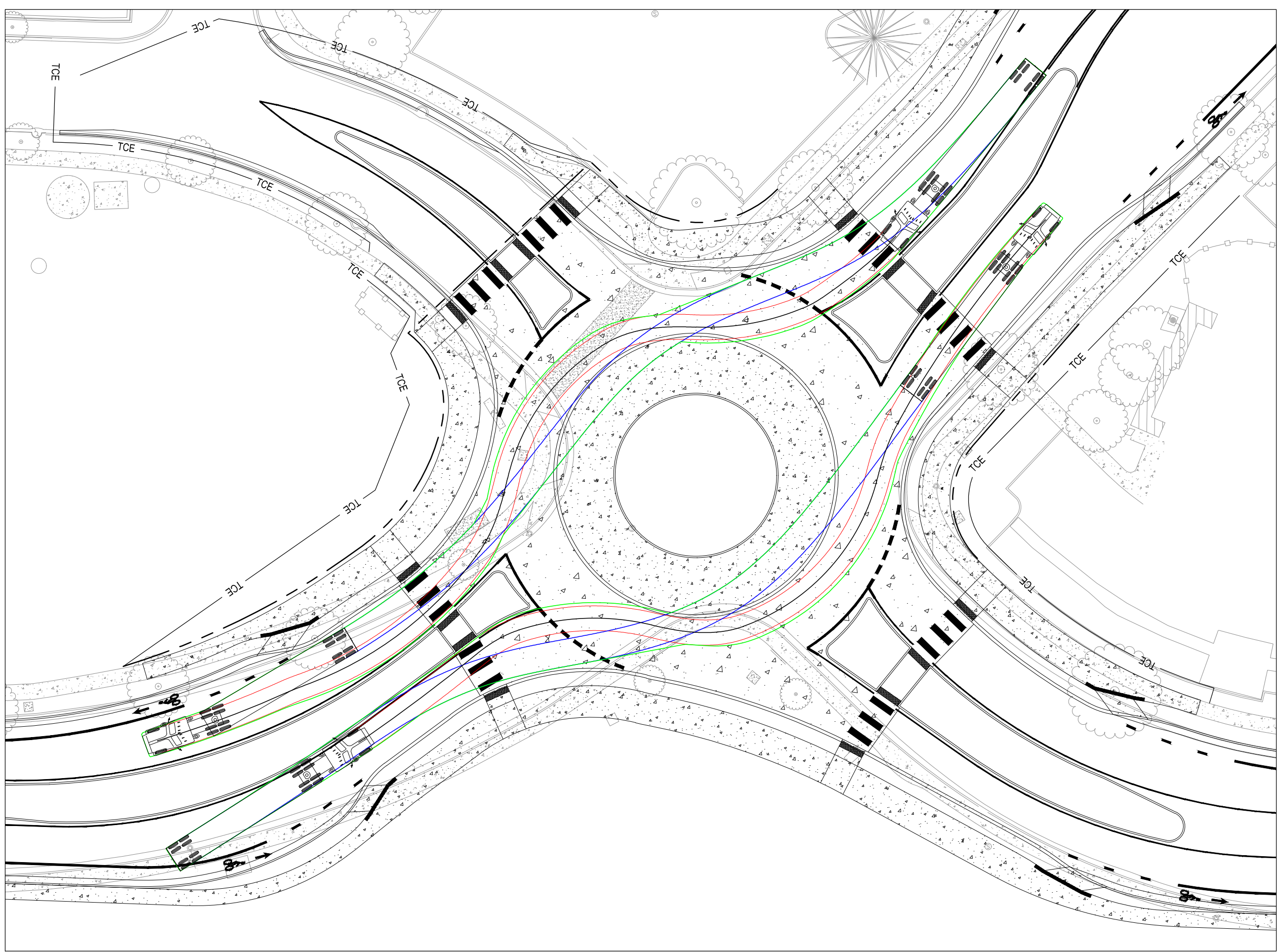
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Weldwood Dr / Cascade Dr
Roundabout

TRUCK TURNING MOVEMENTS

SHEET NO.
9

Plot Stamp: 12/21/2023 4:23:24 PM - Anthony Davies
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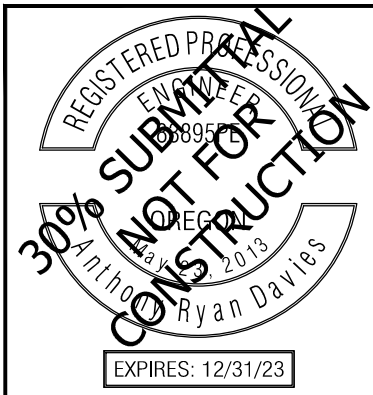
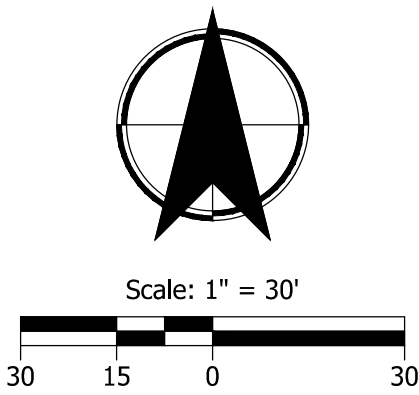


WB-67

	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		

Vehicle Turning Settings

Design Vehicle:	WB-67
Vehicle Speed:	6 mph
Min. Turning Radius:	41.0 feet
Turn from stop:	Off
Vehicle Envelope	_____
Front Tire Track	_____
Rear Tire Track	_____



Weldwood Dr / Cascade Dr Roundabout

TRUCK TURNING MOVEMENTS

SHEET NO.
10



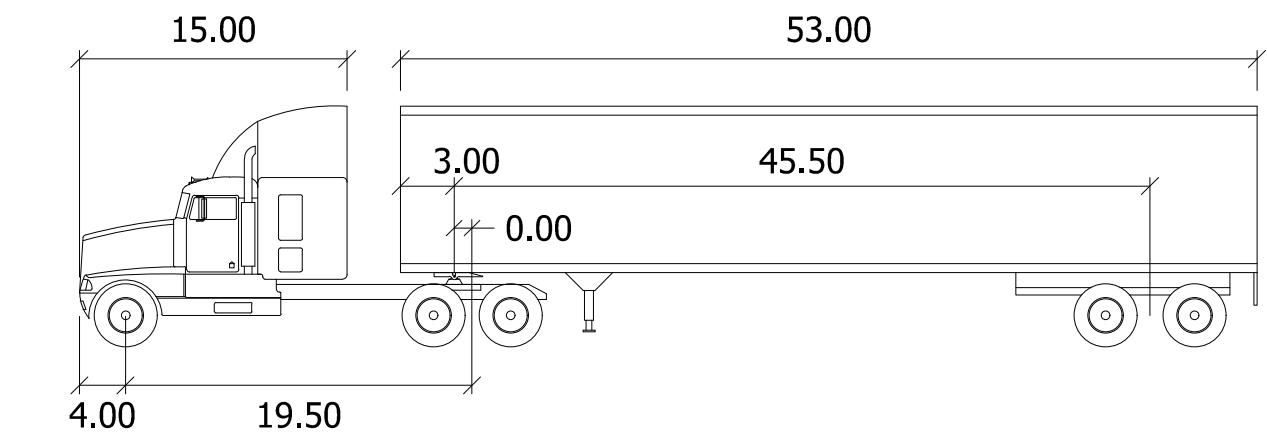
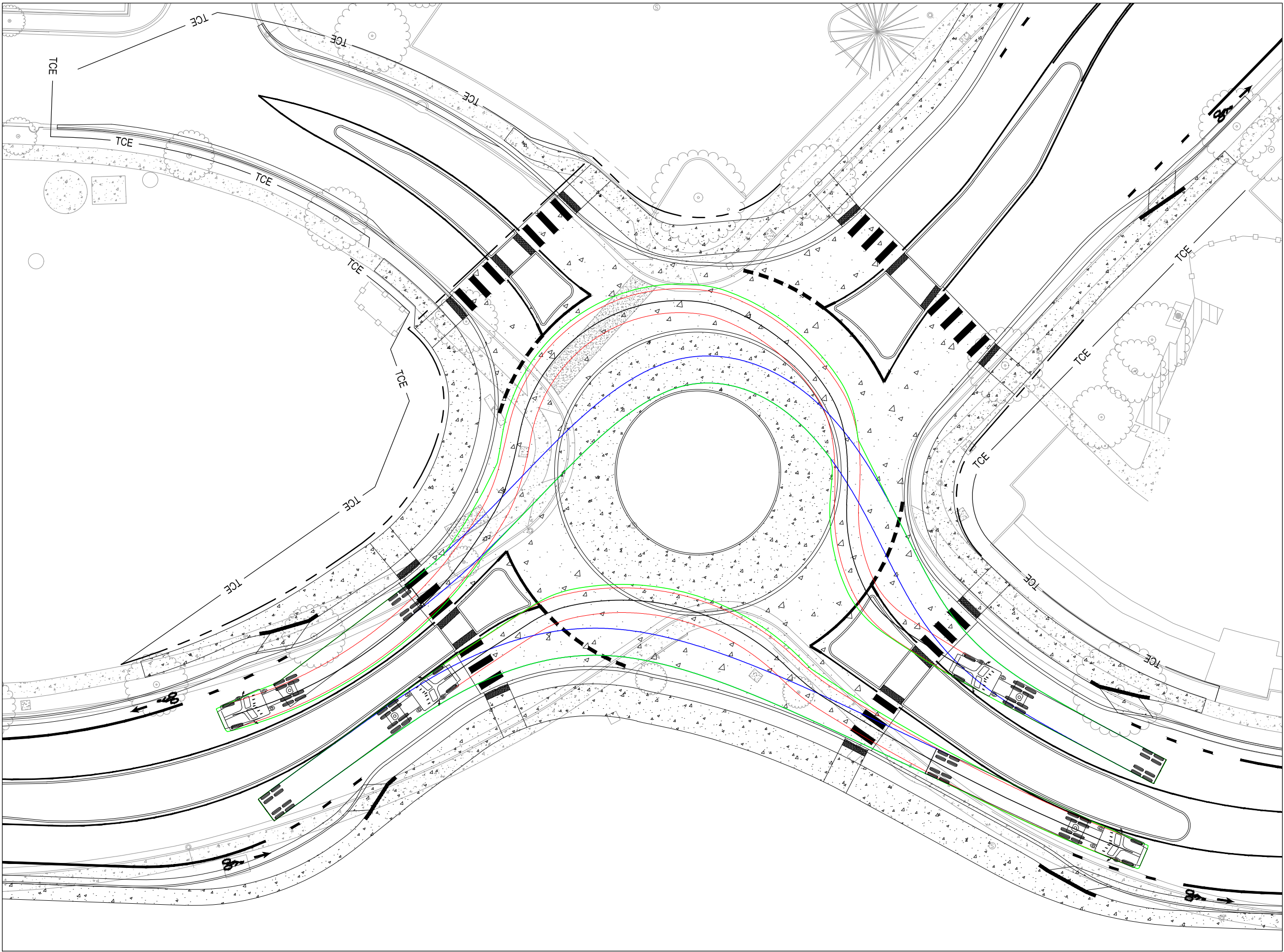
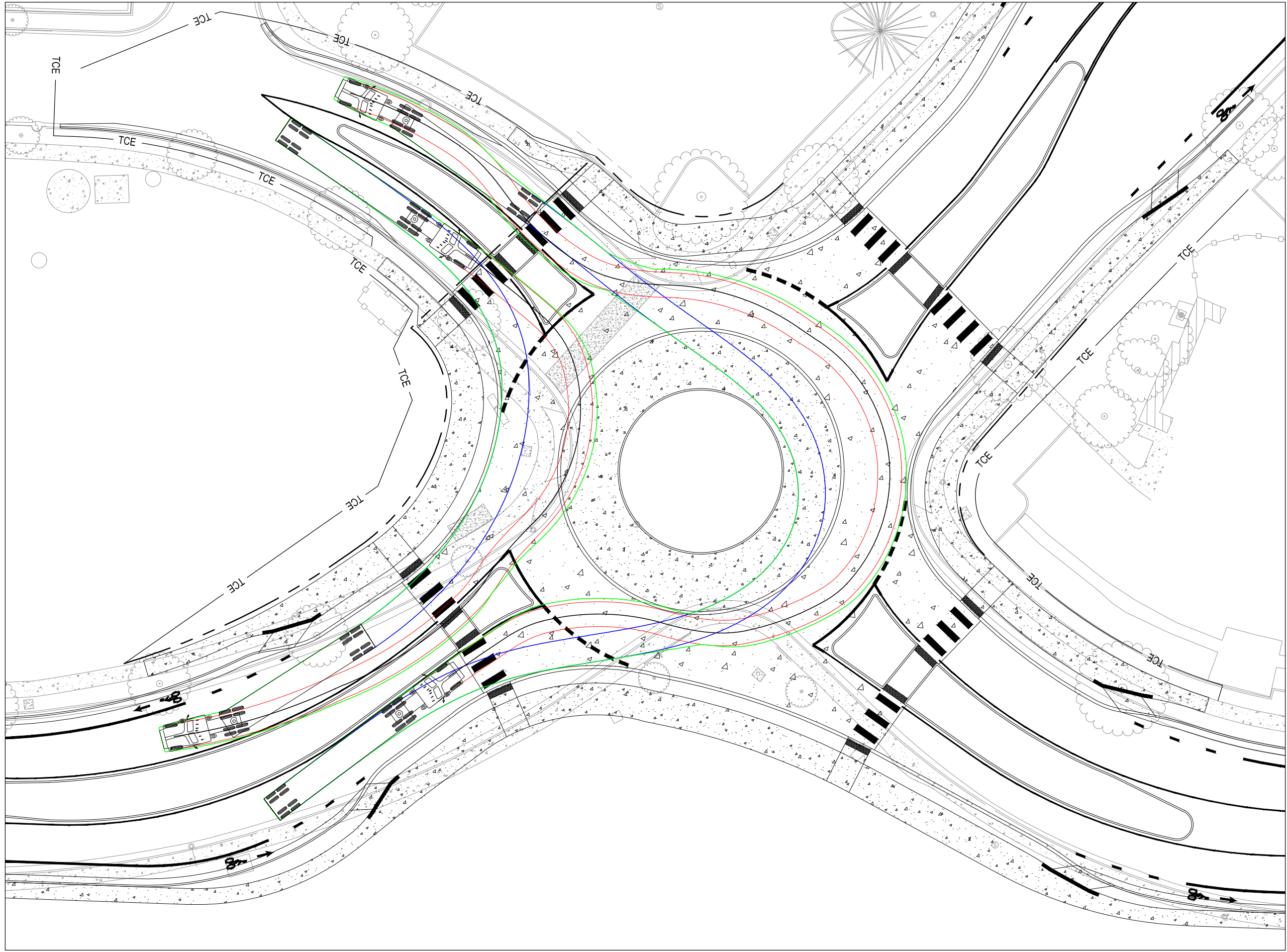
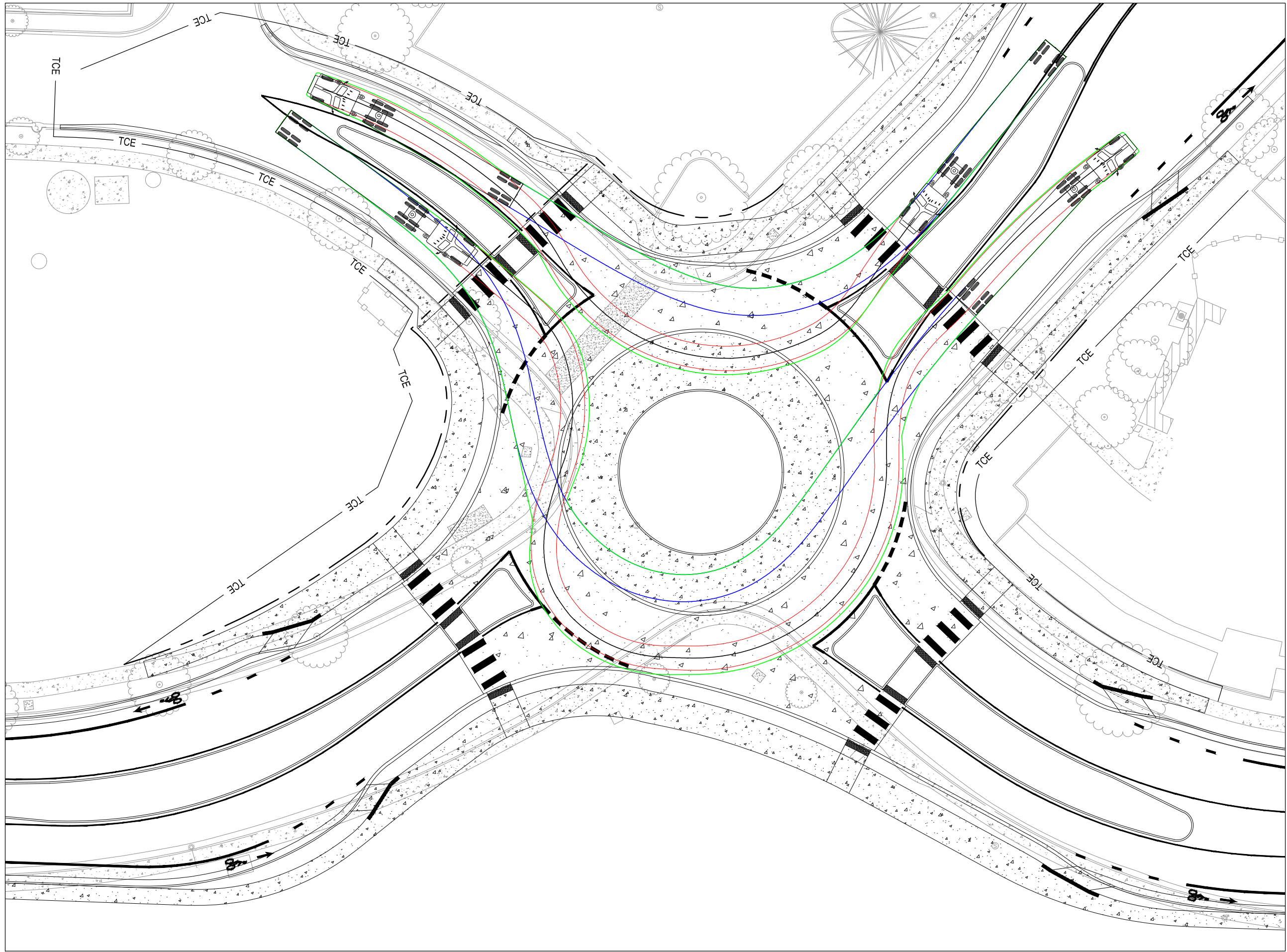
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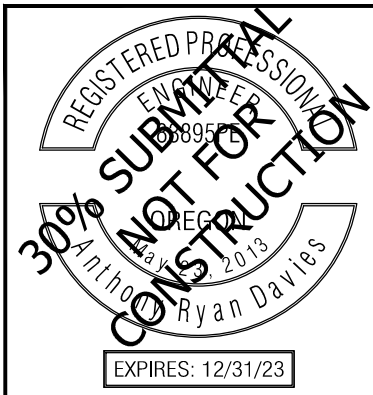
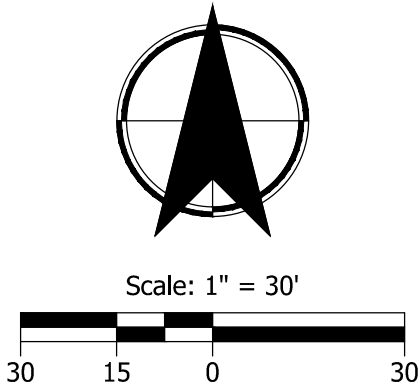


WB-67

	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		

Vehicle Turning Settings

Design Vehicle:	WB-67
Vehicle Speed:	6 mph
Min. Turning Radius:	41.0 feet
Turn from stop:	Off
Vehicle Envelope	_____
Front Tire Track	_____
Rear Tire Track	_____



Weldwood Dr / Cascade Dr Roundabout

TRUCK TURNING MOVEMENTS

SHEET NO.
11



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