

A BILL FOR AN ORDINANCE AMENDING)	ORDINANCE BILL NO. 2024-04
CHAPTER EIGHT: TRANSPORTATION)	
OF THE LEBANON COMPREHENSIVE PLAN)	
AND ADOPT THE AMENDMENT TO THE)	ORDINANCE NO. 3020
TRANSPORTATION SYSTEM PLAN)	
File CPTA-24-01; City of Lebanon)	

WHEREAS, as established by State law, cities may amend sections of their comprehensive plan and update as appropriate; and,

WHEREAS, the last time the Comprehensive Plan chapter of Transportation was updated was in 2018; and,

WHEREAS, a Transportation System Plan 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; and,

WHEREAS, in 2020, Kittelson & Associates, Inc., performed an operations and safety assessment of Weldwood/Cascade Drive intersection as part of the 2020 Colonia Paz Affordable Housing Traffic Impact Analysis and found the function of the intersection within acceptable capacity-based operations standards, but identified potential future mitigation measures not associated with the development for better channelization of the intersection to improve safety; and

WHEREAS, in response to observed changes in traffic volumes/patterns, the City identified a roundabout would be a preferred long-term solution for the intersection; and

WHEREAS, it was deemed appropriate to amend the Transportation System Plan to incorporate the motor vehicle project as an aspirational project on the financially constrained list to open up alternative grant funding opportunities for the project; and

WHEREAS, the Amendment (Exhibit "B") includes updates to Chapter Eight: Transportation in the form of an update to the Transportation System Plan; and

WHEREAS, on April 17, 2024, the Planning Commission for the City of Lebanon conducted a hearing on Planning File No. CPTA-24-01, making findings recommending adoption of the comprehensive plan text amendment for the minor amendment to the Transportation System Plan; and,

WHEREAS, on May 8, 2024, the City Council for the City of Lebanon conducted a hearing on Planning File No. CPTA-24-01, making findings to adopt the comprehensive plan text amendment for the minor amendment to the Transportation System Plan; and


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

Section 1. Findings. After conducting the hearing and considering all objections

or remonstrance regarding the proposal, and further considering the recommendation of the Lebanon Planning Commission, the City Council finds that this amendment to the comprehensive plan and adoption of the minor amendment to the Transportation System Plan. 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 "A" which is incorporated herein by this reference as if fully set forth at this point.

Section 2. Record. The City Recorder shall submit to the Oregon Secretary of State a copy of this Ordinance.

Passed by the Lebanon City Council by a vote of 5 for and 0 against and approved by the Mayor this 8th day of May, 2024.



Kenneth E. Jackola, Mayor
Michelle Steinhebel, Council President

Attested:



Julie Fisher, City Recorder

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

Reserved for Recording

EXHIBIT A
LEBANON CITY COUNCIL FINDINGS

I. NATURE OF THE APPLICATION

This matter comes before the Lebanon City Council on the application of the City of Lebanon to amend the Lebanon Comprehensive Plan Chapter Eight: Transportation.

II. BACKGROUND INFORMATION

The City plans to amend the Lebanon Comprehensive Plan Chapter Eight: Transportation to adopt a minor amendment to the Transportation System Plan. Exhibit "B" contains the specific amendments to be adopted.

III. PUBLIC HEARING

A. Planning Commission Action

A public hearing was held on this application before the Lebanon Planning Commission on April 17, 2024. At that hearing, City Planning File No. CPTA-24-01 was made a part of the record. Notice of the hearing was published consistent with the requirements in Chapter 16.20 of the Lebanon Development Code. No objection was raised as to jurisdiction, conflicts of interest, or to evidence or testimony presented at the hearing.

At the conclusion of the hearing, the Planning Commission deliberated on the issue and voted to recommend the City Council adopt the proposed amendments to the Lebanon Comprehensive Plan. The Commission found the proposed changes consistent with the applicable decision criteria.

B. A public hearing was held on this application before the Lebanon City Council on May 8, 2024. At that hearing, City Planning File No. CPTA-24-01 was made a part of the record. Notice of the hearing was published consistent with the requirements in Chapter 16.20 of the Lebanon Development Code.

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 the City of Lebanon.
- B. The proposal is to amend Chapter Eight: Transportation to adopt a minor amendment to the Transportation System Plan. Exhibit "B." contains the specific language.
- C. The decision to approve or deny shall be based on criteria contained in the Lebanon Development Code: Chapter 16.28 – Comprehensive Plan and Development Code Text Amendments.

V. APPLICATION SUMMARY

- A. As established by State law, cities should periodically review sections of their comprehensive plan and update them as appropriate.
- B. The last time the Comprehensive Plan chapter of Transportation was updated was in 2018.
- C. The City contracted with Kittelson & Associates, Inc. to complete the update and appropriate analyses.
- D. In compliance with the Oregon Administrative Rule 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, the City is taking action to amend the TSP to include a future roundabout at the Weldwood Drive/Cascade Drive intersection.
- E. The Department sent out notice of the Code amendments to affected agencies and the Department of Land Conservation (DLCD). The Department did not receive any comments as of the date of this report.

VI. 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.

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.

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.

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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.

- 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.

VII. CONCLUSION

The City Council concludes the proposed amendments to the Comprehensive Plan are consistent with the applicable decision criteria.

EXHIBIT B
TRANSPORTATION SYSTEM PLAN AMENDMENT
(addition to the plan, no subtractions)

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	Motor vehicle congestion and safety	Motor Vehicle	\$4,000,000	City	2

