



LEBANON PLANNING COMMISSION REGULAR MEETING AGENDA

July 15, 2026 at 6:00 PM

Library Community Meeting Room
55 Academy Street, Lebanon, Oregon

MISSION STATEMENT

The City of Lebanon is dedicated to providing exceptional services and opportunities that enhance the quality of life for present and future members of the community.

Chair Lory Gerig-Knurowski | Vice Chair Don Robertson | Commissioner Karisten Baxter
Commissioner Kristina Breshears | Commissioner Don Fountain | Alternate Michael Miller
Alternate Regina Thompson | Alternate Shyla Malloy | Alternate Darla Bulmer

CALL TO ORDER / FLAG SALUTE

ROLL CALL

MINUTES

1. June 17, 2026 PC Meeting Minutes -DRAFT

COMMISSION REVIEW

2. **Public Hearing** - CPMA-26-01, PD-26-02, S-26-03, ZMA-26-01

The applicant is requesting to change the Comprehensive Plan Map Designation from Residential (C-RM) and Industrial (C-IND) to Mixed Use (C-MU) and the Zoning Map Designation from Residential Mixed Density (Z-RM) and Industrial (Z-IND) to Mixed Use (Z-MU) on the above-mentioned properties. The applicant is also requesting a Planned Development and a 284-lot Subdivision.

CITIZEN COMMENTS - *restricted to items not on the agenda*

COMMISSION BUSINESS AND COMMENTS

ADJOURNMENT

File Attachments for Item:

1. June 17, 2026 PC Meeting Minutes -DRAFT



LEBANON PLANNING COMMISSION MEETING MINUTES

June 17, 2026 at 6:00 PM

Library Community Meeting Room
55 Academy Street, Lebanon, Oregon

CALL TO ORDER / FLAG SALUTE

ROLL CALL

PRESENT

Chair Don Robertson
Vice-Chair Lory Gerig-Knurowski
Karisten Baxter
Kristina Breshears
Don Fountain
Alternate Darla Bulmer
Alternate Shyla Malloy
Alternate Regina Thompson

ABSENT

Alternate Michael Miller

STAFF

Development Services Director Shana Olson
City Attorney Tre Kennedy

MINUTES

The March 18 and April 15, 2026 meeting minutes were approved as submitted.

CITIZEN COMMENTS – none

COMMISSION REVIEW

1. Public Hearing – Planning File AR-26-06

Request: Approval of an adaptive reuse project to transform an existing three-story commercial office building into a 26-unit apartment complex at 890 S. 2nd Street (12S02W10DA, Tax Lots 6300 & 6400). The subject property is zoned Central Business Commercial (Z-CCM) and includes an approximately 29,974 square-foot office building and an adjacent parking lot with about 36 parking spaces. The proposal would convert the existing building into 26 one-bedroom apartment units while utilizing the existing parking facilities and site infrastructure. No changes to the building footprint or increases in building height are proposed.

Chair Gerig-Knurowski reviewed the public hearing process, and City Attorney Kennedy outlined public hearing procedures. The public hearing was opened. No conflicts of interest, bias, or ex-parte contacts were disclosed by any member of the Commission.

Development Services Director Olson presented the staff report and noted that no written testimony was received during the public notice period.

Staff finds that the proposed adaptive reuse project complies with the applicable provisions of the Lebanon Development Code, Ordinance No. 3036, and is generally consistent with the intent of

House Bill 2984. Staff recommends that the Planning Commission approve Planning File AR-26-06 and adopt the Draft Order as presented.

Olson clarified for a commissioner that System Development Charges (SDCs) will be assessed as part of the building permit process.

Vice-Chair Robertson requested clarification regarding the parking area being located on a separate tax lot. Olson explained that compliance with the applicable condition of approval may be demonstrated through mechanisms such as a parking easement. She also confirmed that the application does not include the unimproved lots located west of the building.

Commissioner Bulmer inquired about the building's presumed outdated ADA accessibility. Olson explained that any required accessibility modifications would be addressed during the permitting process following land use approval.

Applicant testimony – Brian Vandetta of Udell Engineering & Land Surveying LLC, representing the applicant, introduced Josh Bacher, an employee of the applicant, and property owner/applicant Scott Lepman. Vandetta stated that the proposal is a straightforward land use application and that specific building and site requirements will be addressed during the permitting phase. He noted that they believe the proposal satisfies all applicable approval criteria and accept all conditions of approval.

In response to Commissioner Bulmer's question, Vandetta said that they plan to evaluate building access for compliance with ADA requirements and applicable building codes during the permitting process. He indicated that he is uncertain whether modifications to the entrance will be necessary but anticipates that some improvements may be required.

In response to a question from Vice-Chair Robertson, Vandetta said that he was unsure whether the building entry would be secured with a locked entrance.

Commissioner Fountain asked whether improvements to the parking lot would be required. Vandetta responded that, at this time, the only issue identified is the need to evaluate accessibility requirements. On the surface, the rest of the parking lot appears to meet applicable standards.

Public Testimony (Favor) – none

Public Testimony (Opposition) – none

The public testimony portion of the hearing was closed.

Olson explained to Commissioner Thompson that House Bill 2984 and Ordinance 3034 encourages the reuse of existing commercial facilities. Because the proposal involves an existing structure, residential use is permitted on the first floor. A newly constructed building in the same zone would not be allowed to include residential units on the ground floor. A brief discussion followed regarding potential implications for downtown. Olson added that bringing the application before the Planning Commission was intended to ensure transparency in the review process.

Commissioner Breshears expressed support for the new House Bill, noting that it helps to provide additional one-bedroom housing in the downtown area and is a great use of the property.

Olson confirmed for Vice-Chair Robertson that the waiver will be handled during the permitting process.

Decision: Motion to approve application AR-26-06 and adopt the draft order as presented by staff, made by Commissioner Malloy, seconded by Commissioner Fountain. Voting Yea: Chair Gerig-Knurowski, Vice-Chair Robertson, Commissioners Baxter, Breshears, Bulmer, Fountain, Malloy and Thompson. The motion passed unanimously.

COMMISSION BUSINESS AND COMMENTS

- Don Robertson was reappointed to the Planning Commission, and Darla Bulmer was appointed as a new member.
- The next meeting is scheduled for July 15, 2026.

ADJOURNMENT – Chair Gerig-Knurowski adjourned the meeting at 6:23 PM.

RECONVENE – Chair Gerig-Knurowski reconvened the meeting at 6:24 PM

- Commissioner Thompson requested an update on the PD application. Olson stated that the application is tentatively scheduled for the July meeting.
- Vice-Chair Robertson requested that future applications include tax maps showing delineated lot boundaries.
- Chair Gerig-Knurowski asked whether the City could have established residential requirements for the ground floors of commercial properties as part of the Housing Production Strategy. Olson responded that she did not believe such requirements could have been included because they are permitted under the House Bill. Commissioner Breshears discussed advocacy efforts to identify creative ways to encourage the reuse dilapidated and underutilized buildings.

ADJOURNMENT – Chair Gerig-Knurowski adjourned the meeting at 6:28 PM.

File Attachments for Item:

2. Public Hearing - CPMA-26-01, PD-26-02, S-26-03, ZMA-26-01

The applicant is requesting to change the Comprehensive Plan Map Designation from Residential (C-RM) and Industrial (C-IND) to Mixed Use (C-MU) and the Zoning Map Designation from Residential Mixed Density (Z-RM) and Industrial (Z-IND) to Mixed Use (Z-MU) on the above-mentioned properties. The applicant is also requesting a Planned Development and a 284-lot Subdivision.



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MEMORANDUM

Development Services

To: Lebanon Planning Commission
From: Shana Olson, Development Services Director
Subject: Planning File No. CPMA-26-01, ZMA-26-01, PD-26-02, S-26-03

Date: July 7, 2026

I. BACKGROUND

The application requests approval of a Comprehensive Plan Map Amendment, a Zone Map Amendment, a Planned Development, and a Preliminary Subdivision Plat for the proposed Emerald Crossing development located west of Stoltz Hill Road and north of Oak Creek.

The 57.12-acre site includes 284 residential lots, one large commercial or multifamily development parcel, one parcel designated for open storage, public streets, utilities, multi-use trails, open space, and other supporting infrastructure. The Planned Development allows the site to be designed around its natural features while providing flexibility in the lot layout, street network, and open space to create a connected neighborhood and preserve wetlands and other environmentally sensitive areas.

The site is currently designated Residential Mixed Density (C-RM) and Industrial (C-IND) on the City's Comprehensive Plan Map and is zoned Residential Mixed Density (Z-RM) and Industrial (Z-IND). The application includes amendments to both the Comprehensive Plan Map and Zoning Map to establish a single land use designation that supports the proposed Planned Development and Preliminary Subdivision.

The proposal supports the City's long-range planning goals by providing additional housing, extending public infrastructure, creating a connected street network, and preserving important natural resources while allowing for orderly growth within the Urban Growth Boundary.

II. CURRENT REPORT

The Planning Commission is considering the following concurrent land use applications associated with the proposed Emerald Crossing development:

- Comprehensive Plan Map Amendment (CPMA-26-01)
- Zone Map Amendment (ZMA-26-01)
- Planned Development (PD-26-02)
- Preliminary Subdivision Plat (S-26-03)

Together, these applications establish the planning framework necessary to implement the proposed Emerald Crossing development.

The application was submitted to the City and determined complete following staff's review of the required materials. The proposal was distributed to affected agencies and utility providers for review and comment in accordance with the Lebanon Development Code.

As part of the applicant's public outreach efforts, a voluntary neighborhood open house was held on April 14, 2026, at Community Bible Church, located at 2600 Stoltz Hill Road. Although not required by the Lebanon Development Code, the meeting provided nearby property owners and interested residents an opportunity to review the proposed development, ask questions, and discuss the project with the applicant's project team prior to the City's formal public hearing process.

As part of the review process, the applicant submitted supporting technical studies, including a Traffic Impact Analysis, wetland delineation, floodplain information, utility plans, and other supporting documentation.

The Oregon Department of State Lands approved the wetland delineation for the site, identifying regulated wetlands and Oak Creek. The U.S. Army Corps of Engineers also completed an Approved Jurisdictional Determination identifying federally regulated waters within portions of the project area. Any future impacts to jurisdictional wetlands or waters remain subject to applicable state and federal permitting requirements prior to construction. Development within regulated floodplain areas must also comply with all applicable local, state, and federal requirements.

Public notice for the Planning Commission hearing was provided in accordance with the Lebanon Development Code. Staff has completed its review of the application, applicable approval criteria, technical studies, and agency comments and recommends approval subject to the conditions contained in this report.

III. STAFF ANALYSIS

The following analysis evaluates the proposed development's consistency with the Lebanon Comprehensive Plan, the Lebanon Development Code, the Engineering Design Standards, the Transportation System Plan, and other applicable regulations. The attached Draft Order contains the detailed findings supporting each application.

Zoning and Use

The subject properties consist of approximately 57.12 acres located west of Stoltz Hill Road, north of Oak Creek, and within the City's Urban Growth Boundary. The site is currently designated Residential Mixed Density (C-RM) and Industrial (C-IND) on the Comprehensive Plan Map and is zoned Residential Mixed Density (Z-RM) and Industrial (Z-IND).

The application includes amendments to the Comprehensive Plan Map and Zoning Map to establish a Mixed Use designation across the subject properties in support of the proposed Planned Development. The proposal includes approximately 284 residential lots, one large commercial or multifamily development parcel, and one parcel designated for open storage.

Staff finds the proposed land use pattern is consistent with the City's long-range planning goals for this area. The subject properties are identified for future urban development, are adjacent to existing residential neighborhoods, and can be served by public infrastructure. The proposed amendments replace the remaining industrial designation with a land-use pattern that better reflects the site's future development and surrounding uses. The applicant also demonstrated that redesignation of the industrially designated portion of the site is consistent with the City's adopted Economic Opportunity Analysis and does not adversely affect the City's inventory of employment land.

The mixed-use parcel is located near the development's primary entrance and offers an opportunity for future neighborhood-serving commercial or residential uses. Its location creates a transition between Stoltz Hill Road and the residential neighborhood while providing services within

walking distance for future residents. Future development of the parcel will require a separate land use review and compliance with the Lebanon Development Code.

The proposal supports the City's Comprehensive Plan by expanding housing opportunities within the Urban Growth Boundary, utilizing existing and planned public infrastructure, and creating a connected neighborhood through an integrated street, pedestrian, and open space network.

The properties contain wetlands, floodplain, and riparian resources that limit the amount of developable land. Rather than maximizing development across the entire site, the proposed layout concentrates development within the most suitable areas while preserving significant natural resources. This approach minimizes impacts to environmentally sensitive areas and maintains opportunities for future connectivity to adjoining properties.

Overall, staff finds that the proposed Comprehensive Plan Map Amendment and Zone Map Amendment establish an appropriate and compatible land-use pattern that supports the City's housing needs, promotes orderly urban growth, and provides an appropriate framework for the Planned Development and Preliminary Subdivision.

Staff finds that the proposed Comprehensive Plan Map Amendment and Zone Map Amendment are consistent with the City's adopted Comprehensive Plan and establish the planning framework for the proposed Planned Development and Preliminary Subdivision.

Planned Development Framework

The Planned Development allows the development to be designed around the site's natural features while providing flexibility in lot layout, street design, and open space. This approach allows the project to better respond to the site's environmental constraints than a traditional subdivision while meeting the intent of Chapter 16.23 of the Lebanon Development Code.

The properties contain several natural features that influence where development can occur, including wetlands, Oak Creek, riparian corridors, portions of the FEMA 100-year floodplain, and existing topography. These features make a traditional subdivision layout less practical and support the use of the Planned Development process.

The proposed development places residential lots in the most suitable areas of the site, while preserving substantial wetland areas, Oak Creek, and other environmentally sensitive areas within dedicated tracts and open space. This approach reduces impacts on natural resources while allowing development in areas best suited for urban growth. Where wetland impacts cannot be avoided, the project provides opportunities for future mitigation in accordance with applicable state and federal requirements.

The Planned Development also creates a connected neighborhood through a network of collector and local streets, sidewalks, pedestrian connections, and future roadway connections to adjacent properties. A large development parcel is located near the primary entrance and is intended to accommodate future commercial, multifamily residential, or mixed-use development. Its location creates a transition along Stoltz Hill Road while providing flexibility for future development that complements the surrounding neighborhood.

The proposal provides a variety of lot sizes while balancing residential development with multi-use trails, open space, preserved natural resources, and future development opportunities. Staff finds this approach supports housing diversity, maintains compatibility with surrounding development, and makes efficient use of public infrastructure.

Overall, the Planned Development provides a practical approach to developing the properties by responding to the site's natural constraints, preserving important environmental features, extending public infrastructure efficiently, and creating a connected neighborhood that integrates with future development.

Staff finds the proposed Planned Development provides a better overall site design than a conventional subdivision by responding to the properties' environmental constraints, preserving natural resources, promoting connectivity, and supporting the City's long-term planning goals. Subject to the recommended conditions of approval, the Planned Development is consistent with the intent and purpose of Chapter 16.23 of the Lebanon Development Code.

Transportation and Circulation

The proposed Planned Development has been designed to provide a connected transportation network that supports safe vehicle, pedestrian, and bicycle travel throughout the development and connects to the surrounding street system. The preliminary plans include a network of public arterial, collector, and local streets that distribute traffic throughout the site while providing multiple connections consistent with the City's Transportation System Plan.

Pedestrian connectivity is an important component of the development. The proposal includes sidewalks along public streets, multi-use paths, pedestrian connections, and public access easements that provide access throughout the neighborhood and create opportunities for future connections to adjacent properties. These improvements support the City's goal of providing safe and connected travel options for pedestrians, bicyclists, and motorists.

A Traffic Impact Analysis prepared by Kittelson & Associates evaluated the transportation impacts of the proposed development. The analysis reviewed projected traffic volumes, roadway capacity, intersection operations, and future transportation conditions. The study concludes that the surrounding transportation system, together with the proposed street improvements, can accommodate traffic generated by the development while maintaining acceptable operating conditions. The TIA also concludes that the proposal will not significantly affect the function or capacity of existing or planned transportation facilities.

Public streets, utilities, and stormwater improvements will be designed and constructed in accordance with the Engineering Design Standards. Final street design, intersection improvements, access locations, frontage improvements, and utility construction will be reviewed during the engineering and construction permitting process to ensure compliance with the approved Traffic Impact Analysis, applicable City standards, and the conditions of approval. The proposed street network also preserves opportunities for future roadway, pedestrian, and utility connections to adjacent undeveloped properties, supporting future development and orderly growth within the Urban Growth Boundary.

Portions of the subject properties are located within the Airport Overlay Zone. The proposed subdivision complies with the applicable airport compatibility standards, including residential density limitations and avoidance of residential development within the Runway Protection Zone. Staff finds the proposal remains compatible with operations at the Lebanon State Airport.

Based on the Traffic Impact Analysis, the proposed street network, and compliance with applicable City standards, staff finds the proposed development provides adequate transportation facilities, supports safe multimodal travel, and is consistent with the City's Transportation System Plan, Engineering Design Standards, and applicable provisions of the Lebanon Development Code.

Utilities and Public Services

The proposed development will be served by public water, sanitary sewer, and storm drainage. Public utility infrastructure will be extended throughout the development in accordance with the Engineering Design Standards. Detailed engineering plans will be reviewed and approved by the Development Services Department through the City's engineering and construction permitting process prior to installation.

As part of the application review, Development Services Engineering evaluated the proposed utility layout and the ability to extend public infrastructure throughout the site. The proposed utility extensions are consistent with the City's adopted utility master plans and are designed to support planned growth within the Urban Growth Boundary. Final utility sizing, alignment, and construction details will be reviewed and approved during the engineering plan review process.

During the public review process, questions were raised regarding the City's ability to serve additional residential growth with its existing water and wastewater infrastructure. Staff reviewed these concerns with the Public Works Department, which is responsible for the operation and maintenance of the City's utility systems. Based on the City's current system capacity, adopted utility master plans, and the planned public improvements associated with this development, staff finds that adequate water and wastewater capacity exists to serve the proposed development.

Each phase of the subdivision shall construct, or otherwise secure, the public improvements necessary to adequately serve that phase prior to final plat approval or recording for that phase, in accordance with City requirements. Public improvements shall be completed and accepted by the City or otherwise authorized by the City, before vertical construction, occupancy, or issuance of certificates of occupancy, as applicable and required by City standards. This ensures that utilities, fire protection, streets, and other public services are available as development occurs.

The Lebanon Fire District reviewed the proposal and will continue to review detailed engineering and building plans to ensure compliance with the Oregon Fire Code, including fire flow requirements, hydrant spacing, emergency access, and apparatus access roads.

Staff finds that adequate public facilities and services are available or will be provided by the developer to serve the proposed Planned Development. Subject to compliance with the recommended conditions of approval, the City's engineering standards, and the Engineering Design Standards, the proposal is consistent with the Lebanon Development Code and the City's adopted utility master plans.

Environmental Considerations

The subject properties contain several environmentally sensitive features that influenced the overall design of the proposed Planned Development. These include wetlands, Oak Creek, associated riparian corridors, portions of the FEMA 100-year floodplain, and areas regulated by the Floodplain Overlay Zone and Riparian Protection Overlay Zone. Rather than treating these resources as constraints on development, the subdivision was designed around them by incorporating wetlands, riparian areas, and floodplains into open space tracts and preservation areas, while limiting crossings to those necessary for streets and utilities.

A wetland delineation was prepared for the subject properties and approved by the Oregon Department of State Lands. The delineation identified approximately 15.23 acres of wetlands, including Oak Creek and associated drainage features. The subdivision layout preserves substantial wetland, riparian, and floodplain resources by incorporating them into dedicated tract areas and open-space corridors.

The U.S. Army Corps of Engineers completed an Approved Jurisdictional Determination identifying Oak Creek and Wetland 8 as Waters of the United States subject to federal jurisdiction. While the remaining wetlands are not federally regulated under the current Clean Water Act guidance, they remain subject to Oregon's Removal-Fill Law and other applicable state regulations.

The proposed development has been designed to avoid and minimize impacts to wetlands, floodplain areas, and riparian resources wherever practical. Development is concentrated within the most suitable portions of the site while preserving significant natural resource areas. Where impacts cannot be avoided, the applicant will be required to obtain all applicable permits and approvals from the Oregon Department of State Lands, the U.S. Army Corps of Engineers, and other regulatory agencies before construction begins. Compliance with permit conditions, including any required mitigation measures, will be verified during the engineering plan review.

Portions of the subject properties are also located within the Floodplain Overlay Zone. Any future development within these areas must comply with Chapter 16.11 of the Lebanon Development Code and all applicable floodplain management requirements. Development adjacent to Oak Creek must also comply with the Riparian Protection Overlay standards intended to protect water quality, stream functions, and habitat.

The applicant also submitted an Endangered Species Act (ESA) habitat assessment, which concluded that no federally listed species or designated critical habitat were identified within the development area. Should future federal permitting create additional ESA requirements, the applicant will be responsible for obtaining any necessary approvals.

Staff finds that the proposed Planned Development appropriately addresses the environmental constraints on the properties by preserving wetlands, riparian corridors, and floodplain areas while concentrating development in the most suitable locations. Subject to compliance with the recommended conditions of approval and all applicable local, state, and federal permits, the proposal is consistent with the Lebanon Development Code, Statewide Planning Goal 5, and other applicable environmental regulations.

Phasing and Future Review

The applicant proposes to construct Emerald Crossing in multiple phases over several years. Phasing allows public infrastructure, including streets, water, sanitary sewer, storm drainage, multi-use trails, and other public improvements, to be constructed as development occurs while allowing the project to respond to market demand.

The Planned Development establishes the overall framework for the project, including the street network, lot layout, open space, environmental preservation areas, utility corridors, and one large commercial or multifamily development parcel. Future phases shall implement this framework through phased construction of public improvements and development consistent with the approved Planned Development and Preliminary Subdivision Plat.

The applicant has requested that the Preliminary Planned Development and Preliminary Subdivision Plat approvals remain valid for a period of ten (10) years, consistent with ORS 92.040 and the Lebanon Development Code. Staff finds that, given the size of the development, the anticipated phased construction, and the substantial public infrastructure improvements, a ten-year approval period is appropriate and supports the orderly implementation of the project.

Pursuant to LDC 16.23.050, the Planning Commission shall designate the review process for future phases of the Planned Development. The available options include:

Option 1: Ministerial Review by the Planning Official

Option 2: Administrative Review by the Planning Official

Option 3: Planning Commission review through a subsequent public hearing

Staff recommends designation of Option 2 – Administrative Review by the Planning Official because it provides the appropriate level of oversight for a development of this size while allowing future phases that remain in substantial conformance with the approved Planned Development, Preliminary Subdivision Plat, Conditions of Approval, and applicable provisions of the Lebanon Development Code to proceed efficiently. The purpose of the Administrative Review is to verify the implementation of the approved development framework and applicable conditions, rather than to reconsider issues resolved through this approval.

If a future phase proposes changes that are not in substantial conformance with the approved Planned Development or exceed the scope of Administrative Review authorized by the Lebanon Development Code, the application shall be processed under the applicable review procedures. The Planning Official also retains the authority to refer an application to the Planning Commission when appropriate.

IV. RECOMMENDATION

Based on the findings contained in this report and the attached Draft Order, staff recommends approval of the following applications subject to the Conditions of Approval contained in the Draft Order:

- Comprehensive Plan Map Amendment (CPMA-26-01)
- Zone Map Amendment (ZMA-26-01)
- Planned Development (PD-26-02)
- Preliminary Subdivision Plat (S-26-03)

Staff further recommends that the Planning Commission designate Option 2 – Administrative Review by the Planning Official, pursuant to LDC 16.23.050, for review of future phases of the Planned Development.

V. PLANNING COMMISSION ACTION

Staff has provided the Planning Commission with several options, each accompanied by an appropriate motion.

1. Approve the application, adopting the draft order as presented.

I move that the Planning Commission approve applications for Comprehensive Plan Map Amendment (CPMA-26-01), Zone Map Amendment (ZMA-26-01), Planned Development (PD-26-02), and Preliminary Subdivision Plat (S-26-03) and adopt the Draft Order as presented by staff.

2. Approve the application, adopting modifications to the draft order.

I move that the Planning Commission approve applications for Comprehensive Plan Map Amendment (CPMA-26-01), Zone Map Amendment (ZMA-26-01), Planned Development (PD-26-02), and Preliminary Subdivision Plat (S-26-03) and adopt the Draft Order with the following modifications:

3. Continue the hearing until August 19, 2026.

I move that the Planning Commission continue the public hearing on applications Comprehensive Plan Map Amendment (CPMA-26-01), Zone Map Amendment (ZMA-26-01), Planned Development (PD-26-02), and Preliminary Subdivision Plat (S-26-03) to August 19, 2026.

4. Close the hearing but keep the record open for submission of written testimony.

I move that the Planning Commission close the public hearing on applications Comprehensive Plan Map Amendment (CPMA-26-01), Zone Map Amendment (ZMA-26-01), Planned Development (PD-26-02), and Preliminary Subdivision Plat (S-26-03) and leave the written record open for submission of additional testimony until August 18, 2026.

5. Close the hearing and record, and continue deliberation to the next meeting.

I move that the Planning Commission close the public hearing and written record on applications Comprehensive Plan Map Amendment (CPMA-26-01), Zone Map Amendment (ZMA-26-01), Planned Development (PD-26-02), and Preliminary Subdivision Plat (S-26-03) and continue deliberations to the August 19, 2026 Planning Commission meeting.

6. Deny the application, directing staff to modify the draft order.

I move that the Planning Commission deny applications for Comprehensive Plan Map Amendment (CPMA-26-01), Zone Map Amendment (ZMA-26-01), Planned Development (PD-26-02), and Preliminary Subdivision Plat (S-26-03) and direct staff to prepare a Final Order reflecting the Commission's findings.

BEFORE THE LEBANON PLANNING COMMISSION

In the matter of the)
 Application of)
 Stoltz Hill MJC LLC ET AL)

CPMA-26-01, ZMA-26-01
 PD-26-02, S-26-03

ORDER OF APPROVAL**I. NATURE OF APPLICATION**

The applicant requests approval of a Comprehensive Plan Map Amendment (CPMA-26-01), Zone Map Amendment (ZMA-26-01), Planned Development (PD-26-02), and Preliminary Subdivision Plat (S-26-03) for the proposed Emerald Crossing development on approximately 57.12 acres located west of Stoltz Hill Road and north of Oak Creek.

The applications collectively establish the land use framework for Emerald Crossing, a master-planned mixed-use neighborhood consisting of approximately 284 residential lots, one large commercial or multifamily development parcel, one parcel designated for open storage, public streets, pedestrian facilities, utilities, open space tracts, multi-use paths, stormwater facilities, environmental preservation areas, and associated public infrastructure.

The Comprehensive Plan Map Amendment and Zone Map Amendment establish a unified land use designation and zoning district for the properties. The Planned Development provides the overall design framework, while the Preliminary Subdivision Plat implements that framework through the proposed lot layout, street system, utility corridors, open space tracts, and public improvements. Together, the applications establish the planning framework necessary for orderly urban development of the site.

II. PUBLIC HEARING

A public hearing was held before the Lebanon Planning Commission on July 15, 2026. The Planning Commission reviewed Planning Files CPMA-26-01, ZMA-26-01, PD-26-02, and S-26-03, including the staff report, application materials, supporting technical studies, agency comments, and testimony submitted into the record.

III. FINDINGS OF FACT**A. GENERAL FINDINGS**

1. The applicant and property owner are Stoltz Hill MJC, LLC, ET AL.
2. The subject properties are identified as Linn County Tax Assessor Map 12S 02W 16, Tax Lots 2300 and 2305.
3. The subject properties consist of two tax lots, approximately 57.12 acres.
4. The properties are designated Residential Mixed Density (C-RM) and Industrial (C-IND) on the Lebanon Comprehensive Plan Map and are zoned Residential Mixed Density (Z-RM) and Industrial (Z-IND).
5. The surrounding area consists of existing residential neighborhoods, undeveloped land designated for future urban development, natural resource areas associated with Oak Creek, and public infrastructure planned to serve future growth within the Urban Growth Boundary.
6. The proposal includes amendments to the Comprehensive Plan Map and Zoning Map, a

Planned Development, and a Preliminary Subdivision Plat to allow development of approximately 284 residential lots, one large commercial or multifamily development parcel, one parcel designated for open storage, public streets, utilities, multi-use paths, open space tracts, stormwater facilities, and associated infrastructure.

7. The Planning Commission finds that the four applications are interdependent and must be considered together, as approval of each establishes an essential component of the overall development framework.
8. The proposal is intended to implement the City's adopted long-range planning objectives by expanding housing opportunities, extending public infrastructure, providing an interconnected transportation network, preserving significant natural resources, and supporting orderly urban growth within the Lebanon Urban Growth Boundary.

B. EXISTING CONDITIONS

The subject properties are presently undeveloped and contain numerous natural features that significantly influence the placement and design of future development.

The properties contain wetlands, Oak Creek, riparian corridors, portions of the FEMA 100-year floodplain, existing drainage features, and varying topography. Collectively, these features create environmental constraints that limit the areas suitable for urban development.

A wetland delineation approved by the Oregon Department of State Lands identified approximately 15.23 acres of jurisdictional wetlands on the properties. In addition, the United States Army Corps of Engineers completed an Approved Jurisdictional Determination identifying Oak Creek and Wetland 8 as federally regulated waters. Although not all wetlands on the properties are federally regulated, they remain subject to Oregon's Removal-Fill Law and other applicable state regulations.

The properties are also subject to the Floodplain Overlay Zone and Riparian Protection Overlay Zone established by the Lebanon Development Code. These overlay districts regulate development adjacent to Oak Creek and within identified flood hazard areas. Compliance with these standards, together with all applicable state and federal permitting requirements, will occur through subsequent engineering review and permitting processes.

C. PROPOSAL

The applicant requests approval of a Comprehensive Plan Map Amendment, a Zone Map Amendment, a Planned Development, and a Preliminary Subdivision Plat to establish Emerald Crossing as a master-planned mixed-use residential neighborhood.

The Comprehensive Plan Map Amendment proposes redesignation of the properties from Residential Mixed Density (C-RM) and Industrial (C-IND) to Mixed Use (C-MU). The corresponding Zone Map Amendment proposes rezoning the properties from Residential Mixed Density (Z-RM) and Industrial (Z-IND) to Mixed Use (Z-MU), creating a single zoning designation across the development.

The Planned Development establishes the conceptual framework for approximately 284 residential lots, together with one large commercial or multifamily development parcel and one parcel designated for open storage. The proposal also establishes numerous tracts intended for wetlands, riparian preservation, stormwater management, open space, pedestrian facilities, and future public infrastructure.

The subdivision is designed around the site's natural constraints by concentrating development within the most suitable portions of the properties while preserving wetlands, Oak Creek, riparian corridors, and floodplain areas within permanent open space tracts. This

design approach minimizes impacts to environmentally sensitive resources while providing opportunities for future mitigation where impacts cannot reasonably be avoided.

The proposal establishes an interconnected transportation system comprising collector and local streets, sidewalks, multi-use paths, pedestrian easements, and future roadway connections, intended to connect the subdivision to adjacent properties and to the City's planned transportation network.

Public improvements, including streets, water, sanitary sewer, storm drainage, multi-use paths, and other infrastructure, will be constructed in phases consistent with City standards and subject to detailed engineering review prior to construction.

The Planned Development also requests flexibility in selected development standards, including residential lot size, lot width, setbacks, and related design standards, as authorized under Chapter 16.23 of the Lebanon Development Code. The Planning Commission finds that these modifications are intended to respond to site-specific environmental constraints while achieving a more efficient, coordinated, and interconnected development pattern than would be possible under a conventional subdivision design.

D. AGENCY COMMENTS

The following agencies were notified of the proposal: Build Lebanon Paths, Consumers Power, NW Natural, Pacific Power, Peak Internet, Republic Services, Oregon Pilots Association, Oregon Department of Aviation, Santiam-Albany Canal, Grand Prairie Water District, Linn County Assessor, Planning, Road and Surveyor Departments, Oregon Department of Transportation, Lebanon Fire District, Lebanon Building and Engineering, Lebanon Community School District, Lebanon Planning Commission and the Lebanon Chamber of Commerce. No written agency comments were received prior to the public hearing.

E. PUBLIC COMMENTS

The City provided public notice of the applications in accordance with the Lebanon Development Code and applicable State law. Following the initial public notice, the City received two written comments opposing the proposed development. Following the subsequent public notice for the July 15, 2026, Planning Commission public hearing, the City received one additional written comment in support of the proposed development. The Planning Commission considered all written comments submitted as part of the record. While the comments expressed both support for and opposition to the proposed development, they did not identify any information demonstrating that the application failed to satisfy the applicable approval criteria.

F. ANALYSIS

The applicant requests approval of a Comprehensive Plan Map Amendment, a Zone Map Amendment, a Planned Development, and a Preliminary Subdivision Plat. The Planning Commission must determine whether each application satisfies the applicable approval criteria contained in the Lebanon Development Code and other applicable local and state regulations.

The Comprehensive Plan Map Amendment and Zone Map Amendment establish the land use framework necessary to implement the proposed development. The Planned Development establishes the overall design framework by providing flexibility to respond to the site's environmental constraints while creating an integrated neighborhood that preserves significant natural resources, provides an interconnected transportation network, and supports the efficient extension of public infrastructure. The Preliminary Subdivision Plat implements that framework through the proposed lot layout, street system, utility corridors, open space tracts, and other public improvements.

The Planning Commission further finds that the subject properties are capable of being served by public water, sanitary sewer, storm drainage, transportation facilities, and other public infrastructure through planned extensions consistent with the City's adopted Water Master Plan, Wastewater Master Plan, Storm Drainage Master Plan, Transportation System Plan, and Engineering Design Standards. The adequacy of public facilities and infrastructure will be verified through subsequent engineering review and phased development in accordance with this Order and the Lebanon Development Code.

The Planning Commission has reviewed the entire record, including the staff report, application materials, supporting technical studies, agency comments, and public testimony. Based on the evidence in the record and the findings contained herein, the Planning Commission finds that the proposal complies, or can be made to comply through the Conditions of Approval, with the applicable provisions of the Lebanon Comprehensive Plan, the Lebanon Development Code, the Transportation System Plan, the City's adopted master plans, the Engineering Design Standards, and other applicable local, state, and federal regulations.

The following findings evaluate each application against the applicable approval criteria and establish the basis for the Planning Commission's decision.

G. APPROVAL CRITERIA

A. *Comprehensive Plan Map Amendment (CPMA-26-01)*

The Planning Commission reviewed the application pursuant to Section 16.27 of the Lebanon Development Code, together with the applicable goals and policies of the Lebanon Comprehensive Plan.

- Consistency with the applicable goals and policies of the Lebanon Comprehensive Plan;
- Consistency with the Statewide Planning Goals;
- Whether the proposed amendment promotes orderly and efficient urban development;
- Whether adequate public facilities and services are available, or can be made available, to serve the proposed land use; and
- Whether the proposed amendment is in the public interest.

FINDINGS:

The applicant proposes to amend the Comprehensive Plan Map designation of the subject properties from Residential Mixed Density (C-RM) and Industrial (C-IND) to Mixed Use (C-MU). The amendment establishes a single Comprehensive Plan designation across the site, providing a unified land use framework for implementation of the Planned Development and Preliminary Subdivision.

The Planning Commission finds the subject properties are located within the Lebanon Urban Growth Boundary, are designated for urban development, and are adjacent to existing residential development, planned transportation facilities, and public utilities capable of serving urban uses. The proposed amendment supports the logical and orderly expansion of the City's urban development pattern while providing opportunities for residential, neighborhood-serving commercial, and mixed-use development.

The Planning Commission further finds that the proposed Mixed Use designation better reflects the physical characteristics of the site, the surrounding development pattern, environmental constraints, and the site's long-term development potential than the existing split Residential Mixed Density and Industrial designations. The amendment establishes a unified planning

framework that supports coordinated development of the site while providing flexibility for a mix of residential, neighborhood-serving commercial, and mixed-use development.

The Planning Commission further finds that redesignation of the portion of the site currently designated Industrial to Mixed Use is consistent with the City's adopted Economic Opportunity Analysis and does not adversely affect the City's inventory of employment land. The proposed Mixed Use designation continues to accommodate commercial and employment-generating uses while supporting the City's identified housing needs.

The proposed amendment supports the applicable goals and policies of the Lebanon Comprehensive Plan by expanding housing opportunities within the Urban Growth Boundary, encouraging the efficient use and extension of public infrastructure, preserving significant natural resources, and promoting an interconnected transportation network consistent with the City's adopted long-range planning objectives.

The Planning Commission further finds the proposed Comprehensive Plan Map Amendment is consistent with the applicable Statewide Planning Goals. The properties are located within the acknowledged Urban Growth Boundary and are planned for urban development consistent with Goal 14 (Urbanization). The proposal preserves significant wetlands, riparian corridors, and floodplain resources consistent with Goal 5 (Natural Resources); expands housing opportunities consistent with Goal 10 (Housing); provides for the orderly extension of public facilities and services consistent with Goal 11; and implements the City's Transportation System Plan through an interconnected street and pedestrian network consistent with Goal 12 (Transportation). The public notice and hearing process satisfied the citizen involvement requirements of Goal 1.

Based upon the evidence contained in the record, the Planning Commission finds the proposed Comprehensive Plan Map Amendment is consistent with the applicable goals and policies of the Lebanon Comprehensive Plan, the applicable Statewide Planning Goals, promotes orderly and efficient urban development, provides for adequate public facilities and services, and serves the public interest. Therefore, the Planning Commission concludes that the applicable approval criteria for the Comprehensive Plan Map Amendment have been satisfied.

B. Zone Map Amendment (ZMA-26-01)

The Planning Commission reviewed the application pursuant to Section 16.27 of the Lebanon Development Code, together with the applicable goals and policies of the Lebanon Comprehensive Plan.

- Consistency with the Comprehensive Plan;
- Compatibility with surrounding land uses;
- Suitability of the properties for the proposed zoning district;
- Adequacy of public facilities and services; and
- Compliance with applicable provisions of the Lebanon Development Code.

FINDINGS:

The applicant requests to rezone the subject properties from Residential Mixed Density (Z-RM) and Industrial (Z-IND) to Mixed Use (Z-MU). The proposed zoning corresponds with the requested Comprehensive Plan Map Amendment and establishes a single zoning district for the overall Planned Development.

The Planning Commission finds the Mixed Use zoning district is appropriate for the subject properties because it provides flexibility to accommodate a range of residential and neighborhood-serving commercial uses while supporting the coordinated design objectives of the Planned Development. The proposed zoning allows development to respond to the site's environmental constraints while maintaining compatibility with surrounding residential development and planned urban growth.

The Planning Commission further finds that the subject properties are physically suitable for urban development. Although portions of the site contain wetlands, Oak Creek, riparian corridors, and floodplain areas, the Planned Development concentrates development within the most suitable portions of the properties while preserving environmentally sensitive areas through dedicated open space tracts and natural resource corridors.

The proposed zoning establishes an orderly transition between existing residential neighborhoods, the large commercial or multifamily development parcel, and preserved natural resource areas. The mixed-use parcel located near Stoltz Hill Road provides an opportunity for future neighborhood-serving commercial, residential, or mixed-use development while creating an appropriate transition at the primary entrance to the development.

The Planning Commission further finds the proposed zoning is supported by adequate public facilities and services, which will be extended and constructed in phases consistent with the City's adopted master plans, Engineering Design Standards, and the Conditions of Approval contained herein.

Based upon the evidence contained in the record, the Planning Commission finds the proposed Zone Map Amendment is consistent with the Lebanon Comprehensive Plan, compatible with surrounding land uses, suitable for the subject properties, supported by adequate public facilities and services, and consistent with the applicable provisions of the Lebanon Development Code. Therefore, the Planning Commission concludes that the applicable approval criteria for the Zone Map Amendment have been satisfied.

C. PLANNED DEVELOPMENT (PD-26-02)

The applicable approval criteria are contained in Chapter 16.23 of the Lebanon Development Code.

1. Minimum Site Size (LDC 16.23.020(B)(1))

FINDINGS:

The subject properties consist of approximately 57.12 acres, substantially exceeding the minimum site size requirement of one (1) acre. The Planning Commission finds that the properties are sufficiently large to accommodate a coordinated Planned Development that incorporates residential neighborhoods and one large commercial or multifamily development parcel, public infrastructure, and open space tracts. Therefore, this criterion is met.

2. Compliance with Applicable Criteria (LDC 16.23.020(B)(2))

FINDINGS:

The Planning Commission finds that the Planned Development has been designed as an integrated development that preserves significant natural features while providing a coordinated system of residential lots, public streets, utility infrastructure, stormwater facilities, open space, and pedestrian connections. The subdivision layout clusters development outside wetlands, riparian corridors, and floodplain areas to the greatest extent practicable while preserving these resources within dedicated tracts for long-term protection and maintenance.

The Planning Commission further finds that portions of the subject properties are located within the Airport Overlay Zone. The proposed development has been designed to comply with the applicable airport compatibility standards by locating residential development consistent with the applicable residential density limitations, avoiding residential development within the Runway Protection Zone, and utilizing tract areas within the overlay for open space, stormwater management, and other compatible uses. Accordingly, the Planning Commission finds the proposal remains compatible with the continued operation of the Lebanon State Airport.

The Planning Commission finds that the requested Planned Development modifications provide flexibility in lot layout and development standards while achieving a superior overall design that

preserves natural resources, provides an interconnected transportation network, supports a variety of housing opportunities, and fulfills the purpose and intent of the Planned Development provisions of the Lebanon Development Code. Therefore, this criterion is met.

3. Depth of Periphery Yards (LDC 16.23.020(B)(3))

FINDINGS:

Periphery yards adjacent to surrounding properties must be at least equal to those required by the underlying zoning district unless the Planning Commission finds the proposed development provides an equivalent or superior design.

The Planning Commission finds the proposed Planned Development incorporates substantial open space tracts, preserved wetlands, riparian corridors, roadway corridors, landscaping, and environmental preservation areas along portions of the development perimeter. These areas create separation between future development and adjacent properties while preserving natural resources and providing visual buffering.

Individual building setbacks will be reviewed during subsequent development review to ensure compliance with the approved Planned Development and applicable development standards.

The Planning Commission finds that the overall site design provides equal or greater protection than would be achieved by applying conventional perimeter yard standards. Therefore, this criterion is met.

4. Lot Coverage and Building Height (LDC 16.23.020(B)(4))

FINDINGS:

Modifications to lot coverage and building height standards may be approved within a Planned Development when appropriate.

The proposal includes modifications to selected residential development standards, including lot size, lot width, setbacks, and building height for portions of the development. These modifications are intended to allow development to respond to environmental constraints while preserving larger contiguous areas of open space and natural resources.

The Planning Commission finds these modifications are appropriate because they support the overall objectives of the Planned Development by concentrating development within the most suitable portions of the site while preserving wetlands, riparian corridors, and floodplain areas. The proposed modifications do not alter the neighborhood's overall residential character and remain compatible with surrounding development.

Individual structures will continue to be reviewed during the building permit process to ensure compliance with the approved Planned Development, applicable building codes, and all other development standards. Therefore, this criterion is met.

5. Open Space (LDC 16.23.020(B)(5))

FINDINGS:

The proposal preserves extensive areas of wetlands, Oak Creek, riparian corridors, floodplain, and stormwater facilities within dedicated open space tracts. Pedestrian pathways, multi-use paths, and landscaped areas provide internal pedestrian connectivity while supporting long-term preservation of natural resources.

The Planning Commission finds the proposed open space network exceeds the intent of the Planned Development standards by integrating environmental preservation, stormwater management, and pedestrian connectivity. Rather than treating open space as isolated remnants, the proposal incorporates these areas into a coordinated system that enhances the overall function and character of the development.

The Planning Commission further finds that the proposed open space supports the overall design of the Planned Development, protects environmentally sensitive resources, supports the long-term preservation of significant natural features, and supports compliance with the Airport Overlay Zone. Therefore, this criterion is met.

6. Subdivision Lot Sizes (LDC 16.23.020(B)(6))

FINDINGS:

The proposed subdivision includes a range of residential lot sizes intended to accommodate different housing types while responding to site constraints. Smaller residential lots are concentrated within the portions of the site most suitable for development, allowing larger tracts of wetlands, floodplain, and open space to remain undisturbed.

The Planning Commission finds that the variety of lot sizes contributes to housing diversity, efficient use of public infrastructure, and preservation of significant environmental resources. The overall lot pattern achieves a more coordinated and efficient development than would be possible through strict application of conventional subdivision standards.

The proposed lot dimensions are consistent with the approved Planned Development and applicable provisions of the Lebanon Development Code. Therefore, this criterion is met.

7. Required Phasing (LDC 16.23.020(B)(7))

FINDINGS:

The applicant proposes to develop Emerald Crossing in multiple phases. Public improvements, including streets, water, sanitary sewer, storm drainage, multi-use paths, utilities, and other infrastructure, will be constructed as necessary to serve each phase of development.

No phase may proceed until the infrastructure necessary to serve that phase has been constructed or otherwise secured in accordance with City requirements. Each phase will be reviewed to ensure substantial conformance with the approved Planned Development, Preliminary Subdivision Plat, Conditions of Approval, and applicable engineering standards.

The Planning Commission finds that phased development provides an orderly method for implementing the project, while ensuring public facilities keep pace with development and maintaining flexibility for orderly implementation of future phases consistent with the approved Planned Development. Therefore, this criterion is met.

D. FUTURE REVIEW PROCESS (LDC 16.23.050)

FINDINGS:

The Planning Commission finds that the Planned Development establishes the overall development framework for Emerald Crossing. Detailed engineering, public improvements, landscaping, architecture, utility design, and construction plans will be reviewed during subsequent phases of development.

The Planning Commission further finds that Option 2 – Administrative Review by the Planning Official provides the appropriate level of oversight for phased implementation. Administrative Review is intended to verify that each future phase remains in substantial conformance with the approved Planned Development, Preliminary Subdivision Plat, this Order of Approval, and applicable provisions of the Lebanon Development Code. Any modification that is not in substantial conformance with the approved Planned Development, including significant changes to the overall site layout, circulation system, development intensity, open space configuration, or other major design elements, shall be reviewed in accordance with LDC 16.23.040.

E. PRELIMINARY SUBDIVISION PLAT (LDC 16.22)

The applicable approval criteria are contained in Chapter 16.22 of the Lebanon Development Code, which governs Preliminary Subdivision Plats.

1. General Compliance

FINDINGS:

The applicant requests approval of a Preliminary Subdivision Plat creating approximately 284 residential lots, one large commercial or multifamily development parcel, one parcel designated for open storage, public streets, utility corridors, open space tracts, stormwater facilities, and associated public improvements.

The Planning Commission finds that the Preliminary Subdivision Plat implements the approved Comprehensive Plan Map Amendment, Zone Map Amendment, and Planned Development by establishing the general layout of lots, streets, utility corridors, public improvements, and open space tracts. Detailed engineering and construction plans will be reviewed through subsequent public improvement permitting and final plat review.

The Planning Commission further finds the proposed subdivision promotes orderly urban development by extending public infrastructure, creating interconnected neighborhoods, preserving significant natural resources, and providing opportunities for future connections to adjoining properties. Therefore, this criterion is met.

2. Streets, Access, and Connectivity

FINDINGS:

The proposed subdivision establishes an interconnected street network comprising arterial, collector, and local streets, designed in accordance with the City's Transportation System Plan and Engineering Design Standards.

Primary access is provided from Stoltz Hill Road through an internal collector street serving the development. Local streets distribute traffic throughout the subdivision while preserving opportunities for future roadway and pedestrian connections to adjoining undeveloped properties, avoiding the creation of isolated neighborhoods, and supporting the City's long-range transportation planning objectives.

The subdivision also includes sidewalks, pedestrian pathways, multi-use paths, and public access easements that provide safe pedestrian circulation throughout the development and support future connections to neighboring properties and the City's planned transportation network.

A Traffic Impact Analysis prepared for the project identifies the transportation improvements necessary to mitigate projected traffic impacts. It demonstrates that, with the implementation of the recommended improvements, the surrounding transportation system will continue to operate at acceptable levels of service. Future phases shall implement transportation improvements identified through the approved Traffic Impact Analysis and any supplemental Traffic Impact Analyses or updated traffic evaluations required and approved by the City.

The Planning Commission finds the proposed transportation system provides safe and efficient access for vehicles, pedestrians, bicycles, emergency responders, and public services and is consistent with applicable City standards. Therefore, this criterion is met.

3. Utilities and Public Improvements

FINDINGS:

The proposed subdivision will be served by public water, sanitary sewer, storm drainage, and other municipal utilities designed and constructed in accordance with the City of Lebanon Engineering Design Standards.

Public infrastructure will be extended throughout the subdivision in phases consistent with the City's adopted master plans and the approved Preliminary Subdivision Plat. Detailed engineering plans for each phase shall be reviewed and approved by the City prior to construction to ensure compliance with the City's Engineering Design Standards, applicable master plans, and the Conditions of Approval contained in this Order.

Each phase of development shall construct, or otherwise secure, the public improvements necessary to adequately serve that phase prior to final plat approval or recording for that phase, in accordance with City requirements. Public improvements shall be completed and accepted by the City, or otherwise authorized by the City, before vertical construction, occupancy, or issuance of certificates of occupancy, as applicable and required by City standards.

The Planning Commission finds that adequate public facilities and services are available, or can be made available through the phased construction of required public improvements, to serve the proposed subdivision. Therefore, this criterion is met.

4. Natural Resources and Open Space

FINDINGS:

The subdivision has been designed to preserve significant environmental resources, including wetlands, Oak Creek, riparian corridors, floodplain areas, and associated natural features.

Rather than maximizing development across the site, the subdivision concentrates residential development in the most suitable areas while preserving wetlands, riparian corridors, floodplain areas, stormwater facilities, and other environmental resources within dedicated tracts. The Planning Commission finds the subdivision has been designed to avoid impacts where practicable, minimize unavoidable impacts through site design and clustering of development, and require compliance with all applicable local, state, and federal permitting requirements for any remaining impacts.

The Planning Commission finds the subdivision appropriately balances urban development with preservation of environmentally sensitive resources and is consistent with applicable provisions of the Lebanon Development Code and Statewide Planning Goal 5. Therefore, this criterion is met.

5. Lot Layout and Neighborhood Design

FINDINGS:

The preliminary plat establishes a range of residential lot sizes and configurations that provide housing diversity while responding to the site's physical characteristics.

The Planning Commission finds that the lot layout efficiently utilizes developable land, supports orderly extension of infrastructure, preserves environmentally sensitive areas, and creates a connected neighborhood through an integrated system of streets, sidewalks, open space, and pedestrian facilities.

The proposed mixed-use development parcel located near Stoltz Hill Road provides an opportunity for future neighborhood-serving commercial, residential, or mixed-use development while creating an appropriate transition between the public roadway and residential portions of the subdivision.

The subdivision is compatible with surrounding development and supports the City's adopted long-range planning objectives for orderly urban growth. Therefore, this criterion is met.

6. Phased Development

FINDINGS:

The applicant proposes to construct the subdivision in multiple phases.

The Planning Commission finds that phased construction is appropriate due to the size and complexity of the development and that it allows public infrastructure to be constructed in an orderly manner as development progresses.

The applicant has requested that the Preliminary Subdivision Plat remain valid for a period of ten (10) years pursuant to ORS 92.040(3). Given the size of the development, the anticipated phased construction schedule, and the substantial public infrastructure improvements required, the Planning Commission finds that a ten-year preliminary plat approval period is appropriate.

Each phase shall remain in substantial conformance with the approved Preliminary Subdivision Plat, Planned Development, this Order of Approval, and applicable City standards. Final plats for each phase shall demonstrate compliance with all applicable requirements of the Lebanon Development Code prior to recording.

The Planning Commission finds that phased development will ensure the orderly construction of public improvements while maintaining adequate public services throughout the subdivision's implementation. Therefore, this criterion is met.

F. OVERALL FINDING

The Planning Commission finds that the Preliminary Subdivision Plat implements the coordinated planning framework established through the approved Comprehensive Plan Map Amendment, Zone Map Amendment, and Planned Development. The proposed subdivision establishes an orderly pattern of urban development through the coordinated layout of residential lots, streets, public improvements, utility corridors, open space tracts, and environmental preservation areas while providing for the phased extension of public infrastructure.

The Planning Commission further finds that the subdivision provides for adequate public facilities, safe and efficient transportation access, protection of significant natural resources, and orderly implementation of the approved Planned Development in accordance with the Lebanon Comprehensive Plan, Transportation System Plan, Engineering Design Standards, and applicable provisions of the Lebanon Development Code.

The Planning Commission concludes that Preliminary Subdivision Plat S-26-03 satisfies the applicable approval criteria of Chapter 16.22 of the Lebanon Development Code.

IV. CONCLUSION

Based upon the findings contained herein and the evidence in the record, the Planning Commission concludes that the proposed Comprehensive Plan Map Amendment (CPMA-26-01), Zone Map Amendment (ZMA-26-01), Planned Development (PD-26-02), and Preliminary Subdivision Plat (S-26-03) satisfy the applicable approval criteria of the Lebanon Comprehensive Plan, the Lebanon Development Code, and other applicable local and state regulations.

The Planning Commission further concludes that the proposed amendments establish an appropriate land use framework for the subject properties, that the Planned Development provides a coordinated and efficient site design responsive to the site's natural constraints, and that the Preliminary Subdivision Plat provides for the orderly extension of public infrastructure, preservation of significant natural resources, and creation of a connected residential neighborhood.

The Planning Commission further finds that the Comprehensive Plan Map Amendment establishes the long-range land use designation for the properties; the Zone Map Amendment implements that designation through zoning; the Planned Development establishes the coordinated design framework; and the Preliminary Subdivision Plat implements that framework through the proposed lot, street, utility, and open space layout. Together, the four applications establish a comprehensive planning framework that supports orderly urban development while preserving significant natural resources and ensuring adequate public facilities.

Subject to the Conditions of Approval contained herein, the Planning Commission finds that the applications comply with all applicable approval criteria of the Lebanon Development Code and therefore approves the requested applications.

V. ORDER

Based upon the Findings of Fact and Conclusions contained herein, the Lebanon Planning Commission hereby RECOMMENDS APPROVAL of the following applications:

- Comprehensive Plan Map Amendment (CPMA-26-01)
- Zone Map Amendment (ZMA-26-01)

And contingent upon effective approval of the above applications by the City Council, the Lebanon Planning Commission hereby APPROVES the following applications:

- Planned Development (PD-26-02)
- Preliminary Subdivision Plat (S-26-03)

The above approvals are subject to the Conditions of Approval contained in this Order. The Planning Commission finds the Conditions of Approval are necessary to ensure continued compliance with the Lebanon Development Code, the Comprehensive Plan, applicable engineering standards, and all other applicable local, state, and federal regulations. The Conditions of Approval shall be binding upon the applicant and all successors in interest.

CONDITIONS OF APPROVAL

Development Services

1. The Preliminary Planned Development and Preliminary Subdivision Plat approvals shall remain valid for a period of ten (10) years from the effective date of the final City decision approving all applications necessary to authorize the development, unless extended or modified in accordance with the Lebanon Development Code and applicable state law. Development may occur in phases, provided each phase remains in substantial conformance with the approved Planned Development, Preliminary Subdivision Plat, this Order, and the applicable Conditions of Approval.
2. A deed restriction, or other recorded instrument approved by the City that provides equivalent notice to future property owners, shall be recorded for all phases of the development to notify future property owners of the proximity to the existing racetrack and the potential for associated noise and other operational impacts.
3. Future phases of the Planned Development that remain in substantial conformance with the approved Planned Development, Preliminary Subdivision Plat, this Order of Approval, and applicable provisions of the Lebanon Development Code shall be reviewed through an Administrative Review application. Administrative Review is intended to verify substantial conformance with the approved development framework and implementation of the applicable Conditions of Approval.
4. Any modification not in substantial conformance with the approved Planned Development, Preliminary Subdivision Plat, this Order of Approval, and applicable provisions of the Lebanon Development Code shall be processed through the applicable review procedures established by the Lebanon Development Code.
5. All fencing shall be installed in compliance with the Lebanon Development Code and shall meet all applicable sight-distance and clear-vision requirements.
6. A final subdivision plat for each phase, prepared by a professional land surveyor registered in the State of Oregon, shall be submitted to the City for review and approval in accordance with ORS Chapter 92, the Lebanon Development Code, the approved

Preliminary Subdivision Plat, and this Order of Approval.

7. All permits and approvals required by applicable local, state, and federal agencies, including but not limited to the Department of State Lands (DSL), Oregon Department of Environmental Quality (DEQ), and the U.S. Army Corps of Engineers, shall be obtained prior to issuance of City permits for the applicable phase of development.
8. A homeowners' association (HOA) or other legally enforceable property owners' association or maintenance entity, subject to approval by the Development Services Director, shall be established and recorded prior to final plat recording for the applicable phase. The association or maintenance entity shall own, operate, and maintain all private tracts, open space, wetlands, landscaping, pedestrian facilities, private stormwater facilities, drainage facilities, and other private improvements not accepted by the City. Maintenance responsibilities shall be identified in the recorded CC&Rs or other approved maintenance documents. The City of Lebanon shall not accept ownership or maintenance responsibility for privately owned improvements unless specifically approved by the City.
9. All public improvements shall conform to the current Engineering Design Standards.
10. A Drawing Review Application and Public Improvements Permit shall be approved prior to construction of any public improvements for each phase of the Planned Development.
11. All public improvements shall be designed by a professional engineer registered in the State of Oregon.
12. All elevations shown on engineering plans submitted to the City shall reference the NAVD 88 vertical datum to ensure compatibility with the City's mapping system.
13. A geotechnical investigation shall be completed for each phase of development. All recommendations contained within the geotechnical report shall be incorporated into the design and construction of the project, including minimum pavement sections for both dry and wet weather construction conditions.
14. Development shall substantially conform to the approved Traffic Impact Analysis prepared by Kittelson & Associates, dated June 22, 2026. Transportation improvements identified in the approved Traffic Impact Analysis shall be incorporated into the design and construction of each phase of development, as applicable. Supplemental Traffic Impact Analyses or updated traffic evaluations may be required by the City as development progresses or when warranted by changes to the approved development, applicable City standards, or other circumstances affecting transportation impacts.
15. Street trees shall be installed in accordance with the City of Lebanon Street Tree Policy.
16. Street lighting shall be installed in accordance with City standards.
17. Sidewalks, curb ramps, pedestrian pathways, and driveway approaches shall comply with all applicable Americans with Disabilities Act (ADA) requirements.
18. Shared driveways shall be subject to recorded reciprocal access and maintenance easements.
19. Written approval of mailbox and/or cluster box unit (CBU) locations shall be obtained from the United States Postal Service.
20. Written approval of refuse and recycling container locations and access shall be obtained from Republic Services.
21. Engineering reports and supporting hydraulic calculations shall be submitted demonstrating that all proposed public water system improvements, including water main extensions, are adequately sized to meet the projected domestic and fire flow demands of the development in accordance with the City of Lebanon Standards for Public Improvements.
22. Existing on-site wells shall be identified on the engineering plans. Wells proposed for abandonment shall be abandoned in accordance with applicable State and Linn County

- regulations prior to connection to the public water system.
23. The number and location of fire hydrants required to serve each phase shall be approved by the Lebanon Fire Marshal during engineering review. Hydrants required to serve each phase shall be operational and accepted by the City prior to vertical construction or the storage of combustible construction materials within that phase, unless otherwise approved by the Lebanon Fire Marshal.
 24. Existing on-site septic systems shall be identified on the engineering plans. Any septic systems proposed for abandonment shall be abandoned in accordance with applicable City and Linn County regulations.
 25. Verification of coverage under the DEQ 1200-C Construction Stormwater Permit shall be provided prior to commencement of construction for each phase of development.
 26. Verification of all applicable wetland delineation approvals and wetland fill permits issued by the Department of State Lands and/or the U.S. Army Corps of Engineers shall be provided prior to commencement of construction for each applicable phase of development.
 27. The drainage system and grading plan shall be designed so as not to adversely impact drainage to or from adjacent properties. Storm drainage facilities shall be designed and constructed to ensure that historical rates of site discharge are not exceeded. Storm drain capacity shall be determined using the Rational Method for a 10-year storm event with a minimum 15-minute duration utilizing the design curve (Figure 5.3) contained in the City of Lebanon Storm Drainage Master Plan. A detailed design, including supporting engineering calculations, shall be submitted as part of the Drawing Review process.
 28. A grading plan identifying existing and proposed elevations shall be submitted with the engineering plans. Drainage improvements necessary to prevent adverse impacts to adjacent properties shall be incorporated into the design, together with all supporting engineering calculations.

Lebanon Fire District

1. Plans shall be submitted for review and approval by the Lebanon Fire Marshal demonstrating compliance with the Oregon Fire Code and local amendments. Lebanon Fire Marshal approval shall be obtained prior to issuance of building permits.

This Order of Approval appears only as a matter of record.

APPROVED BY A ____ VOTE OF THE LEBANON PLANNING COMMISSION ON July 15, 2026.

DATED at Lebanon, Oregon, this 15th day of July 2026.

SIGNED:

-
- Lory Gerig-Knurowski, Planning Commission Chair
 - Don Robertson, Planning Commission Vice Chair

ATTEST:

Shana Olson, Development Services Director

Date: 06/29/2026

To: City of Lebanon, Lebanon Planning Commission, Lebanon City Council

From: 4 L Ventures LLC, Kyle Latimer

RE: Letter of Support for Conser/Emerald Crossing – CPMA-26-01; ZMA-26-01; PD-26-02; and S-26-03

Dear Planning Commissioners and City Councilors:

We, as a neighboring property owner, are submitting this letter in support of the Conser / Emerald Crossing applications, including CPMA-26-01, ZMA-26-01, PD-26-02, and S-26-03.

We support the proposal because it provides a complete and coordinated plan for a large property that will eventually develop as part of Lebanon's urban area. Rather than leaving the timing, layout, access, drainage, and infrastructure improvements uncertain, the applications allow the City to review the full development pattern and apply conditions through the Comprehensive Plan Map Amendment, Zone Map Amendment, Planned Development, and Subdivision processes.

From a neighboring property owner's perspective, the proposed Planned Development provides greater certainty about how the site will develop and relate to surrounding properties.

The proposed project demonstrates how the streets, pedestrian connections, lot patterns, rear yard areas, utility extensions, stormwater facilities, open space tracts, and natural resource areas will fit together as part of one coordinated plan. This is important for compatibility with existing neighboring properties.

We also support the proposal because it addresses several matters that affect nearby properties, including circulation, public improvements, drainage, wetlands, riparian areas, floodplain areas, and open space. Reviewing these issues together through the Planned Development and Subdivision applications helps ensure that development occurs in an orderly manner and that needed improvements are planned before construction occurs.

For these reasons, we support the Conser/Emerald Crossing applications and believe the proposal is consistent with the applicable review criteria related to orderly urban development, compatibility, access, circulation, infrastructure, open space, drainage, and natural resource protection.

Regards,



4 L Ventures, LLC
Kyle Latimer
Lebanon, OR

Tammy Dickey

From: John Bonnett <johnbonnett@live.com>
Sent: Friday, May 1, 2026 7:58 PM
To: Development Services
Subject: Planning Case #CPMA-20-01 Opposition

Caution! This message was sent from outside your organization.

I am a 30 year transportation planning professional who lives in the area of the proposed development. I am in strict opposition to this planned project as it does not address the road infrastructure in this area, primarily Airport Rd and Stoltz Hill Rd. which are not designed to handle the heavy traffic volume this project will bring. Major road improvements will need to be done to all roads leading to this development prior to the completion to avoid congestion and an increase to traffic crash fatalities and serious injuries.

John Bonnett

Tammy Dickey

From: Levi Reese <levireese2003@gmail.com>
Sent: Thursday, April 30, 2026 6:22 PM
To: Development Services
Subject: CPMA-26-01, ZMA-26-01, PD-26-02, S-26-03

Caution! This message was sent from outside your organization.

Hello, I'm writing regarding the new development hearing. I am countless locals I know are against putting this in right next to the race track. The people that move there will complain about the racing noise even though they moved in next to a race track. I'm against the idea. But at the very least I'd hope they are required to sign an agreement that they can't complain about the racing we all love, after they moved in by the race track we all know and love. It's one of our favorite things about Lebanon.

Thank you

Sincerely,
Levi Reese



NOTICE OF PUBLIC HEARING

LEBANON PLANNING COMMISSION

NOTICE IS HEREBY GIVEN that a public hearing will be held before the Lebanon Planning Commission on **July 15, 2026, at 6:00 p.m.** in the Library Community Room located at 55 Academy Street, to afford the public an opportunity to be heard and give testimony concerning the following matter:

Planning Case No.:	CPMA-26-01, ZMA-26-01, PD-26-02, S-26-03
Applicant:	Stoltz Hill MJC LLC / Conser Emerald Crossing
Location:	Stoltz Hill & Walker Roads
Map & Tax Lot No.:	12S02W16 02300 & 2305
Request:	Comprehensive Plan and Zone Map Amendments, Planned Development and Subdivision
Decision Criteria:	Lebanon Development Code Chapters: 16.06, 16.20, 16.22, 16.23 & 16.27

Request: The applicant is requesting to change the Comprehensive Plan Map Designation from Residential (C-RM) and Industrial (C-IND) to Mixed Use (C-MU) and the Zoning Map Designation from Residential Mixed Density (Z-RM) and Industrial (Z-IND) to Mixed Use (Z-MU) on the above-mentioned properties. The applicant is also requesting a Planned Development and a 284-lot Subdivision.

Providing Comments: The city will be accepting public comments on this item in several ways to afford the public an opportunity to give testimony on the subject matter. Written and verbal testimony will be accepted upon issuance of this notice, **until 5:00 p.m. on Tuesday, July 14, 2026.** Written testimony may be emailed to development@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. *Persons who desire to access the Zoom meeting to give oral testimony regarding a Public Hearing can contact the development@lebanonoregon.gov by noon prior to the meeting so that staff can provide instructions.*



The public is invited to either participate in person at the Library Community Room or watch the meeting virtually on **July 15, 2026, at** <https://www.youtube.com/user/CityofLebanonOR/videos>.

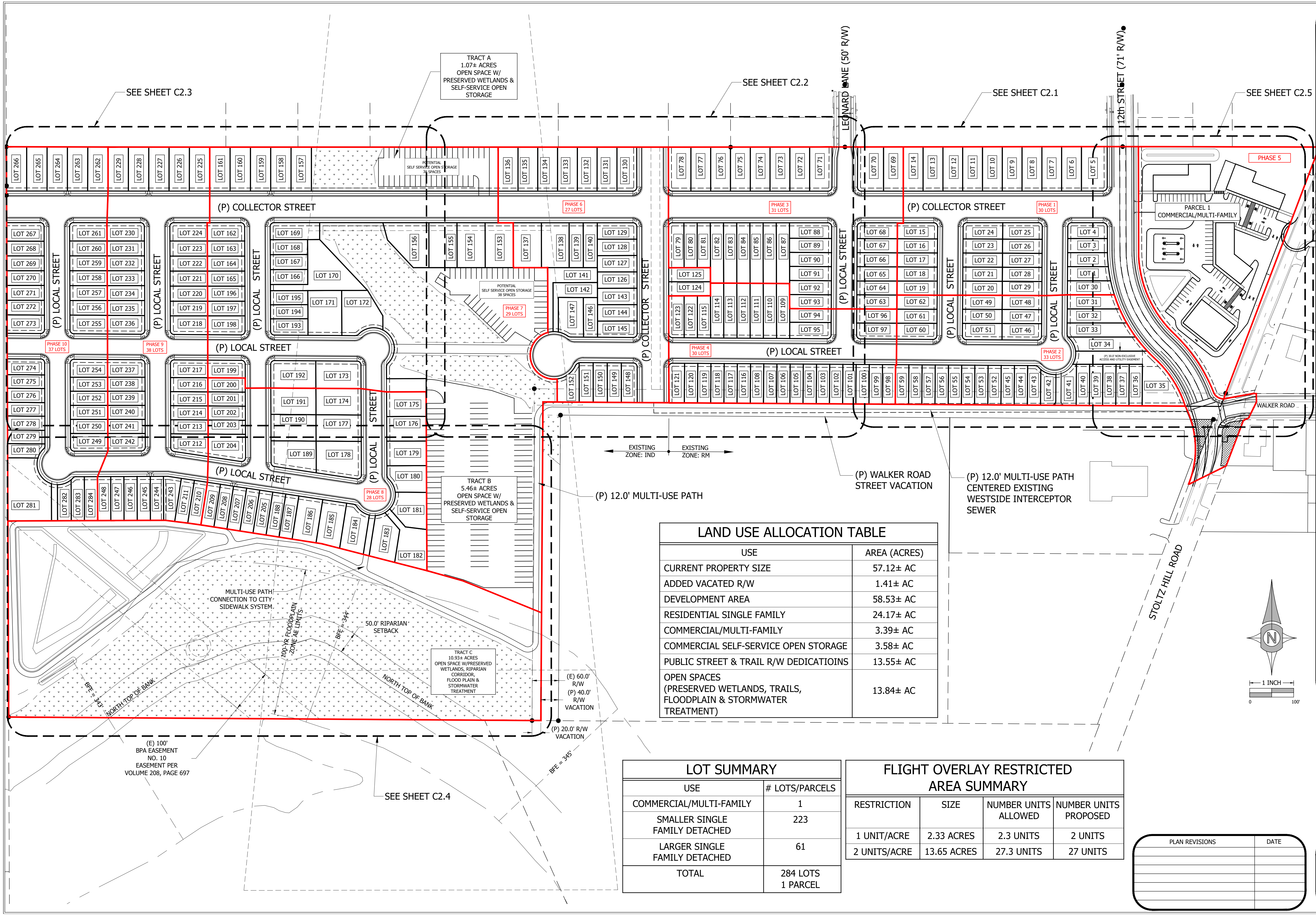
The agenda and application materials will be available for review on the City's website at <https://www.lebanonoregon.gov/meetings> seven days prior to the hearing.

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 closing 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 Development Services Department, 925 Main Street; phone 541-258-4906; email development@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.



LAND USE ALLOCATION TABLE	
USE	AREA (ACRES)
CURRENT PROPERTY SIZE	57.12± AC
ADDED VACATED R/W	1.41± AC
DEVELOPMENT AREA	58.53± AC
RESIDENTIAL SINGLE FAMILY	24.17± AC
COMMERCIAL/MULTI-FAMILY	3.39± AC
COMMERCIAL SELF-SERVICE OPEN STORAGE	3.58± AC
PUBLIC STREET & TRAIL R/W DEDICATIONS	13.55± AC
OPEN SPACES (PRESERVED WETLANDS, TRAILS, FLOODPLAIN & STORMWATER TREATMENT)	13.84± AC

LOT SUMMARY	
USE	# LOTS/PARCELS
COMMERCIAL/MULTI-FAMILY	1
SMALLER SINGLE FAMILY DETACHED	223
LARGER SINGLE FAMILY DETACHED	61
TOTAL	284 LOTS 1 PARCEL

FLIGHT OVERLAY RESTRICTED AREA SUMMARY			
RESTRICTION	SIZE	NUMBER UNITS ALLOWED	NUMBER UNITS PROPOSED
1 UNIT/ACRE	2.33 ACRES	2.3 UNITS	2 UNITS
2 UNITS/ACRE	13.65 ACRES	27.3 UNITS	27 UNITS



CLIENT:
STOLTZ HILL LLC, LLC
1010 AIRPORT ROAD SE
ALBANY, OREGON
(541) 791-9310

UDELL ENGINEERING
AND
LAND SURVEYING, LLC
63 EAST ASH ST.
LEBANON, OREGON 97255
(541) 451-5125 PH.
(541) 451-1366 FAX

OVERALL TENTATIVE PLAT
PLANNED DEVELOPMENT/
TENTATIVE SUBDIVISION
EMERALD CROSSING
MAP 12S-2W-16 TAX LOTS 2300 & 2305
LEBANON, OREGON

DATE:
APRIL 28, 2026
PROJECT:
24-098 CONSER STOLTZ HILL
DRAWN BY:
MLM
CHECKED BY:
BSV

THIS MAP WAS
PREPARED FOR
PLANNING
PURPOSES ONLY

Sheet
C2.0

SCALE: SEE BARSCALE

June 24, 2026

Project# 24995.20

To: Shana Olson and Kolson Shanks
City of Lebanon
925 Main Street
Lebanon, OR 97355

From: Matt Hughart, Chris Brehmer, PE, and Robert Olney

RE: Emerald Crossing – Traffic Impact Study



RENEWS: 12/31/27

SUMMARY

The Conser Group is proposing the development of a new master planned residential neighborhood on the western edge of the City of Lebanon, Oregon, herein referred to as the Emerald Crossing development. This report presents a Traffic Impact Study supporting a proposed land use amendment for a portion of the development site that requires a zone change and a development-specific traffic/circulation analysis to support the formal residential master plan.

The following findings inform study recommendations:

- The City plans to design and construct a 12th Street extension from south of Kees Street to Walker Road/Stoltz Hill Road, a new connection and realignment of 12th Street to Stoltz Hill Road, and signalization of the Airport Road/12th Street intersection.
 - With these City-led projects in place, the study intersections are forecast to satisfy City of Lebanon operating standards during the weekday AM and PM peak hours under existing and future traffic conditions.
- No additional capacity-based mitigation needs were identified at the study intersections to support the Emerald Crossing development.

The following recommendations are identified for implementation in conjunction with site development, subject to City approval:

- The city-led 12th Street extension, the connection and realignment of 12th Street to Stoltz Hill Road, and signalization of the Airport Road/12th Street intersection projects should all be completed and open to public traffic before issuance of final plat or building permits for Emerald Crossing.
- At the proposed Collector Street intersection with 12th Street, it is recommended that the future eastbound and westbound approaches to 12th Street be stop controlled in accordance with City standards and the *Manual on Uniform Traffic Control Devices* (MUTCD).
- To confirm adequate sight lines at the Collector Street intersection with 12th Street, it is recommended that a final sight distance evaluation be performed post construction and prior to site occupancy.

Regardless of Emerald Crossing development, it is recommended that the City of Lebanon do the following:

- As opportunities allow, work with local property owners to obtain right-of-way (either through right-of-way dedication from redevelopment opportunities or right-of-way purchases) and continue to plan for the extension of Airway Road south of Airport Road. This Transportation System Plan identified project will provide additional north-south connectivity to the Emerald Crossing project and reduce future traffic demand at the Airport Road/12th Street intersection.
- As part of potential future property redevelopment, monitor opportunities to construct a separate eastbound right-turn lane at the Airport Road/12th Street intersection.

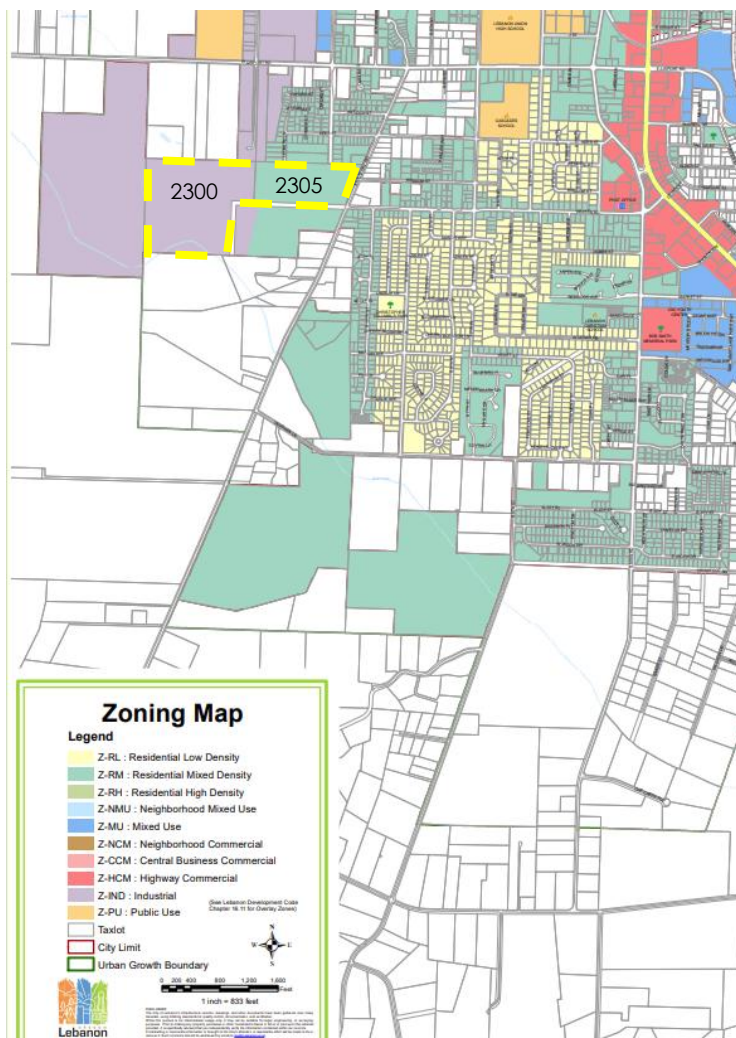
Additional details are provided herein.

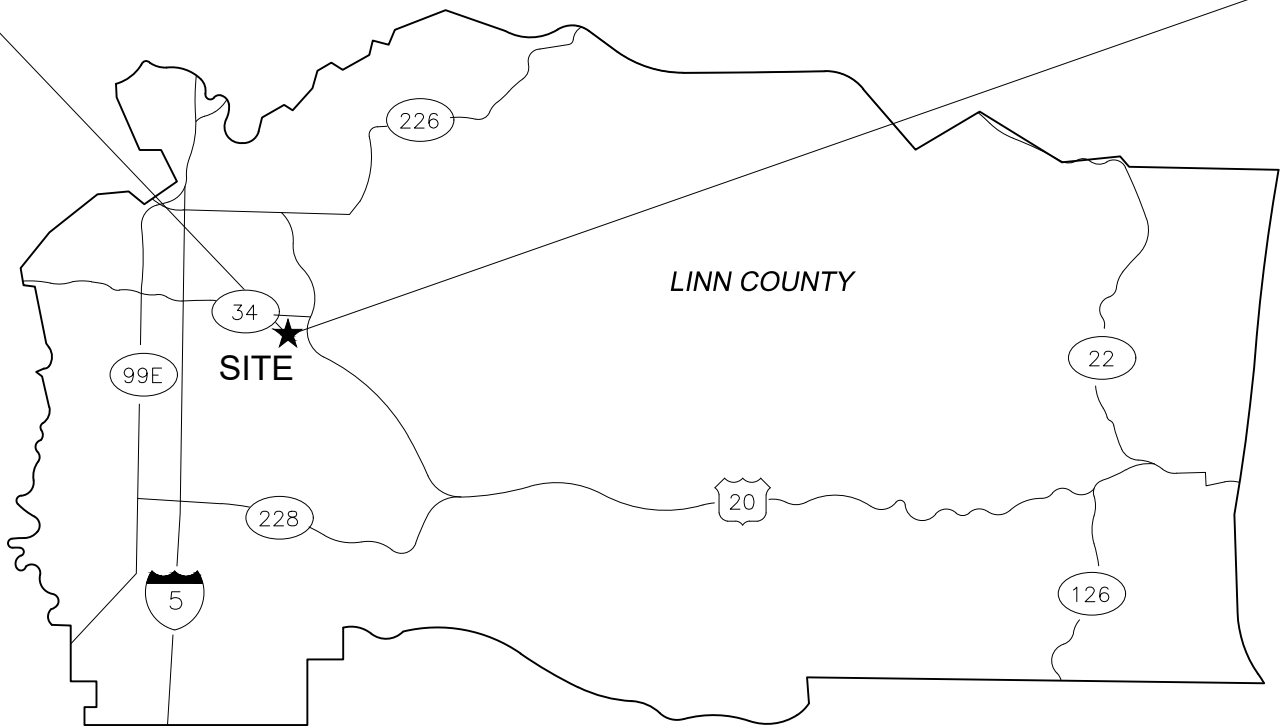
INTRODUCTION

Located at the western edge of Lebanon, the 57-acre site consists of Tax Lots 2300 and 2305 on Map 12S02W16 (See Exhibit 1). Tax Lot 2305 is zoned Residential Mixed Density (RM) while Tax Lot 2300 is zoned Industrial (IND). To support the proposed mixed-use development plan, the applicant proposes both a Comprehensive Plan Map Amendment to redesignate both Tax Lot 2300 and Tax Lot 2305 from RM and IND to MU – as well as a Zone Map Amendment to rezone the property from RM and IND zoning designations to MU zoning designation. The site vicinity is shown in Figure 1.

Modifications to existing zoning designations must be shown to meet the applicable criteria in Oregon Administrative Rule 660-012-0060, also known as the Transportation Planning Rule (TPR). Per the TPR, an analysis of whether the zone change has the potential to significantly affect a transportation facility must be conducted. The following report addresses the TPR requirements and the specific transportation-related impacts of the proposed residential master plan.

Exhibit 1 – Study Area (Yellow Dashed Line) Existing Zoning





Site Vicinity Map
Lebanon, Oregon

Figure
1

SCOPE OF THE REPORT

This analysis identifies the transportation-related impacts associated with the proposed Comprehensive Plan and Zoning Map Amendment as well as the subsequent master planned development. The study was prepared in accordance with scoping direction from City of Lebanon staff as well as the City of Lebanon Traffic Impact Study requirements.

COMPREHENSIVE PLAN AND ZONE MAP AMENDMENT

- Existing land use and transportation system conditions within the site vicinity;
- Review of regional traffic growth and planned transportation improvements identified in the City of Lebanon Transportation System Plan (TSP);
- Site trip generation estimates for reasonable worst-case development scenarios under the current and proposed study area zoning; and
- Assessment of zone change compliance with the TPR (OAR Section 660-12-060)

CONSER MASTER PLANNED RESIDENTIAL SUBDIVISION

- Subdivision buildout horizon year 2036 background traffic conditions during the weekday AM and PM peak periods, considering background growth and planned transportation improvements;
- Trip generation and distribution estimates for the proposed master planned development;
- Forecast year 2036 total traffic conditions during the weekday AM and PM peak period with build-out of the master planned development; and
- Development-specific mitigation recommendations.

Study intersections were identified in collaboration with City staff and a review of local and regional transportation infrastructure that could potentially be impacted by the rezone and subsequent residential development. Although proximate to the site, the Airport Road/Stoltz Hill Road intersection was excluded from the list of study intersections given the recent traffic control improvements (turn lane additions and signalization) at the intersection and anticipated limited development-related impacts.

The five study intersections identified were:

1. Stoltz Hill Road/Walker Road
2. Stoltz Hill Road/Kees Street
3. Stoltz Hill Road/Antioch Street
4. Airport Road/12th Street
5. 12th Street/Future Collector Street

Analysis Methodology

All operational analyses described in this report were performed in accordance with the procedures stated in the *Highway Capacity Manual (HCM)*. The 7th Edition of the *HCM* was used to assess study intersection operations during the peak 15 minutes of the peak hour. The peak hour factor (PHF) was derived from the existing raw manual turning movement counts and applied uniformly over each scenario. The operations analysis presented in this report was completed using PTV Vistro 2026 analysis software.

City of Lebanon Mobility Standards

The City of Lebanon has adopted the following mobility standards for all city-owned/maintained intersections.

- **Signalized, All-way Stop, or Roundabout Controlled Intersections:** The intersection as a whole must operate with a Level of Service (LOS) "E" or better and a volume to capacity (v/c) ratio not higher than 1.00 during the highest one-hour period on an average weekday (typically, but not always the evening peak period between 4 PM and 6 PM during the spring or fall).
- **Two-way Stop and Yield Controlled Intersections:** All intersection approaches during the highest one-hour period on an average weekday (typically, but not always the evening peak period between 4 PM and 6 PM during the spring or fall) shall operate with a v/c ratio not greater than 0.90.

EXISTING CONDITIONS

This section summarizes the existing characteristics of the transportation system and adjacent land uses in the vicinity of the proposed development, including an inventory of the existing multimodal transportation facilities and options, a summary of recent crash history, and an evaluation of existing intersection operations for motor vehicles at the study intersections.

Site Conditions and Adjacent Land Uses

The proposed rezone and Emerald Crossing development site is located at the southwestern corner of the city, west of the Stoltz Hill Road corridor and several blocks south of the Airport Road corridor. The eastern half of the site is zoned (and carries a Comprehensive Plan designation of) Residential Mixed Density, while the western half is zoned (and carries Comprehensive Plan designation of) Industrial. Apartments and residential subdivisions lie immediately north of the site, with undeveloped land and farmland lying to the west and southwest. The Community Bible Church is located adjacent to the southeastern corner of the development site.

Transportation Facilities

Table 1 summarizes the characteristics of roadways within the site vicinity. **Figure 2** illustrates the existing lane configurations and traffic control devices at the study intersections.¹

¹ In reviewing Figure 2, note that the northbound approach at Airport Road/12th Street has a short, flared through-right lane. However, the length of this lane limits its usage to a single vehicle; therefore, this approach was modeled with a single shared left-through-right lane to represent operations on the approach.

Table 1 – Existing Transportation Facilities

Roadway	Functional Classification ¹	Number of Motor Vehicle Lanes	Posted Speed (mph)	Sidewalks Provided?	Striped Bicycle Lanes Provided?	On-Street Parking Allowed?
Airport Road	Minor Arterial	3 lanes	25-35	Partial	Yes	No
12 th Street	Minor Arterial	3 lanes	25-35	Partial	Yes	No
Antioch Street	Local	2 lanes	25	Yes	No	Yes
Kees Street	Local	2 lanes	25	Yes	No	Yes
Walker Road	Collector	2 lanes	25	Yes	Yes	North Side
Stoltz Hill Road	Minor Arterial (south of Walker Road) Collector (north of Walker Road)	2 lanes	35	Partial	No	No

¹ Per the *City of Lebanon Transportation System Plan* (2018).

MULTI-USE FACILITIES

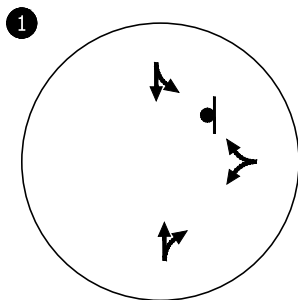
On Stoltz Hill Road, 12th Street, and Airport Road, sidewalks exist in some locations (often only on one side of the street) but are largely discontinuous. There is complete sidewalk system on the west side of 12th Street between the north project site property line and a point approximately 40 feet south of Airport Road. Sidewalks exist on most of the classified Local streets within the immediate vicinity of the development site.

TRANSIT FACILITIES

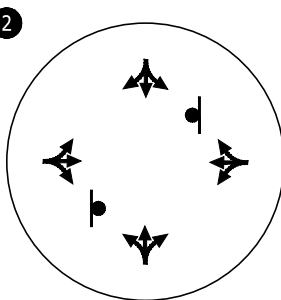
There are no regular transit services in the western portion of the City and the development site is not within a half-mile radius of a regular transit stop. LINX Dial-A-Bus offers curb-to-curb service for the public within city limits. As of now, this service would be available to residents of the proposed Conser Development.



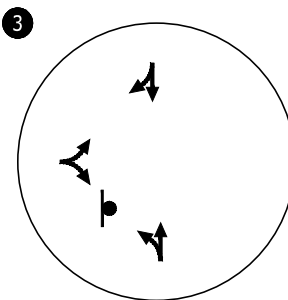
1 Stoltz Hill Road / Walker Road



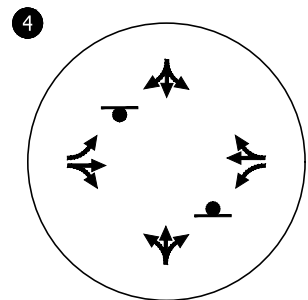
2 Stoltz Hill Road / Kees Street



3 Stoltz Hill Road / Antioch Street



4 Airport Road / 12th Street*



* The northbound approach at Airport Road / 12th Street has a short, flared through-right lane. Because its length severely limits its usage (one vehicle), this approach was modeled as a single lane.

 - STOP SIGN

Existing Lane Configurations
& Traffic Control Devices
Lebanon, Oregon

Figure
2

Intersection Crash History

The ODOT Crash Data System was queried to obtain crash records at the study intersections for the five-year period from January 1, 2020 to December 31, 2024. Table 2 summarizes the crash data (final year 2025 crash data was not available from ODOT at the time this report was prepared). Appendix A provides the ODOT crash report which provides additional detail on the reported crashes.

Table 2 – Reported Crash History (January 1, 2020 – December 31, 2024)

Intersection	Crash Type				Severity			Total Crashes
	Turn	Angle	Read-End	Fixed Object	PDO	Injury	Fatal	
Airport Road/12 th Street	2	10	0	0	3	9	0	12
Stoltz Hill Road/Antioch Street	0	0	0	0	0	0	0	0
Stoltz Hill Road/Kees Street	2	0	0	0	0	2	0	2
Stoltz Hill Road/Walker Road	0	0	1	1	2	0	0	2

PDO = Property Damage Only

Intersection crash rates were calculated and compared to statewide crash rate performance thresholds following the analysis methodology presented in the ODOT *Analysis Procedures Manual (APM)*. Per the APM, intersections with crash rates that exceed the 90th-percentile values shown in APM Exhibit 4-1 or with a crash rate that exceeds its critical crash rate should be flagged for further analysis. For this analysis, the critical crash rate was calculated and compared to the 90th-percentile crash rates for urban stop-controlled intersections with three and four-legged configuration. This is shown in Table 3.

Table 3 – Intersection Crash Rate Assessment

Intersection	Total Crashes	Observed Crash Rate	90 th -Percentile Crash Rate by Lane Type and Traffic Control	Observed Crash Rate >90 th -Percentile Crash Rate?
Airport Road/12 th Street	10	0.48	0.41	Yes
Stoltz Hill Road/Antioch Street	0	0.00	0.41	No
Stoltz Hill Road/Kees Street	2	0.22	0.41	No
Stoltz Hill Road/Walker Road	2	0.22	0.29	No

CRASH DATA SUMMARY

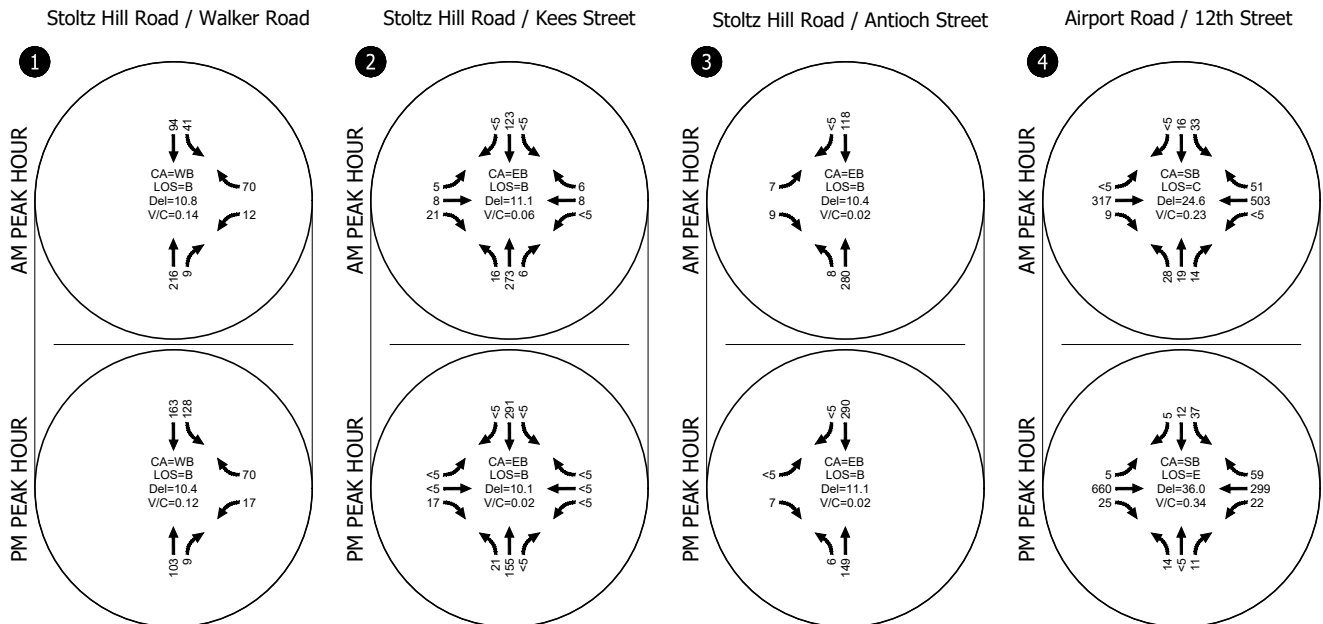
As shown in Table 3, the observed crash rate at the Airport Road/12th Street intersection exceeds the 90th-percentile crash rate for other similar intersections in Oregon. The majority of the reported crashes were angle-type collisions involving either a northbound or southbound vehicle on 12th Street and a westbound or eastbound vehicle on Airport Road. In almost all cases, the northbound or southbound vehicle was reported to not have the right of way. The City of Lebanon plans to add turn lanes to 12th Street and signalize the intersection in conjunction with an extension of 12th Street as discussed later in this report. Given the planned improvements by the City, no additional safety-based mitigation needs were identified.

Existing Traffic Conditions

Vehicle turning movement, pedestrian, and bicycle counts were conducted at the study intersections on January 30, 2025. On this date, local schools were in session and on normal start/stop times; the weather was fair and no nearby roadway construction projects or blockages were noted. System peak hours of 7:05 AM to 8:05 AM and 4:05 PM to 5:05 PM were identified. *Appendix B contains count data summary sheets.*

EXISTING CONDITIONS

Figure 3 summarizes the corresponding traffic volumes and traffic operations during the weekday AM and PM peak hours. As shown, the study intersection operations satisfy applicable City standards during both the AM and PM peak hours under existing traffic conditions. *Appendix C includes the existing conditions volumes and operations analysis worksheets.*



CA = INTERSECTION CRITICAL APPROACH

LOS = CRITICAL APPROACH/MOVEMENT LEVEL OF SERVICE

Del = CRITICAL APPROACH/MOVEMENT CONTROL DELAY

V/C = CRITICAL APPROACH/MOVEMENT VOLUME-TO-CAPACITY RATIO

Existing Traffic Volumes & Operations
AM & PM Peak Hours
Lebanon, Oregon

Figure
3

COMPREHENSIVE PLAN AND ZONING MAP AMENDMENT – TPR ANALYSIS

This section of the report contains a detailed assessment of the long-term traffic impacts without and with the proposed Comprehensive Plan and Zoning Map Amendment for the western half of the site. The analysis of long-term traffic conditions is required by the State's Transportation Planning Rule (TPR) (OAR Section 660-12-0060) because the proposed zone modification would require an amendment to an acknowledged land use regulation and may have the potential to significantly affect a transportation facility.

Two sections of Oregon's TPR apply to amendments to acknowledged land use designations. Per OAR 660-012-0060(1) and (2), the first step in assessing an amendment's potential transportation impact is to compare the vehicular trip generation of the site assuming a "reasonable worst - case" development scenario under the existing and proposed zoning. If the trip generation potential increases under the proposed zoning, additional analysis is required to assess whether the rezone will "significantly affect" the transportation system. Conversely, if the trip generation under the proposed zoning is equal to or less than that under the existing zoning, no additional quantitative analysis is necessary to conclude that the proposal does not "significantly affect" the transportation system. We further note that Table 1, Policy 1F.5 of the Oregon Highway Plan establishes a threshold which says "Any proposed amendment that does not increase the average daily trips by more than 400 is not considered significant."

To test for a significant effect, a targeted trip generation assessment was conducted for reasonable "worst-case" (i.e., most dense) site development scenarios under the current and proposed zoning.

STUDY AREA ZONING SCENARIOS

Two reasonable worst-case (i.e., most dense) development scenarios were identified for the western half of the subject site to compare the traffic impacts under the current and proposed zoning for TPR analysis purposes.

CURRENT ZONING

Approximately 40 acres of the study area proposed to be rezoned is currently zoned Industrial (IND) by the City of Lebanon. For the current zoning scenario, it is assumed that all 40 acres could develop as an industrial use as allowed by the Lebanon Development Code within the 2040 planning horizon. However, there is approximately nine acres of undevelopable land (Oak Creek watershed/wetland area). Discounting this, the remaining 31 acres of land was assumed to develop as a general light industrial use. For this use, a 25% coverage rate was assumed, resulting in approximately 340,000 square feet of general industrial building.

The other portion of the study area proposed to be rezoned is currently zoned Residential Mixed Density (RM). For the current zoning scenario, it is assumed that this land could be developed into 166 units of single-family detached housing (this corresponds to the density proposed by the development plan). Although more units would fit within the parcel, an airport overlay from the nearby airport limits the buildable density within a portion of the parcel.

PROPOSED ZONING

The entire study area is proposed to be rezoned to Mixed Use (MU) to support development of a new master planned residential community and commercial area.

ZONE CHANGE TRIP GENERATION COMPARISON

Trip generation estimates for the two reasonable worst-case zoning development scenarios were derived from empirical observations at other similar developments. These observations are summarized in the *Trip Generation Manual, 12th Edition*, published by the Institute of Transportation Engineers (ITE). Table 4 summarizes the trip generation estimates for the current and proposed development scenarios for the typical weekday as well as the weekday AM and PM peak hours. Fitted equation trip rates were used for the residential homes while average rates were used for the light industrial and retail uses per ITE guidance.

Table 4 – Trip Comparison for Highest Uses Under Current and Proposed Zoning

Land Use	ITE Code	Size	Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Current Zoning									
General Light Industrial	110	340 KSF	1,224	163	140	23	167	40	127
Single-Family Detached	210	166 units	1,605	117	32	85	153	95	58
Current Zoning Total			2,829	280	172	108	320	135	185
Proposed Zoning									
Single-Family Detached	210	284	2,558	196	53	143	251	156	95
Strip Retail Plaza	822	27 KSF	1,369	106	58	48	170	85	85
Retail Pass-By (20%)				(21)	(12)	(10)	(34)	(17)	(17)
Proposed Zoning Total			3,936	270	94	175	382	222	160
Difference			1,107	-10	-78	67	62	87	-25

As shown in Table 4, the proposed Mixed Use zoning is projected to have a higher *daily* trip-making potential, lower *AM peak-hour* trip-making potential, and higher *PM peak-hour* trip-making potential. Accordingly, further capacity analysis is needed to confirm if the transportation system can support the proposed rezone.

YEAR 2040 REZONE INTERSECTION OPERATIONS ANALYSIS

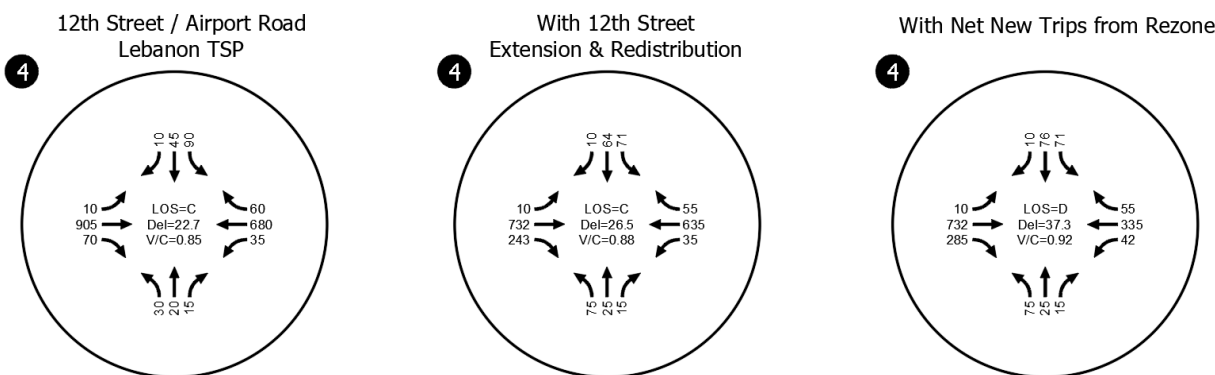
To evaluate the impact of the rezone on the transportation system, year 2040 conditions were assessed at the 12th Street/Airport Road intersection. The Lebanon TSP projected year 2040 PM peak hour volumes at 12th Street/Airport Road and identified the need for intersection control improvements (traffic signal or roundabout). Based on a review of the TSP analysis volumes at the intersection, an extension of 12th Street to Stoltz Hill Road was not previously assumed (nor was a closure of Stoltz Hill Road at Walker Road).

Projected year 2040 conditions were re-assessed assuming trips associated with the proposed rezone as follows:

- The 2040 Lebanon TSP volumes (representative of area buildout under the existing size zoning) were adjusted to reflect the reprioritization of 12th Street as a north-south arterial as envisioned by the TSP.
- The net increase in PM peak hour trips estimated to result from the rezone (shown in Table 4) were assigned to the local street system and added to the project 2040 volumes.
- Future year 2040 weekday PM peak hour operations of the 12th Street/Airport Road intersection were re-evaluated assuming signalization of the intersection along with the addition of a separate left-turn lane and shared through/right lane on the northbound and southbound 12th Street approaches as currently planned by the City.

The intersection was found to continue to operate acceptably per the City mobility standards (LOS D, v/c = 0.92) with the additional trips associated with the rezone, as shown in Figure 4. Appendix D contains the 2040 traffic operations worksheets for these scenarios.

Figure 4. 12th Street/Airport Road Year 2040 Intersection Weekday PM Peak Hour Conditions



COMPLIANCE WITH 660-012-0060 PLAN

Table 5 summarizes the criteria in OAR Section 660-012-0060 and the applicability to the proposed zone change. The relevant portions of the TPR are then reproduced below in italics followed by the response for this project in standard text.

Table 5 - Summary of Criteria in OAR 660-012-0060

Section	Criteria	Applicable?
1	Describes how to determine if a proposed land use action results in a significant effect.	Yes
2	Describes measures for complying with Criteria #1 where a significant effect is determined.	No
3	Describes measures for complying with Criteria #1 and #2 without assuring that the allowed land uses are consistent with the function, capacity and performance standards of the facility.	No
4	Determinations under Criteria #1, #2, and #3 are coordinated with other local agencies.	Yes
5	Indicates that the presence of a transportation facility shall not be the basis for an exception to allow development on rural lands.	No
6	Indicates that local agencies should credit developments that provide a reduction in trips.	No
7	Outlines requirements for a local street plan, access management plan, or future street plan.	No
8	Defines a mixed-use, pedestrian-friendly neighborhood.	No
9	A significant effect may not occur if the rezone is identified on the City's Comprehensive Plan and assumed in the adopted Transportation System Plan.	No
10	Agencies may consider measures other than vehicular capacity if within an identified multimodal mixed-use area (MMA).	No
11	Allows agencies to override the finding of a significant effect if the application meets the balancing test.	No

(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:

(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

Response: No changes to the City's functional street classification designations or standards as defined in the *City of Lebanon TSP* are warranted by the change in zone, and the adjacent facilities are appropriate for the proposed zone. These street classifications are reflective of the overall current and proposed Comprehensive Plan designation. Therefore, no significant effect will result from the zone change as defined in OAR 660-012-0060(1)(a).

(b) Change standards implementing a functional classification system; or

Response: The zone change would not change the standards for implementing the functional classification systems identified in the *City of Lebanon TSP*. These standards are reflective of the current and proposed Comprehensive Plan designation. Therefore, no significant effect occurs as defined in OAR 660-012-0060(1)(b).

(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection. If a local government is evaluating a performance standard based on projected levels of motor vehicle traffic, then the results must be based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.

(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or

(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.

Response: As documented above, the 12th Street/Airport Road intersection is projected to continue to satisfy the City's mobility standards under the reasonable worst case development scenario. For this reason, we conclude that the rezone results in travel levels that are consistent with the City TSP designations and plans and does not degrade the performance of the transportation system as planned for in the TSP.

(4) Determinations under sections (1)–(3) of this rule shall be coordinated with affected transportation facility and service providers and other affected local governments.

Response: There are no Linn County or ODOT facilities in the site vicinity that require further coordination.

TRANSPORTATION ASSESSMENT

The Emerald Crossing project is planned to be built out in multiple phases, with construction on Phase 1 commencing in 2027. This transportation impact analysis identifies how the study intersections will operate in the year 2036 when the full development is anticipated to be complete and occupied.

Future Transportation Improvements

The following two capital improvement projects are being planned by the City of Lebanon and are expected to be complete in 2027.

12TH STREET REALIGNMENT

As identified in the Lebanon TSP, the 12th Street and Stoltz Hill Road corridors are planned to be realigned together to create a continuous north-south arterial on the west side of the City. To implement this planned improvement, the City will be constructing a three-lane extension of 12th Street from its current southerly terminus to Stoltz Hill Road. At the intersection of Stoltz Hill Road, 12th Street and Stoltz Hill Road will be aligned to create a continuous north-south transition between the two roadways. This alignment will disconnect the existing north leg of Stoltz Hill Road in a new cul-de-sac configuration at Wassam Street. The west end of Walker Road will be extended and stop controlled at the new 12th Street/Stoltz Hill Road corridor alignment in conjunction with the realignment project.

AIRPORT ROAD/12TH STREET SIGNALIZATION

To address the future traffic demands that are anticipated by the previously noted 12th Street extension and realignment project, the Airport Road/12th Street intersection is being planned for signalization. The signalization project will include widening of the north and south legs of 12th Street to arterial standards creating separate left-turn lanes and shared through/right-turn lanes.

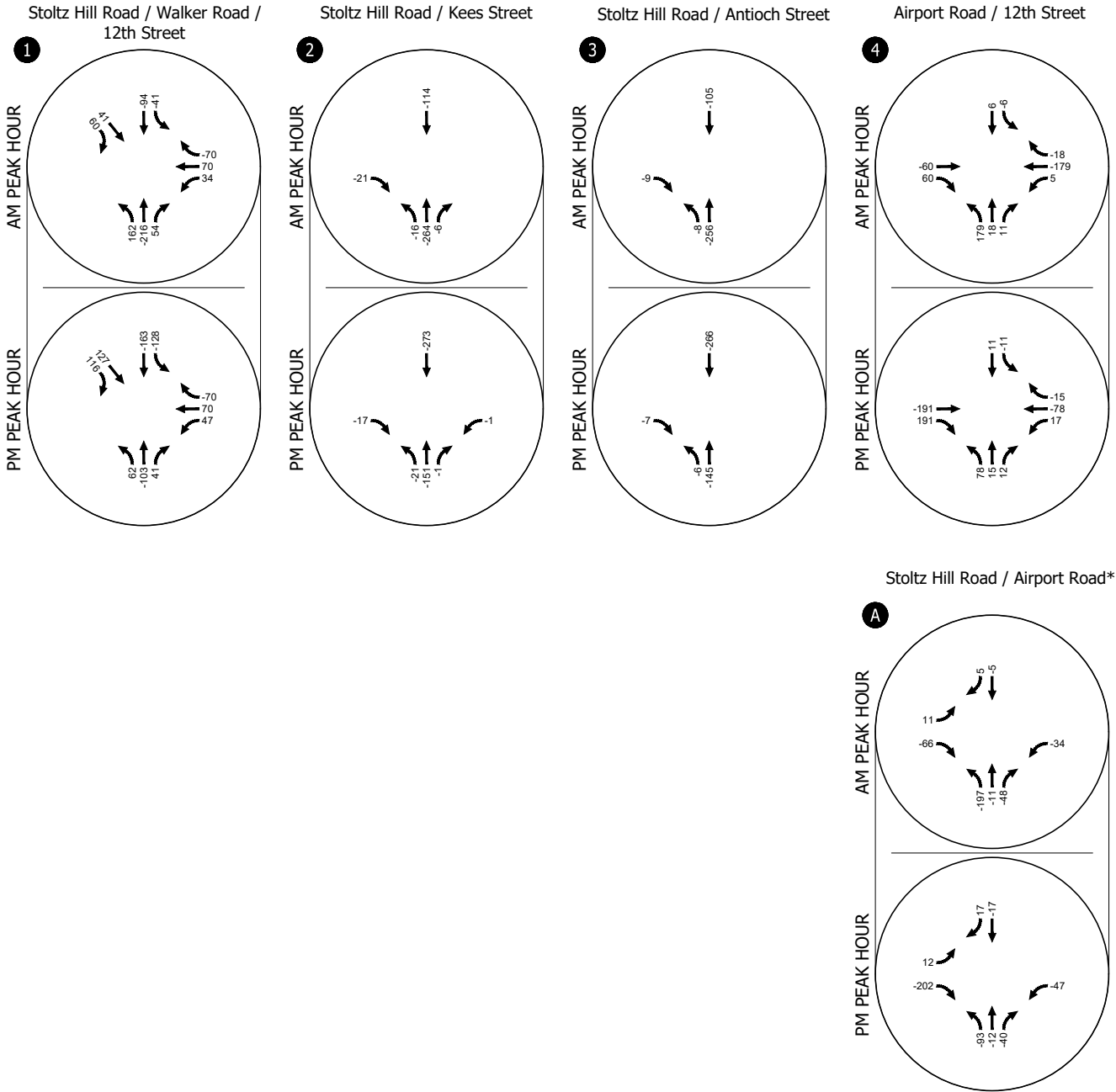
2036 Background Operational Analysis

To address the expected shift of traffic volumes associated with the two capital projects noted above, traffic counts were collected at the Airport Road/Stoltz Hill Road intersection in March of 2026. Using these counts, all applicable Stoltz Hill Road volumes were reassigned to the 12th Street corridor and adjusted turning movements were estimated at the Airport Road/12th Street intersection. In addition, adjusted traffic volumes were estimated at the Stoltz Hill Road/Walker Road, Stoltz Hill Road/Kees Street, and Stoltz Hill Road/Antioch Street intersections to account for the expected shift in north-south traffic travel demand to the new 12th Street extension. Figure 5 documents the assumed re-routed peak hour traffic volumes at the study intersections.

To capture long-term 2036 background traffic growth estimates in the study area, a 2% annual growth rate (consistent with the growth rates forecast in the Lebanon TSP) was applied to the adjusted study intersection traffic volumes. Figure 6 summarizes the resulting year 2036 background traffic volumes and operational analysis for the weekday AM and PM peak hours. As shown, all of the study intersections are expected to continue to satisfy the respective City mobility standards under background conditions and with the inclusion of the noted transportation improvements.

Appendix E includes the 2036 background conditions volumes and operations analysis worksheets.

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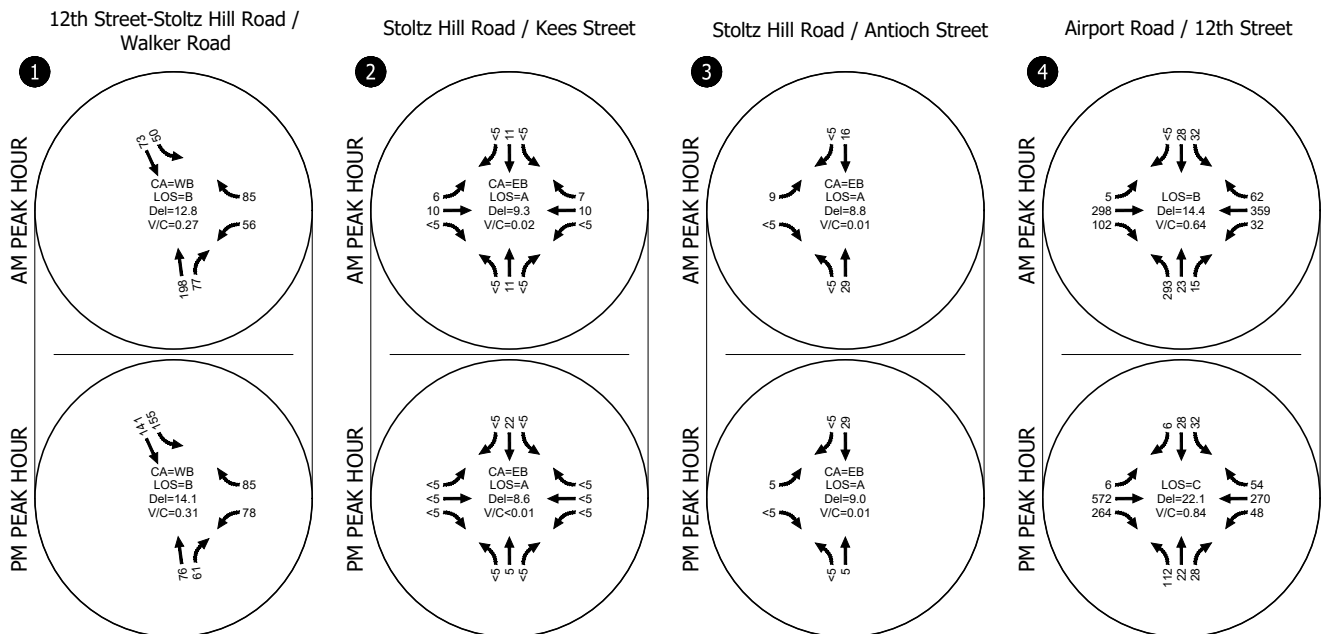


Approximate termination of Stoltz Hill Road

* Stoltz Hill Road / Airport Road is not a study intersection but is shown here to provide context for volume redistribution

Estimated Traffic Redistribution to 12th Street
AM & PM Peak Hours
Lebanon, OR

Figure
5



CA = INTERSECTION CRITICAL APPROACH

Del = CRITICAL APPROACH/MOVEMENT CONTROL DELAY

LOS = CRITICAL APPROACH/MOVEMENT LEVEL OF SERVICE

V/C = CRITICAL APPROACH/MOVEMENT VOLUME-TO-CAPACITY RATIO

Year 2036 Background Traffic Volumes & Operations
AM & PM Peak Hours
Lebanon, Oregon

Figure
6



Approximate termination of Stoltz Hill Road

Proposed Development Plan

The proposed Emerald Crossing development is planned to include 284 detached single-family homes and a 133-lot self-service open storage lot designed to accommodate RVs, campers, boats, and other oversized vehicles. Vehicular access to the single-family and storage lot portion of the development is proposed via a new street grid network that will connect to the previously noted extension of 12th Street and the existing Leonard Lane street stub to the north of the site. The 12th Street connection will consist of a new east-west Collector Street that will run the length of the master planned development and stub at the western property line. One additional north-south Collector Street roadway will traverse the mid-point of the development, stubbing to the north property line (for a potential connection to the TSP-planned extension of Airway Road) and south property line. A supporting grid network of north-south and east-west local streets will provide access to individual home sites and self-service storage lot.

The development plan also includes a 3.2-acre parcel for commercial development located between the future 12th Street extension and Stoltz Hill Road. While no specific development plans are included in the application, this study assumes a conservative mix of retail uses including retail shops, a convenience store and fueling station, and a drive-thru restaurant. The commercial development will also take access from the 12th Street extension, as well as from Stoltz Hill Road across from Wassom Street.

The development site plan is shown in Figure 7. Figure 8 shows the assumed lane configurations and traffic control devices at the study intersections and the Collector Street access to the future 12th Street extension.

Full build-out and occupancy of the proposed development is expected in 2036.

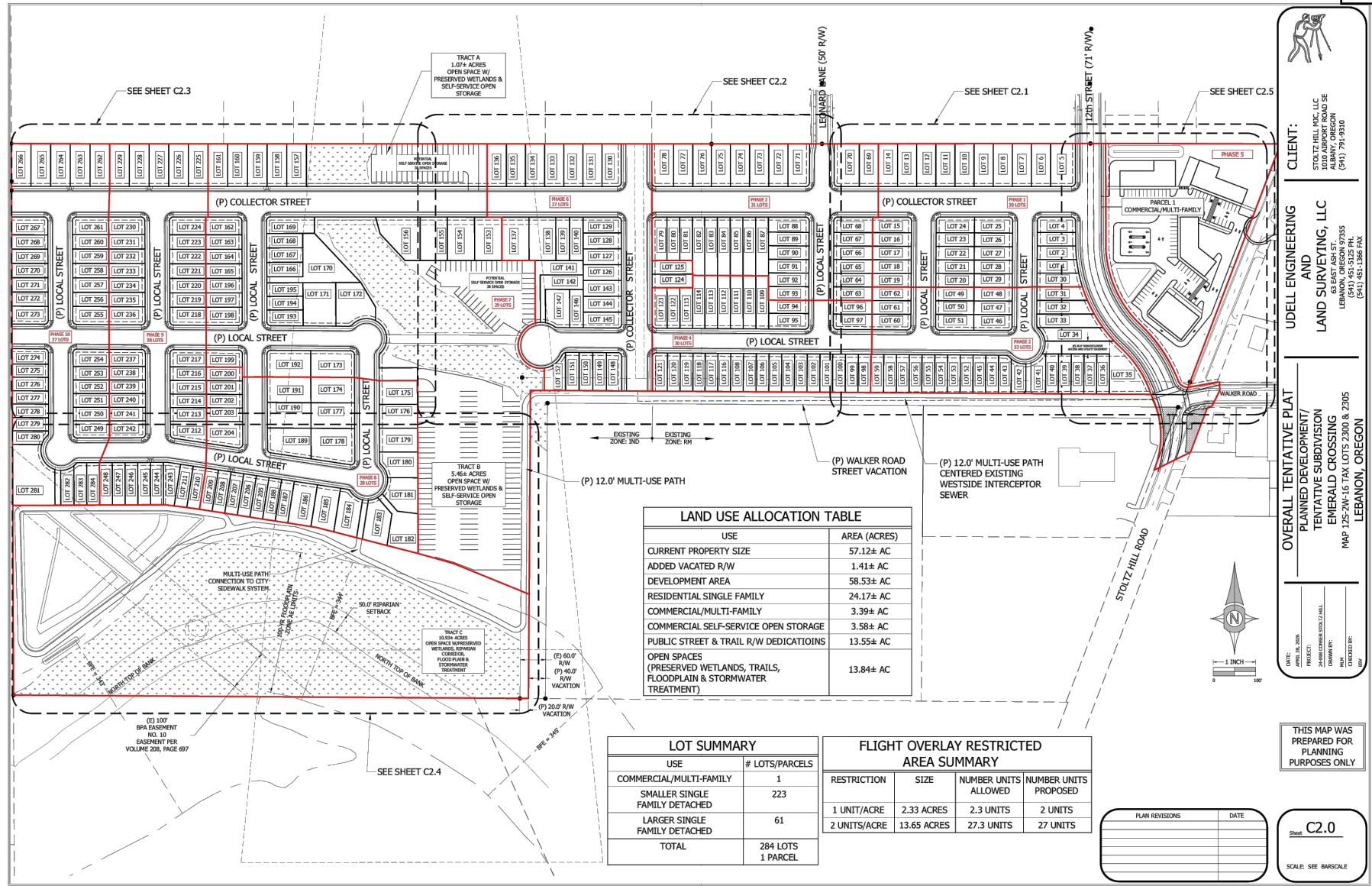
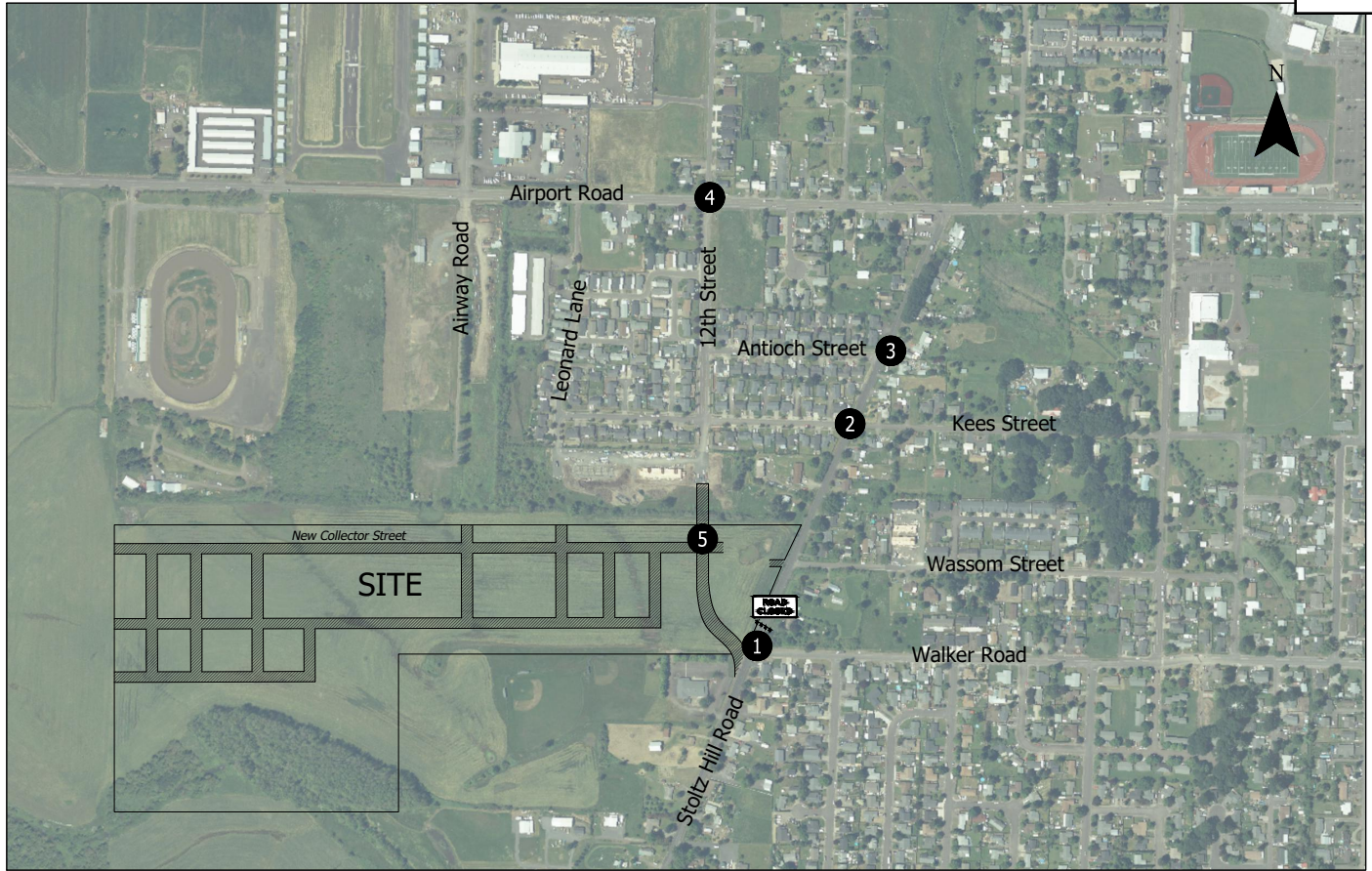
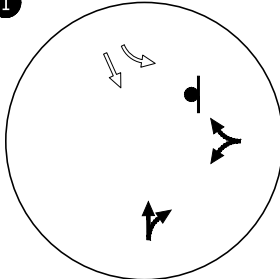


Figure
7

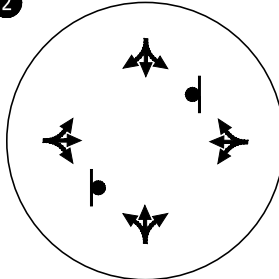
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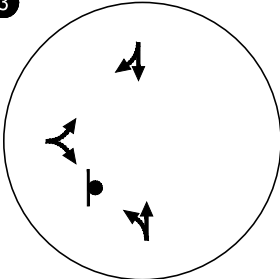
1 12th Street-Stoltz Hill Road / Walker Road



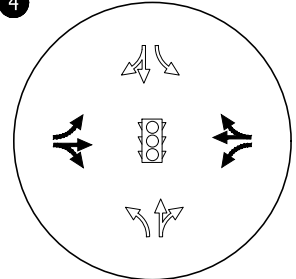
2 Stoltz Hill Road / Kees Street



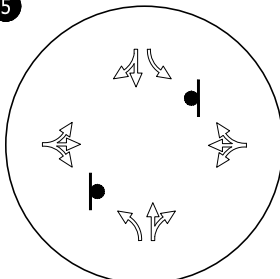
3 Stoltz Hill Road / Antioch Street



4 Airport Road / 12th Street



5 12th Street / Site Access



Note: Hollow denotes new lane configuration or traffic control

 - STOP SIGN

**ROAD
CLOSED**

Approximate termination of Stoltz Hill Road

Assumed Future Lane Configurations
& Traffic Control Devices
Lebanon, Oregon

Figure
8

TRIP GENERATION ESTIMATE

A trip generation estimate was prepared for the proposed development based on information provided in the *Trip Generation Manual, 12th Edition*. ITE land use code 210 (Single-Family Detached Housing) was used as a basis for the single-family housing portion of the development; 35 (Truck and Trailer Parking) for the self-service open storage lot, and a combination of office and retail uses the commercial portion of the development. Table summarizes the estimates for the daily and weekday AM and PM peak hours. Fitted equation trip rates were used for the residential homes while average rates were used for the other uses per ITE guidance

Table 6 – Trip Generation Estimate

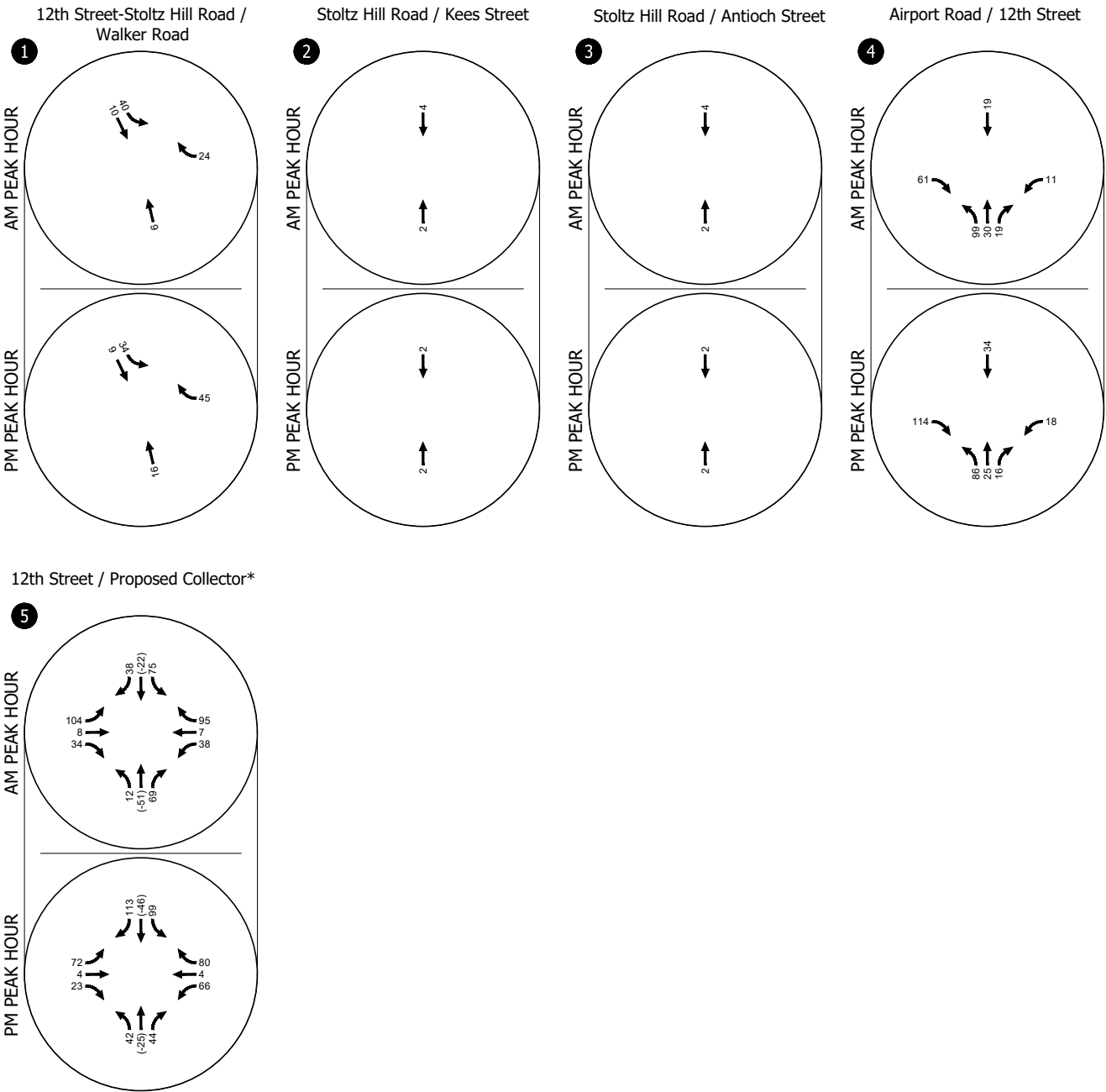
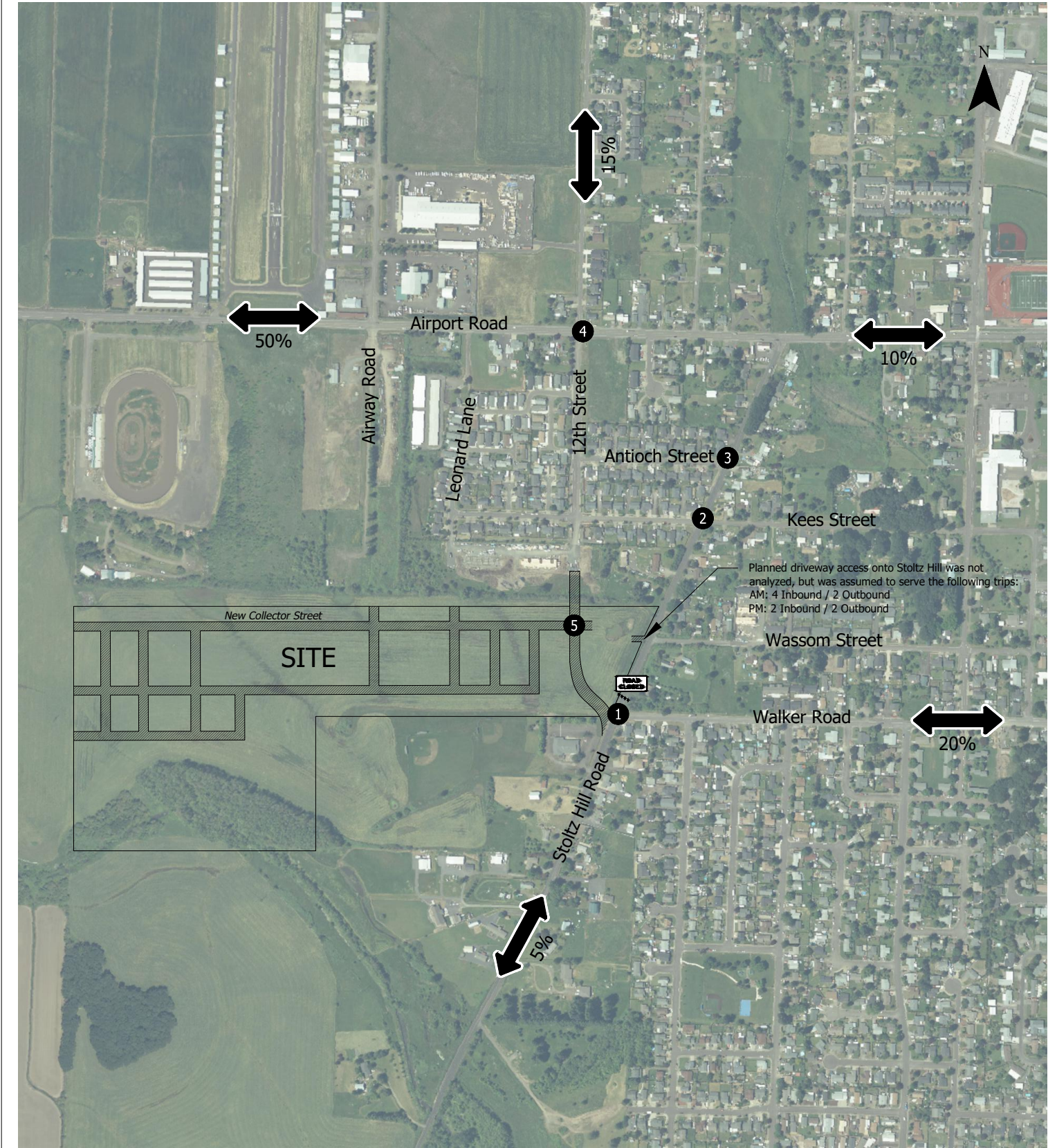
Land Use	ITE Code	Units	Daily Trips	Weekday AM Peak Hour				Weekday PM Peak Hour			
				Rate	Total	In	Out	Rate	Total	In	Out
Single-Family Detached	210	284	2,558	0.70	196	53	143	0.93	251	156	95
Truck and Trailer Parking	35	171	120	0.04	7	4	3	0.04	7	3	4
Small Office Building	712	11,960 ksf	172	1.67	20	16	4	2.16	26	9	17
Convenience Store/Gas Station (2-4ksf GFA)	945	4 VFP	844	13.65	55	27	28	15.85	63	32	31
Fast Food Drive-Thru w/ Seating	934	6,665 ksf	2,989	33.24	222	113	109	31.6	211	110	101
Convenience Store/Gas Station Pass-By Trips ¹	945				(34)	(17)	(17)		(36)	(18)	(18)
Fast Food Drive-Thru w/ Seating Pass-By Trips ²	934				(112)	(56)	(56)		(106)	(53)	(53)
Total Pass-By Trip Reduction					(146)	(73)	(73)		(142)	(71)	(71)
Commercial Subtotal			4,005		151	83	68		158	80	78
Total			6,694		354	140	214		416	239	177

¹ AM pass-by rate: 60%. PM pass-by rate: 56%. Inbound and outbound pass-by trips were balanced.

² AM and PM pass-by rate: 50%. Inbound and outbound pass-by trips were balanced.

SITE TRIP DISTRIBUTION/TRIP ASSIGNMENT

The site-generated trips shown in Table were distributed onto the study area roadways based on a review of traffic patterns and the location of the site in relation to the major draws (schools, retail, employment centers) in the regional site vicinity. The resulting trip distribution pattern and trip assignment are illustrated in **Figure 9**.



ROAD CLOSED Approximate termination of Stoltz Hill Road

* Negative volumes are a result of pass-by trips.

Estimated Project Trip Distribution
XX%

Year 2036 Estimated Trip Distribution & Assignment
AM & PM Peak Hours
Lebanon, OR

Figure
9

Year 2036 Total Traffic Conditions

The total traffic conditions analysis forecasts the operation of the study intersections with the inclusion of traffic generated by the proposed Emerald Crossing development. Total traffic conditions were determined by adding the estimated site-generated trips to the year 2036 background volumes for the weekday AM and PM peak hours.

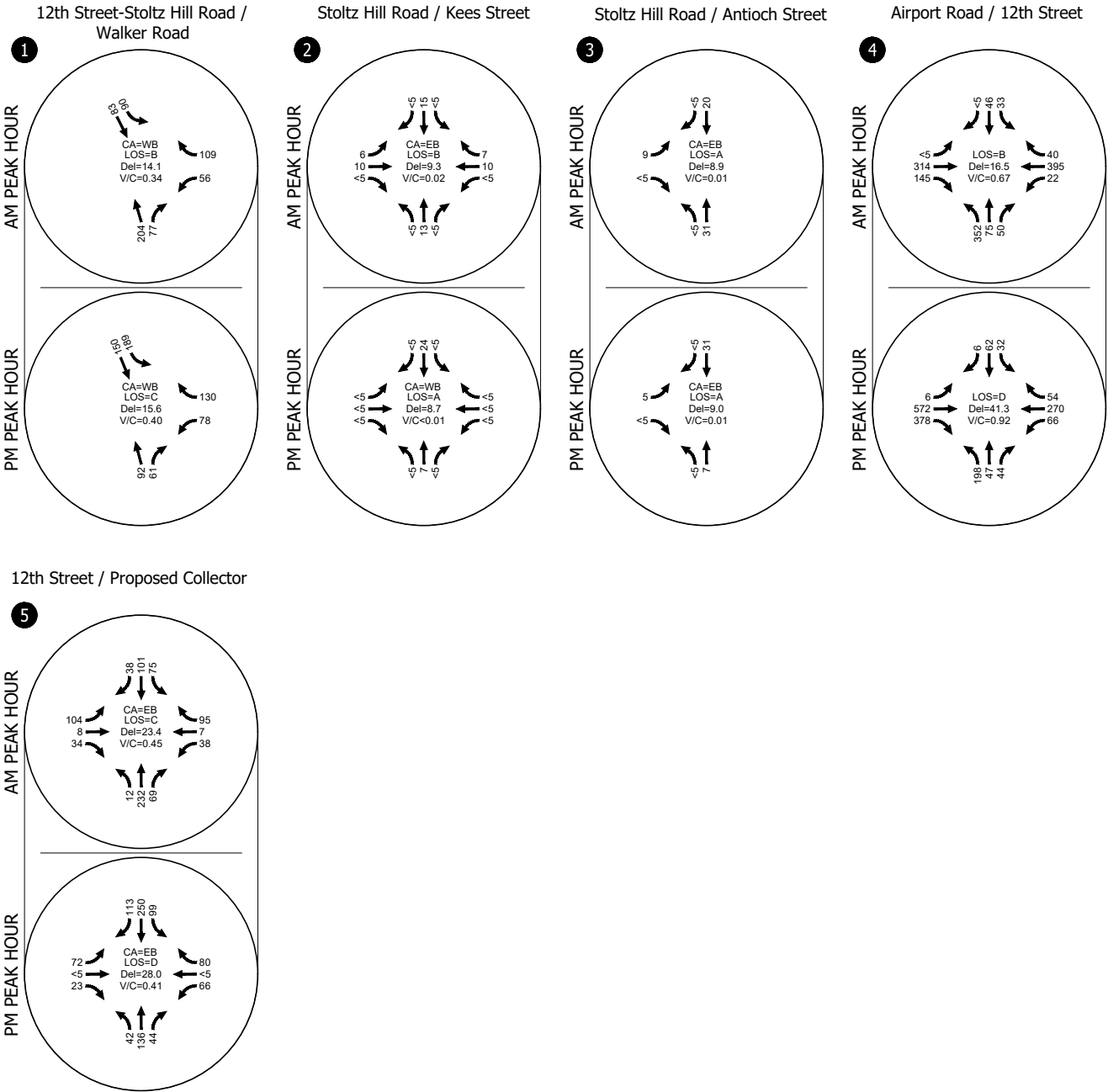
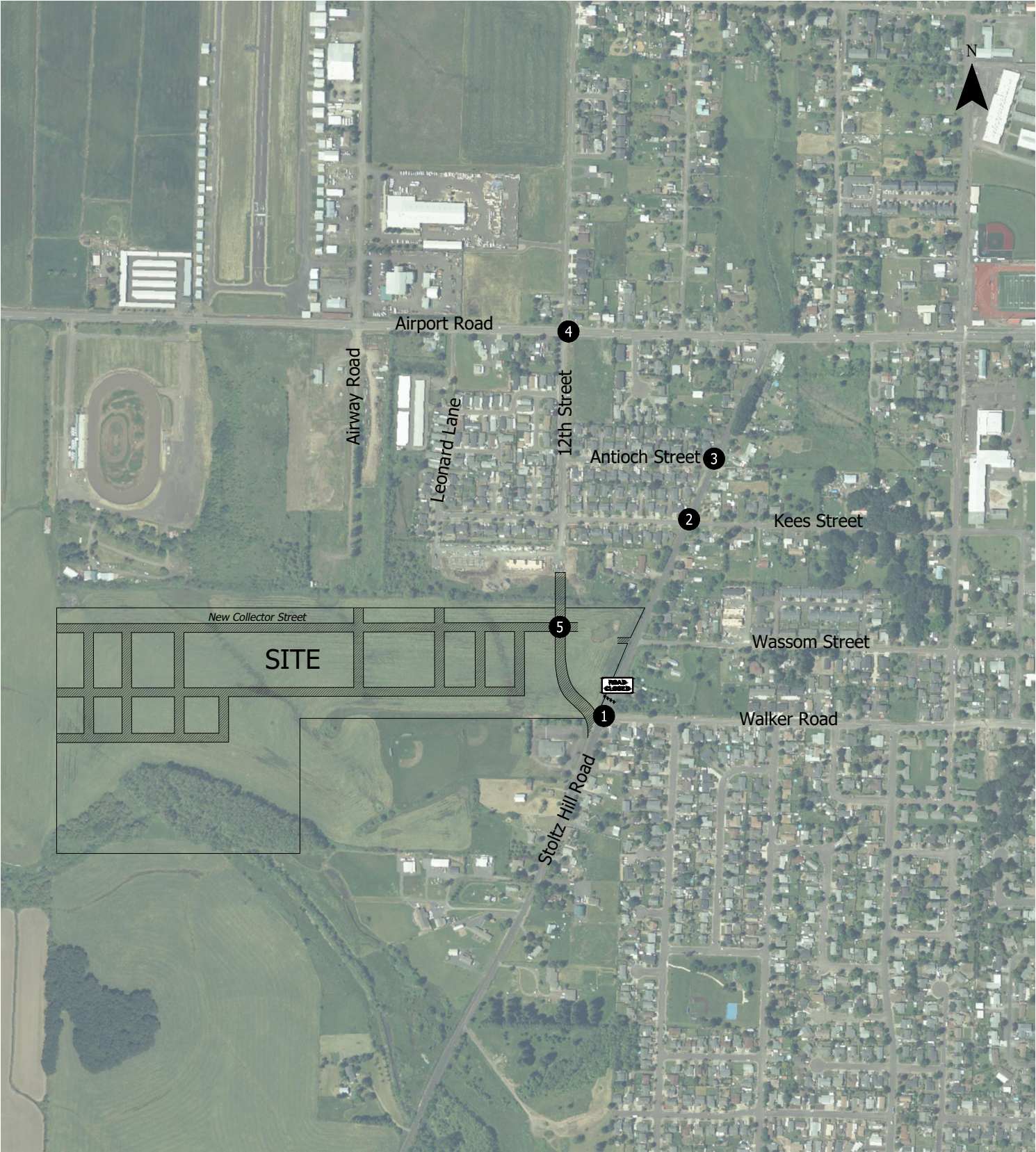
Figure 10 summarizes the corresponding operational analysis for the weekday AM and PM peak hours. As shown, all of the study intersections are expected to satisfy City mobility standards under full buildout conditions. *Appendix F includes the 2036 total traffic volumes and operations analysis worksheets.*

AIRPORT ROAD/12TH STREET INTERSECTION CONSIDERATIONS

As noted in Figure 10, the future signalized Airport Road/12th Street intersection is forecast to operate at acceptable conditions under 2036 total traffic conditions. However, it is noted that the forecast westbound through/right-turn approach is forecast to experience high traffic demands during the weekday PM peak hour. As a result, the approach could experience relatively long future vehicle queues. To address these forecast conditions, it is recommended that the City of Lebanon plan for the following to the extent practical:

- Work with local property owners to obtain right-of-way (either through future development opportunities or right-of-way purchases) and continue to plan for the development of Airway Road south of Airport Road. This TSP-planned project will provide additional north-south connectivity to the Emerald Crossing project and future development projects to the south. This added connectivity will help further distribute local residential traffic demand in the area and thereby improve operations at the Airport Road/12th Street intersection in the long-term.
- Seek opportunities to obtain right-of-way for the construction of a future separate eastbound right-turn lane at the Airport Road/12th Street intersection in the potential event of future property redevelopment in the area that would accommodate the turn lane.

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ROAD CLOSED Approximate termination of Stoltz Hill Road

CA = INTERSECTION CRITICAL APPROACH
LOS = CRITICAL APPROACH/MOVEMENT LEVEL OF SERVICE
Del = CRITICAL APPROACH/MOVEMENT CONTROL DELAY
V/C = CRITICAL APPROACH/MOVEMENT VOLUME-TO-CAPACITY RATIO

Year 2036 Total Traffic Volumes & Operations
AM & PM Peak Hours
Lebanon, OR

Figure
10

FINDINGS AND RECOMMENDATIONS

The primary findings of this study are summarized below.

- The city-led 12th Street extension, the connection and realignment of 12th Street to Stoltz Hill Road, and signalization of the Airport Road/12th Street intersection projects should all be completed and open to background traffic before certificate of occupancy should be issued for any of the Emerald Crossing housing or retail uses.
- With the aforementioned projects in place, the study intersections are forecast to meet the City of Lebanon operating standards during the weekday AM and PM peak hours under existing and future traffic conditions.
- No specific off-site capacity-based mitigation needs were identified at the study intersections to support the Emerald Crossing development.
- At the proposed Collector Street intersection with 12th Street, it is recommended that the future eastbound and westbound approaches to 12th Street be stop controlled in accordance with City standards and the Manual on Uniform Traffic Control Devices (MUTCD).
- To confirm adequate sight lines at the Collector Street intersection with 12th Street, it is recommended that a final sight distance evaluation be performed post construction and prior to site occupancy.

Regardless of Emerald Crossing development, it is recommended that the City of Lebanon do the following:

- As opportunities allow, work with local property owners to obtain right-of-way (either through right-of-way dedication from redevelopment opportunities or right-of-way purchases) and continue to plan for the extension of Airway Road south of Airport Road. This TSP-planned project will provide additional north-south connectivity to the Emerald Crossing project and reduce future traffic demand at the Airport Road/12th Street intersection.
- As part of potential future property redevelopment, monitor opportunities to construct a separate eastbound right-turn lane at the Airport Road/12th Street intersection.

We trust this memorandum adequately addresses the traffic and circulation impacts associated with the proposed Conser Development. Please let us know if you have any questions regarding our analyses or need additional information.

APPENDIX

- A. Crash Data
- B. Traffic Count Data
- C. Existing Traffic Conditions Worksheets and Volumes
- D. 2040 Traffic Conditions Worksheets and Volumes
- E. 2036 Background Traffic Conditions Worksheets and Volumes
- F. 2036 Total Traffic Conditions Worksheets and Volumes

Appendix A Crash Data

CITY OF LEBANON, LINN COUNTY

WALKER RD and STOLTZ HILL RD, City of Lebanon, Linn County, ALL Crashes Severity, ALL Crashes Circumstance, 01/01/2020 to 12/31/2024

1 - 2 of 2 Crash records shown.

[illegible]

Misplaced - located a mile south on Stoltz Hill Road.

Appendix B

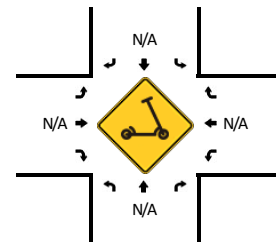
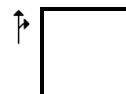
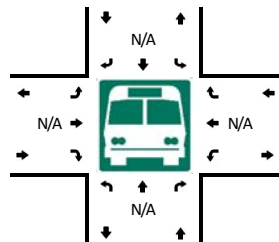
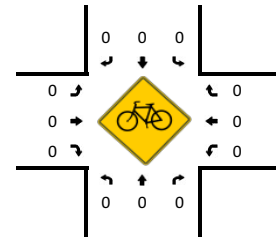
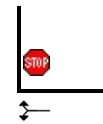
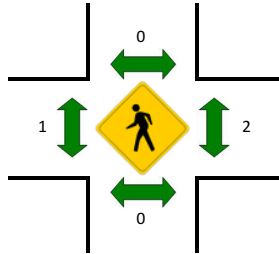
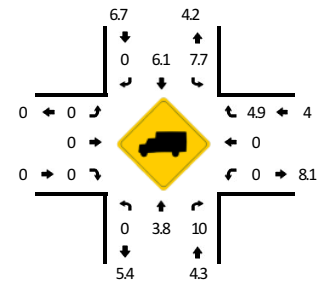
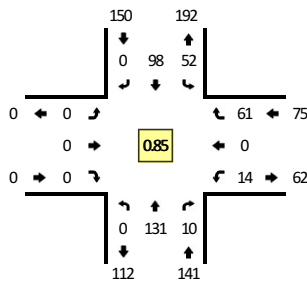
Traffic Count Data

LOCATION: Stoltz Hill Rd -- Walker Rd

CITY/STATE: Lebanon, OR

QC JOB #: 16900101

DATE: Thu, Jan 30 2025

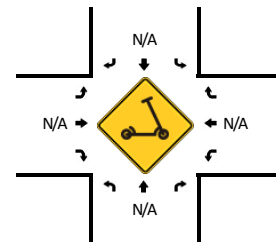
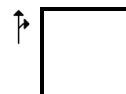
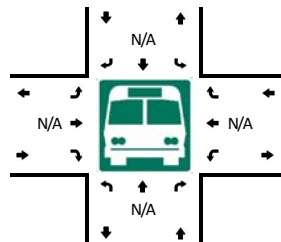
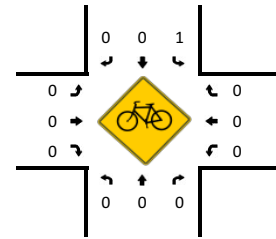
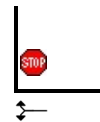
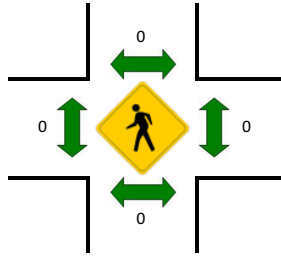
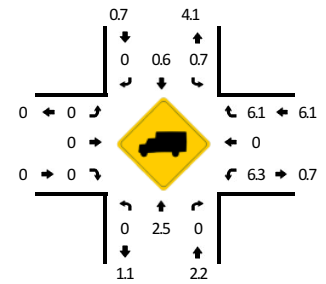
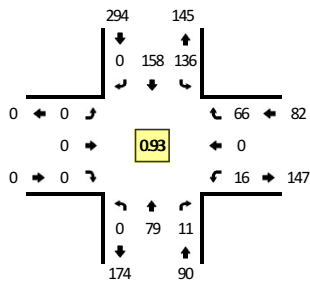
Peak-Hour: 7:20 AM -- 8:20 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

5-Min Count Period Beginning At	Stoltz Hill Rd (Northbound)				Stoltz Hill Rd (Southbound)				Walker Rd (Eastbound)				Walker Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	4	2	0	5	9	0	0	0	0	0	0	0	0	4	0	24	
7:05 AM	0	12	0	0	2	4	0	0	0	0	0	0	2	0	11	0	31	
7:10 AM	0	7	0	0	0	1	0	0	0	0	0	0	1	0	5	0	14	
7:15 AM	0	12	2	0	1	7	0	0	0	0	0	0	0	0	6	0	28	
7:20 AM	0	14	0	0	2	4	0	0	0	0	0	0	0	0	8	0	28	
7:25 AM	0	9	2	0	4	3	0	0	0	0	0	0	0	0	7	0	25	
7:30 AM	0	13	1	0	7	5	0	0	0	0	0	0	3	0	7	0	36	
7:35 AM	0	12	0	0	5	8	0	0	0	0	0	0	3	0	4	0	32	
7:40 AM	0	7	4	0	2	12	0	0	0	0	0	0	0	0	3	0	28	
7:45 AM	0	13	0	0	3	15	0	0	0	0	0	0	2	0	7	0	40	
7:50 AM	0	14	0	0	4	17	0	0	0	0	0	0	1	0	4	0	40	
7:55 AM	0	9	0	0	5	6	0	0	0	0	0	0	0	0	7	0	27	353
8:00 AM	0	13	0	0	6	12	0	0	0	0	0	0	0	0	1	0	32	361
8:05 AM	0	10	2	0	3	8	0	0	0	0	0	0	2	0	1	0	26	356
8:10 AM	0	5	0	0	6	4	0	0	0	0	0	0	1	0	5	0	21	363
8:15 AM	0	12	1	0	5	4	0	0	0	0	0	0	2	0	7	0	31	366
8:20 AM	0	10	0	0	2	3	0	0	0	0	0	0	0	0	7	0	22	360
8:25 AM	0	8	0	0	2	2	0	0	0	0	0	0	2	0	4	0	18	353
8:30 AM	0	8	1	0	2	2	0	0	0	0	0	0	2	0	4	0	19	336
8:35 AM	0	3	1	0	0	2	0	0	0	0	0	0	0	0	3	0	9	313
8:40 AM	0	7	1	0	0	5	0	0	0	0	0	0	0	0	4	0	17	302
8:45 AM	0	5	0	0	0	6	0	0	0	0	0	0	0	0	3	0	14	276
8:50 AM	0	6	0	0	1	4	0	0	0	0	0	0	0	0	5	0	16	252
8:55 AM	0	5	2	0	1	3	0	0	0	0	0	0	0	0	2	0	13	238
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	136	16	0	36	176	0	0	0	0	0	0	12	0	56	0	432	
Heavy Trucks	0	4	0	0	0	8	0	0	0	0	0	0	0	0	0	0	12	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Scooters	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

LOCATION: Stoltz Hill Rd -- Walker Rd**CITY/STATE:** Lebanon, OR**QC JOB #:** 16900102**DATE:** Thu, Jan 30 2025

Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:45 PM -- 5:00 PM



5-Min Count Period Beginning At	Stoltz Hill Rd (Northbound)				Stoltz Hill Rd (Southbound)				Walker Rd (Eastbound)				Walker Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	6	2	0	16	12	0	0	0	0	0	0	2	0	1	0	39	
4:05 PM	0	7	0	0	9	13	0	0	0	0	0	0	0	0	9	0	38	
4:10 PM	0	7	1	0	10	11	0	0	0	0	0	0	2	0	9	0	40	
4:15 PM	0	8	0	0	12	12	0	0	0	0	0	0	1	0	5	0	38	
4:20 PM	0	4	0	0	10	16	0	0	0	0	0	0	2	0	5	0	37	
4:25 PM	0	9	2	0	10	18	0	0	0	0	0	0	1	0	4	0	44	
4:30 PM	0	10	1	0	8	8	0	0	0	0	0	0	0	0	6	0	33	
4:35 PM	0	6	0	0	20	16	0	0	0	0	0	0	1	0	2	0	45	
4:40 PM	0	5	4	0	8	5	0	0	0	0	0	0	0	0	5	0	27	
4:45 PM	0	5	1	0	12	19	0	0	0	0	0	0	2	0	7	0	46	
4:50 PM	0	7	0	0	12	16	0	0	0	0	0	0	4	0	5	0	44	
4:55 PM	0	5	0	0	9	12	0	0	0	0	0	0	1	0	8	0	35	466
5:00 PM	0	6	0	0	8	17	0	0	0	0	0	0	3	0	5	0	39	466
5:05 PM	0	6	4	0	11	10	0	0	0	0	0	0	2	0	2	0	35	463
5:10 PM	0	6	3	0	9	5	0	0	0	0	0	0	2	0	1	0	26	449
5:15 PM	0	6	5	0	8	16	0	0	0	0	0	0	0	0	4	0	39	450
5:20 PM	0	9	3	0	11	12	0	0	0	0	0	0	1	0	5	0	41	454
5:25 PM	0	4	2	0	8	12	0	0	0	0	0	0	2	0	8	0	36	446
5:30 PM	0	7	1	0	13	12	0	0	0	0	0	0	1	0	5	0	39	452
5:35 PM	0	7	1	0	10	10	0	0	0	0	0	0	1	0	4	0	33	440
5:40 PM	0	5	3	0	11	12	0	0	0	0	0	0	2	0	1	0	34	447
5:45 PM	0	2	1	0	7	13	0	0	0	0	0	0	0	0	5	0	28	429
5:50 PM	0	4	0	0	6	12	0	0	0	0	0	0	1	0	3	0	26	411
5:55 PM	0	7	4	0	4	9	0	0	0	0	0	0	2	0	3	0	29	405
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	68	4	0	132	188	0	0	0	0	0	0	28	0	80	0	500	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Scooters	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

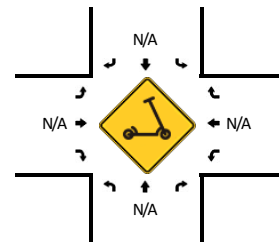
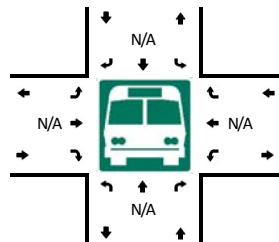
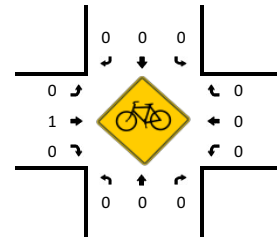
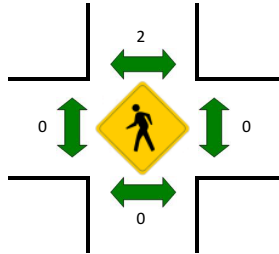
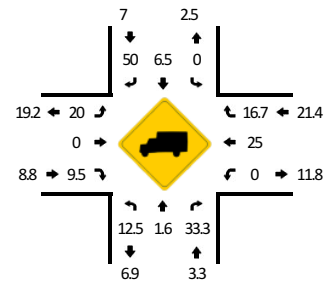
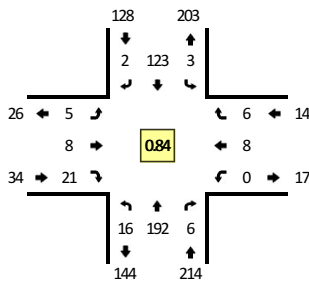
Comments:

LOCATION: Stoltz Hill Rd -- Kees St**CITY/STATE:** Linn, OR**QC JOB #:** 16900103**DATE:** Thu, Jan 30 2025

Peak-Hour: 7:05 AM -- 8:05 AM
Peak 15-Min: 7:25 AM -- 7:40 AM



TRUE DATA TO IMPROVE MOBILITY

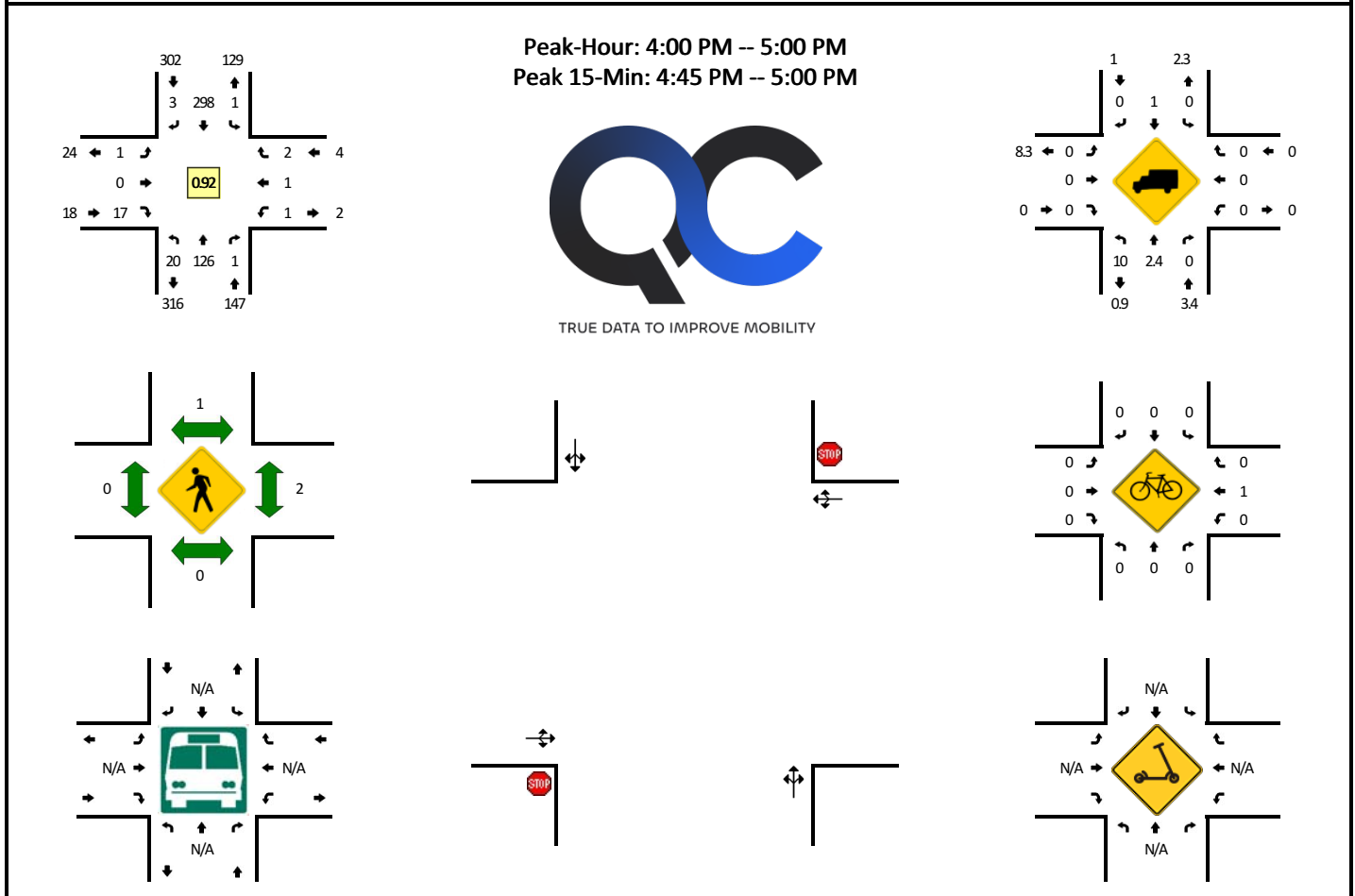


5-Min Count Period Beginning At	Stoltz Hill Rd (Northbound)				Stoltz Hill Rd (Southbound)				Kees St (Eastbound)				Kees St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	8	0	0	0	11	0	0	0	0	2	0	0	0	0	0	21	
7:05 AM	0	23	0	0	0	4	0	0	0	0	1	0	0	0	0	0	28	
7:10 AM	1	14	0	0	0	2	1	0	1	1	0	0	0	0	0	0	20	
7:15 AM	2	15	0	0	0	7	0	0	0	1	1	0	0	1	0	0	27	
7:20 AM	1	19	2	0	0	8	0	0	1	0	0	0	0	0	0	0	31	
7:25 AM	1	17	0	0	1	5	0	0	1	2	3	0	0	1	0	0	31	
7:30 AM	1	18	1	0	0	12	0	0	0	2	1	0	0	1	4	0	40	
7:35 AM	1	17	2	0	1	13	0	0	2	1	4	0	0	2	2	0	45	
7:40 AM	0	10	0	0	1	12	0	0	0	0	3	0	0	1	0	0	27	
7:45 AM	4	16	0	0	0	18	0	0	0	0	1	0	0	1	0	0	40	
7:50 AM	2	18	0	0	0	15	1	0	0	0	2	0	0	0	0	0	38	
7:55 AM	3	13	1	0	0	10	0	0	0	0	3	0	0	0	0	0	30	378
8:00 AM	0	12	0	0	0	17	0	0	0	1	2	0	0	1	0	0	33	390
8:05 AM	1	13	0	0	0	10	0	0	0	0	0	0	0	0	0	0	24	386
8:10 AM	0	11	0	0	0	10	0	0	0	0	2	0	0	0	1	0	24	390
8:15 AM	2	13	2	0	0	7	0	0	0	0	1	0	0	0	0	0	25	388
8:20 AM	0	13	4	0	0	4	0	0	0	0	1	0	0	0	0	0	22	379
8:25 AM	1	12	0	0	0	5	0	0	0	0	0	0	0	0	0	0	18	366
8:30 AM	1	13	0	0	0	2	0	0	0	0	0	0	0	0	0	0	16	342
8:35 AM	1	5	0	0	0	2	0	0	1	0	0	0	0	0	1	0	10	307
8:40 AM	0	10	0	0	1	4	0	0	0	0	1	0	0	1	0	0	17	297
8:45 AM	1	7	0	0	0	6	0	0	0	0	0	0	0	0	0	0	14	271
8:50 AM	0	12	0	0	0	3	0	0	0	0	0	0	1	0	0	0	16	249
8:55 AM	2	5	0	0	0	4	1	0	0	0	0	0	0	0	0	0	12	231
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	12	208	12	0	8	120	0	0	12	20	32	0	0	16	24	0	464	
Heavy Trucks	4	8	0	0	0	4	0	0	0	0	0	0	0	4	4	0	24	
Buses																		
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	
Scooters																		

Comments:

LOCATION: Stoltz Hill Rd -- Kees St
CITY/STATE: Linn, OR

QC JOB #: 16900104
DATE: Thu, Jan 30 2025

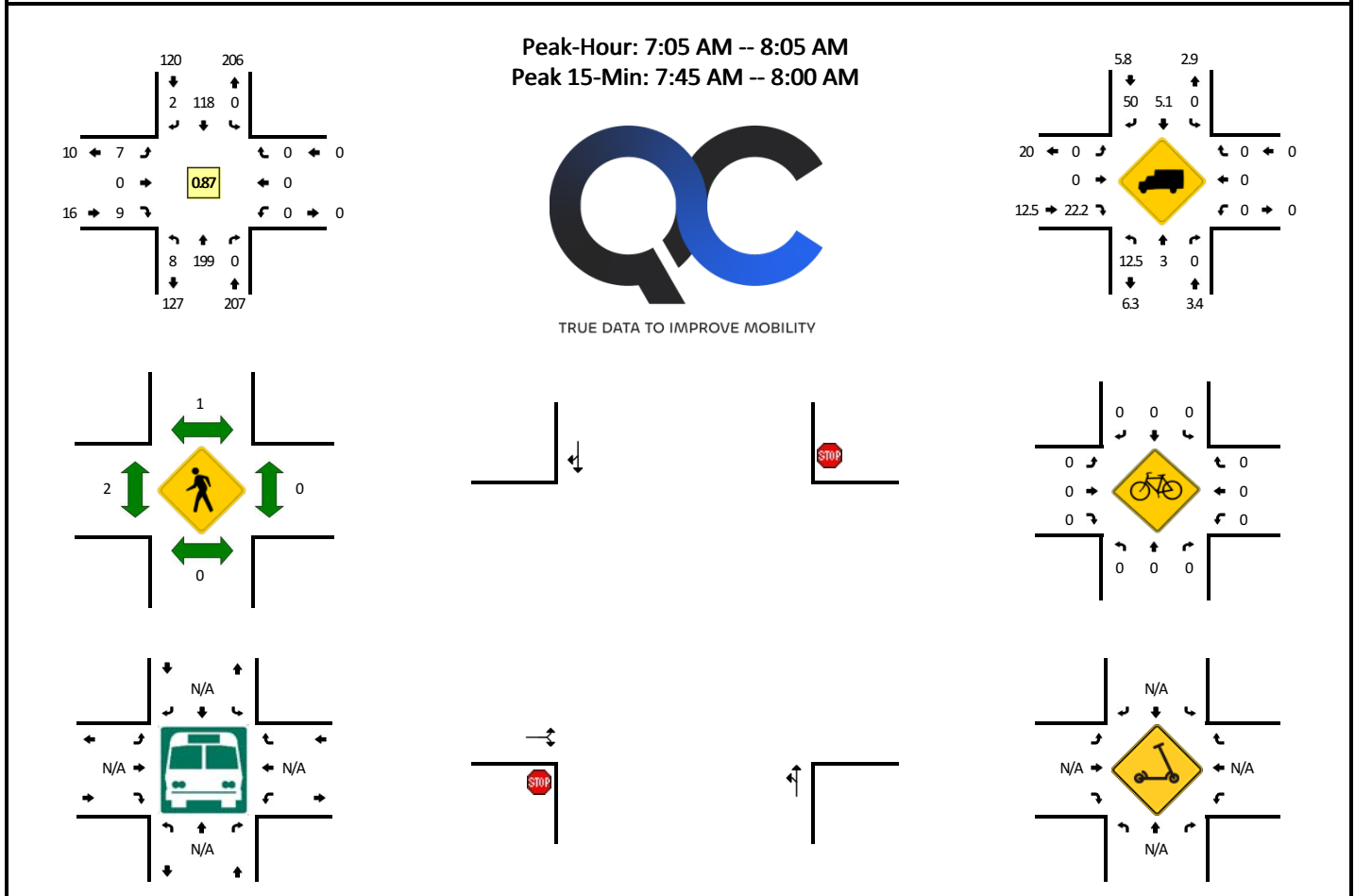


5-Min Count Period Beginning At	Stoltz Hill Rd (Northbound)				Stoltz Hill Rd (Southbound)				Kees St (Eastbound)				Kees St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	7	0	0	0	29	0	0	1	0	2	0	0	0	0	0	39	
4:05 PM	1	16	0	0	0	20	0	0	0	0	2	0	0	0	0	0	39	
4:10 PM	3	14	0	0	0	21	0	0	0	0	1	0	0	1	0	0	40	
4:15 PM	1	15	0	0	0	24	0	0	0	0	2	0	0	0	0	0	42	
4:20 PM	0	9	0	0	0	26	1	0	0	0	2	0	0	0	0	0	38	
4:25 PM	1	11	0	0	1	29	0	0	0	0	1	0	0	0	0	0	43	
4:30 PM	6	8	0	0	0	16	0	0	0	0	0	0	0	0	1	0	31	
4:35 PM	0	7	0	0	0	35	0	0	0	0	1	0	0	0	0	0	43	
4:40 PM	3	8	0	0	0	16	1	0	0	0	0	0	0	0	0	0	28	
4:45 PM	1	11	0	0	0	26	0	0	0	0	6	0	1	0	0	0	45	
4:50 PM	3	9	1	0	0	29	0	0	0	0	0	0	0	0	0	0	42	
4:55 PM	1	11	0	0	0	27	1	0	0	0	0	0	0	1	0	0	41	471
5:00 PM	1	12	0	0	0	22	0	0	0	0	2	0	0	0	0	0	37	469
5:05 PM	2	7	0	0	0	21	0	0	0	0	1	0	0	0	0	0	31	461
5:10 PM	3	3	0	0	1	13	0	0	0	0	0	0	0	1	1	0	22	443
5:15 PM	2	8	0	0	1	26	0	0	0	0	0	0	0	0	0	0	37	438
5:20 PM	1	9	0	0	0	24	0	0	0	0	1	1	0	0	0	0	37	437
5:25 PM	3	9	0	0	0	22	0	0	0	0	0	0	0	0	0	0	34	428
5:30 PM	2	10	0	0	0	23	0	0	0	0	1	2	0	0	0	0	38	435
5:35 PM	2	10	0	0	0	18	1	0	0	0	1	1	0	0	0	0	34	426
5:40 PM	2	4	0	0	0	22	0	0	0	1	0	0	0	0	0	0	29	427
5:45 PM	1	8	0	0	0	20	0	0	0	0	0	1	0	0	0	0	30	412
5:50 PM	0	6	1	0	0	17	0	0	0	0	0	2	0	0	0	0	26	396
5:55 PM	2	5	0	0	1	16	2	0	0	0	0	0	0	0	0	0	26	381
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	20	124	4	0	0	328	4	0	0	0	24	0	4	0	4	0	512	
Heavy Trucks	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
Buses																		
Pedestrians		0				4				0				4			8	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

Comments:

LOCATION: Stoltz Hill Rd -- Antioch St
CITY/STATE: Linn, OR

QC JOB #: 16900105
DATE: Thu, Jan 30 2025



5-Min Count Period Beginning At	Stoltz Hill Rd (Northbound)				Stoltz Hill Rd (Southbound)				Antioch St (Eastbound)				Antioch St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	9	0	0	0	10	0	0	0	0	1	0	0	0	0	0	20	
7:05 AM	0	23	0	0	0	4	1	0	0	0	0	0	0	0	0	0	28	
7:10 AM	0	15	0	0	0	3	0	0	1	0	0	0	0	0	0	0	19	
7:15 AM	1	14	0	0	0	5	0	0	1	0	2	0	0	0	0	0	23	
7:20 AM	1	20	0	0	0	6	0	0	1	0	0	0	0	0	0	0	28	
7:25 AM	1	17	0	0	0	4	0	0	1	0	2	0	0	0	0	0	25	
7:30 AM	2	19	0	0	0	10	1	0	0	0	2	0	0	0	0	0	34	
7:35 AM	2	20	0	0	0	13	0	0	1	0	1	0	0	0	0	0	37	
7:40 AM	0	10	0	0	0	13	0	0	1	0	0	0	0	0	0	0	24	
7:45 AM	0	17	0	0	0	19	0	0	1	0	0	0	0	0	0	0	37	
7:50 AM	0	17	0	0	0	15	0	0	0	0	1	0	0	0	0	0	33	
7:55 AM	1	15	0	0	0	13	0	0	0	0	0	0	0	0	0	0	29	337
8:00 AM	0	12	0	0	0	13	0	0	0	0	1	0	0	0	0	0	26	343
8:05 AM	0	13	0	0	0	9	0	0	0	0	0	0	0	0	0	0	22	337
8:10 AM	2	10	0	0	0	11	1	0	0	0	0	0	0	0	0	0	24	342
8:15 AM	0	13	0	0	0	6	0	0	0	0	0	0	0	0	0	0	19	338
8:20 AM	0	13	0	0	0	5	0	0	0	0	0	0	0	0	0	0	18	328
8:25 AM	1	11	0	0	0	4	0	0	0	0	0	0	0	0	0	0	16	319
8:30 AM	0	13	0	0	0	2	2	0	0	0	0	0	0	0	0	0	17	302
8:35 AM	0	7	0	0	0	2	0	0	0	0	0	0	0	0	0	0	9	274
8:40 AM	0	10	0	0	0	4	0	0	0	0	1	0	0	0	0	0	15	265
8:45 AM	0	7	0	0	0	6	0	0	0	0	0	0	0	0	0	0	13	241
8:50 AM	0	12	0	0	0	3	0	0	0	0	0	0	0	0	0	0	15	223
8:55 AM	0	5	0	0	0	3	0	0	0	0	2	0	0	0	0	0	10	204
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	196	0	0	0	188	0	0	4	0	4	0	0	0	0	0	396	
Heavy Trucks	0	4	0	0	0	12	0	0	0	0	0	0	0	0	0	0	16	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Scooters	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

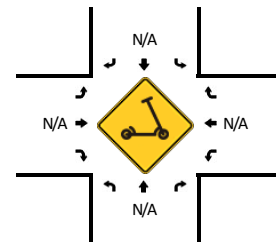
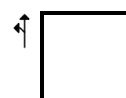
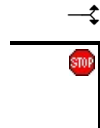
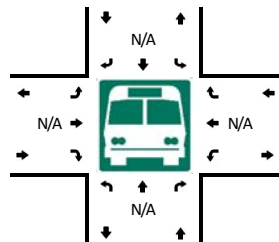
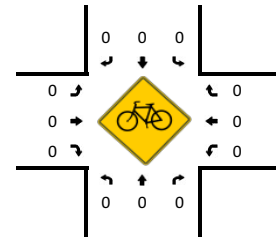
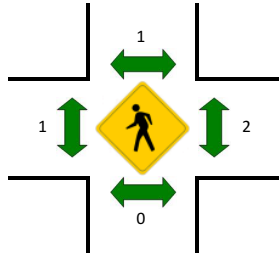
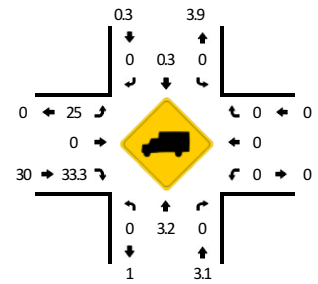
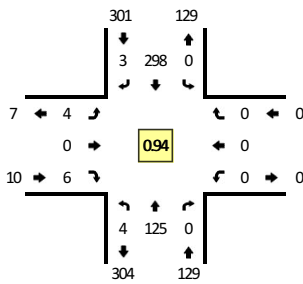
Comments:

LOCATION: Stoltz Hill Rd -- Antioch St

CITY/STATE: Linn, OR

QC JOB #: 16900106

DATE: Thu, Jan 30 2025

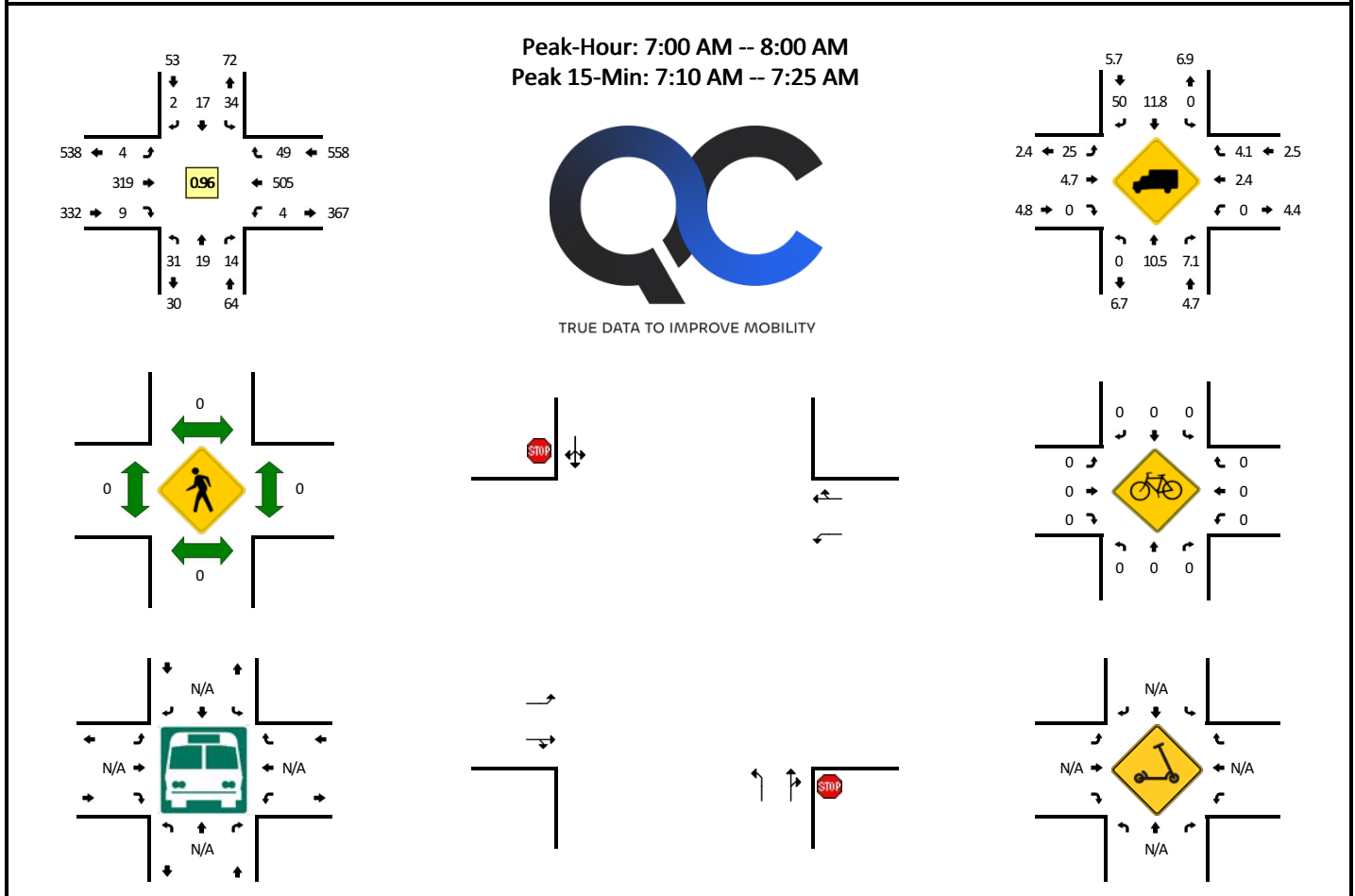
Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:15 PM -- 4:30 PM

5-Min Count Period Beginning At	Stoltz Hill Rd (Northbound)				Stoltz Hill Rd (Southbound)				Antioch St (Eastbound)				Antioch St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	9	0	0	0	29	0	0	0	0	0	0	0	0	0	0	38	
4:05 PM	0	16	0	0	0	21	0	0	0	0	0	0	0	0	0	0	37	
4:10 PM	0	14	0	0	0	22	0	0	1	0	0	0	0	0	0	0	37	
4:15 PM	0	14	0	0	0	22	1	0	1	0	2	0	0	0	0	0	40	
4:20 PM	0	9	0	0	0	27	0	0	1	0	0	0	0	0	0	0	37	
4:25 PM	1	9	0	0	0	30	0	0	0	0	0	0	0	0	0	0	40	
4:30 PM	0	10	0	0	0	16	1	0	0	0	0	0	0	0	0	0	27	
4:35 PM	0	7	0	0	0	33	0	0	0	0	1	0	0	0	0	0	41	
4:40 PM	0	8	0	0	0	16	1	0	1	0	1	0	0	0	0	0	27	
4:45 PM	0	11	0	0	0	27	0	0	0	0	0	0	0	0	0	0	38	
4:50 PM	1	8	0	0	0	27	0	0	0	0	2	0	0	0	0	0	38	
4:55 PM	2	10	0	0	0	28	0	0	0	0	0	0	0	0	0	0	40	440
5:00 PM	2	9	0	0	0	21	0	0	0	0	1	0	0	0	0	0	33	435
5:05 PM	0	8	0	0	0	20	1	0	0	0	0	0	0	0	0	0	29	427
5:10 PM	0	4	0	0	0	14	0	0	0	0	0	0	0	0	0	0	18	408
5:15 PM	0	8	0	0	0	27	0	0	1	0	1	0	0	0	0	0	37	405
5:20 PM	0	9	0	0	0	23	0	0	1	0	1	0	0	0	0	0	34	402
5:25 PM	2	7	0	0	0	21	0	0	0	0	0	0	0	0	0	0	30	392
5:30 PM	1	9	0	0	0	26	0	0	0	0	0	0	0	0	0	0	36	401
5:35 PM	1	9	0	0	0	17	1	0	0	0	0	0	0	0	0	0	28	388
5:40 PM	0	5	0	0	0	21	0	0	0	0	0	0	0	0	0	0	26	387
5:45 PM	1	7	0	0	0	22	2	0	0	0	0	0	0	0	0	0	32	381
5:50 PM	1	6	0	0	0	15	1	0	0	0	0	0	0	0	0	0	23	366
5:55 PM	1	3	0	0	0	20	2	0	0	0	0	0	0	0	0	0	26	352
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	128	0	0	0	316	4	0	8	0	8	0	0	0	0	0	468	
Heavy Trucks	0	4	0	0	0	0	0	0	4	0	8	0	0	0	0	0	16	
Buses																		
Pedestrians		0				4				4				0			8	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

Comments:

LOCATION: 12th St -- Airport Rd
CITY/STATE: Linn, OR

QC JOB #: 16900107
DATE: Thu, Jan 30 2025

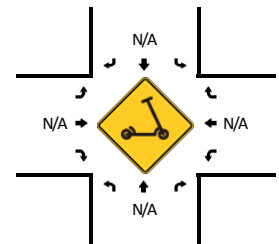
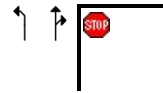
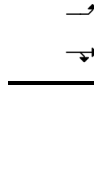
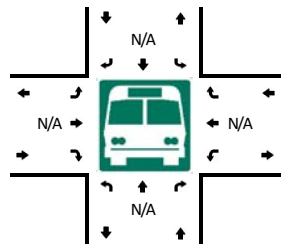
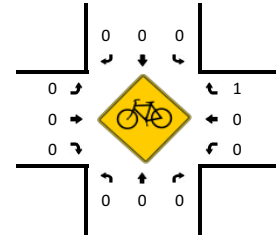
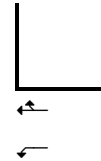
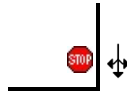
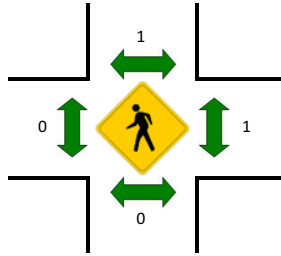
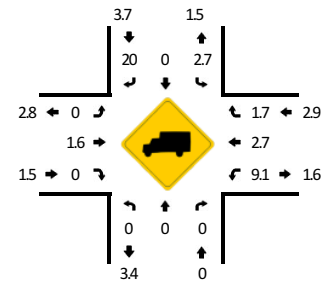
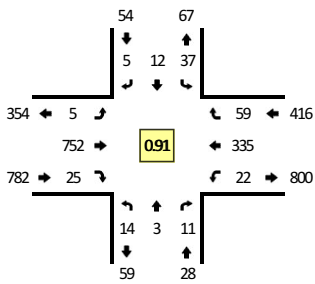


5-Min Count Period Beginning At	12th St (Northbound)				12th St (Southbound)				Airport Rd (Eastbound)				Airport Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	6	1	1	0	3	1	0	0	0	29	0	0	0	41	1	0	83	
7:05 AM	2	1	2	0	1	0	0	0	1	15	2	0	0	50	3	0	77	
7:10 AM	1	0	2	0	3	0	0	0	0	25	1	0	0	54	5	0	91	
7:15 AM	6	1	2	0	0	2	1	0	0	20	1	0	1	47	10	0	91	
7:20 AM	4	4	0	0	4	1	0	0	0	27	1	0	0	33	6	0	80	
7:25 AM	2	1	2	0	3	3	0	0	1	26	1	0	0	46	3	0	88	
7:30 AM	1	6	2	0	3	1	0	0	0	28	2	0	2	34	7	0	86	
7:35 AM	1	3	1	0	3	2	0	0	0	29	0	0	0	27	3	0	69	
7:40 AM	0	1	1	0	4	2	0	0	1	20	0	0	0	48	3	0	80	
7:45 AM	2	0	0	0	5	2	0	0	0	38	0	0	0	40	5	0	92	
7:50 AM	0	0	0	0	2	1	1	0	1	34	1	0	1	41	2	0	84	
7:55 AM	6	1	1	0	3	2	0	0	0	28	0	0	0	44	1	0	86	1007
8:00 AM	3	1	1	0	2	0	0	0	0	27	0	0	0	39	3	0	76	1000
8:05 AM	3	0	0	0	3	0	0	0	0	24	1	0	0	33	3	0	67	990
8:10 AM	1	0	2	0	1	0	1	0	0	24	0	0	1	47	2	0	79	978
8:15 AM	2	0	2	0	1	0	0	0	0	24	0	0	0	35	1	0	65	952
8:20 AM	0	1	1	0	2	1	0	0	0	20	1	0	1	39	1	0	67	939
8:25 AM	1	2	0	0	0	0	0	0	0	13	0	0	1	37	5	0	59	910
8:30 AM	0	0	0	0	0	0	0	0	0	20	0	0	0	41	4	0	65	889
8:35 AM	1	2	1	0	1	1	0	0	0	17	0	0	0	33	2	0	58	878
8:40 AM	0	0	1	0	0	0	0	0	0	16	0	0	3	22	2	0	44	842
8:45 AM	1	0	3	0	0	0	1	0	1	20	0	0	0	26	2	0	54	804
8:50 AM	0	1	1	0	6	1	1	0	0	24	0	0	2	24	0	0	60	780
8:55 AM	1	0	0	0	2	0	0	0	0	18	0	0	2	24	5	0	52	746
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	44	20	16	0	28	12	4	0	0	288	12	0	4	536	84	0	1048	
Heavy Trucks	0	4	4		0	0	4		0	24	0		0	8	4		48	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

Comments:

LOCATION: 12th St -- Airport Rd**CITY/STATE:** Linn, OR**QC JOB #:** 16900108**DATE:** Thu, Jan 30 2025

Peak-Hour: 4:05 PM -- 5:05 PM
Peak 15-Min: 4:15 PM -- 4:30 PM

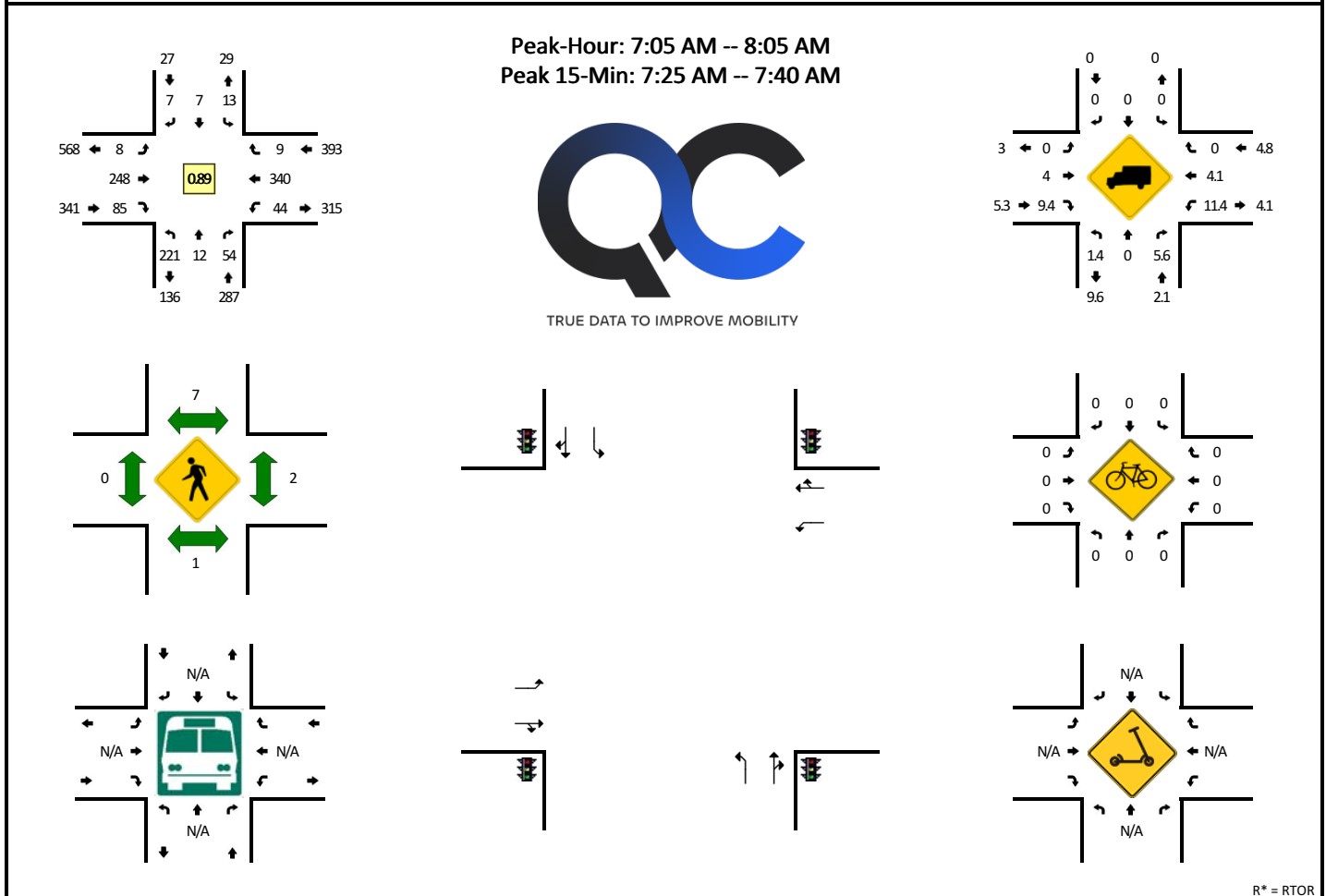


5-Min Count Period Beginning At	12th St (Northbound)				12th St (Southbound)				Airport Rd (Eastbound)				Airport Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	1	0	3	1	0	0	0	58	3	0	1	23	2	0	92	
4:05 PM	1	0	0	0	2	1	0	0	1	54	0	0	2	38	2	0	101	
4:10 PM	0	0	3	0	0	0	0	0	1	58	4	0	2	35	5	0	108	
4:15 PM	0	0	0	0	8	4	1	0	0	69	3	0	2	36	3	0	126	
4:20 PM	0	1	0	0	2	1	0	0	0	70	0	0	2	22	5	0	103	
4:25 PM	2	0	2	0	7	1	1	0	0	69	5	0	3	28	3	0	121	
4:30 PM	2	1	1	0	3	0	0	0	0	56	2	0	2	35	10	0	112	
4:35 PM	3	0	0	0	3	0	0	0	0	59	1	0	1	23	5	0	95	
4:40 PM	1	0	0	0	3	1	0	0	0	55	1	0	1	34	8	0	104	
4:45 PM	0	0	2	0	0	0	0	0	1	74	2	0	4	25	3	0	111	
4:50 PM	1	0	2	0	6	1	1	0	0	53	2	0	2	14	5	0	87	
4:55 PM	2	1	1	0	0	1	0	0	2	67	1	0	0	19	5	0	99	1259
5:00 PM	2	0	0	0	3	2	2	0	0	68	4	0	1	26	5	0	113	1280
5:05 PM	1	1	1	0	0	2	0	0	2	56	1	0	1	24	5	0	94	1273
5:10 PM	0	2	0	0	2	0	0	0	1	52	3	0	1	21	1	0	83	1248
5:15 PM	1	0	2	0	3	0	0	0	1	77	2	0	0	26	5	0	117	1239
5:20 PM	0	1	1	0	4	1	1	0	1	58	2	0	2	33	3	0	107	1243
5:25 PM	0	0	2	0	4	1	1	0	0	55	2	0	1	29	4	0	99	1221
5:30 PM	0	2	2	0	1	1	1	0	0	73	1	0	0	26	1	0	108	1217
5:35 PM	2	1	0	0	0	1	0	0	1	50	3	0	2	28	7	0	95	1217
5:40 PM	1	0	1	0	1	0	2	0	0	64	4	0	2	24	6	0	105	1218
5:45 PM	0	2	2	0	3	0	1	0	2	57	0	0	1	24	2	0	94	1201
5:50 PM	0	0	0	0	4	0	0	0	0	47	6	0	0	28	4	0	89	1203
5:55 PM	1	1	0	0	1	0	0	0	1	53	1	0	0	24	1	0	83	1187
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	8	4	8	0	68	24	8	0	0	832	32	0	28	344	44	0	1400	
Heavy Trucks	0	0	0	0	0	0	0	0	0	24	0	0	4	16	4	0	48	
Buses																		
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	
Scooters																		

Comments:

LOCATION: Stoltz Hill Rd -- Airport Rd
CITY/STATE: Linn, OR

QC JOB #: 17497701
DATE: Thu, Mar 12 2026



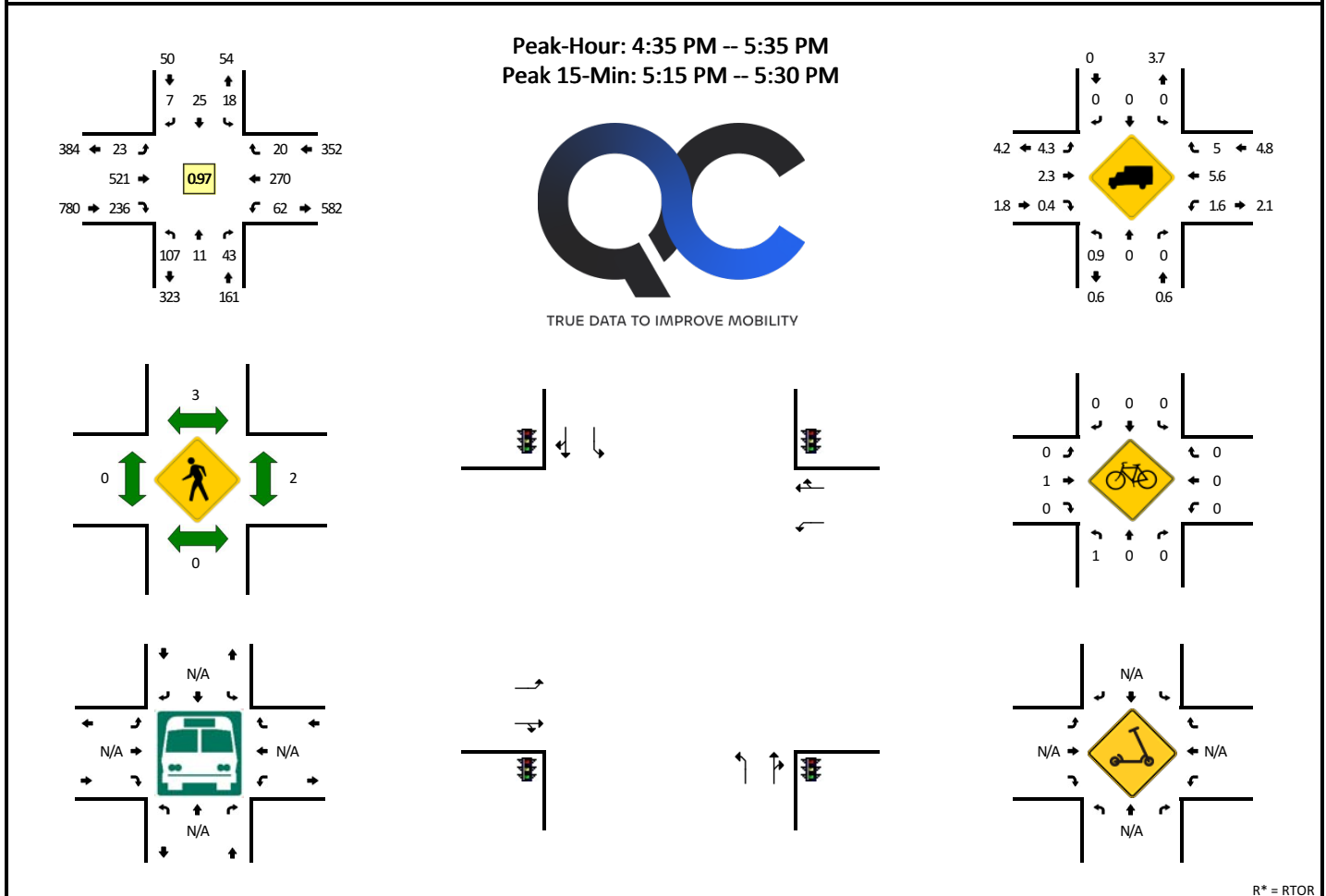
R* = RTOR

5-Min Count Period Beginning At	Stoltz Hill Rd (Northbound)					Stoltz Hill Rd (Southbound)					Airport Rd (Eastbound)					Airport Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	18	2	0	0	4	1	0	1	0	0	1	18	3	0	0	0	22	0	0	1	71	
7:05 AM	24	1	2	0	0	0	1	0	0	0	1	19	5	0	1	2	30	0	0	0	86	
7:10 AM	19	1	3	0	4	2	0	2	0	1	0	20	2	0	1	2	28	1	0	0	86	
7:15 AM	27	1	5	0	1	2	1	0	0	0	1	12	1	0	2	5	28	0	0	0	86	
7:20 AM	12	3	2	0	2	0	1	0	0	1	1	26	7	0	2	2	22	0	0	0	81	
7:25 AM	19	1	3	0	1	1	1	0	0	0	0	24	5	0	0	3	40	2	0	0	100	
7:30 AM	13	0	1	0	2	1	1	0	0	2	1	30	5	0	1	2	34	1	0	0	94	
7:35 AM	18	2	6	0	5	2	0	0	0	0	0	29	10	0	0	4	26	0	0	0	102	
7:40 AM	21	0	3	0	3	1	0	0	0	0	2	20	7	0	1	7	30	3	0	0	98	
7:45 AM	13	0	1	0	1	2	1	0	0	0	0	17	11	0	0	8	29	0	0	0	83	
7:50 AM	17	1	0	0	4	1	0	0	0	0	1	15	13	0	0	2	28	2	0	0	84	
7:55 AM	16	0	1	0	0	1	0	0	0	0	0	17	4	0	0	3	27	0	0	0	69	1040
8:00 AM	22	2	4	0	0	0	1	0	0	1	1	19	7	0	0	4	18	0	0	0	79	1048
8:05 AM	23	0	0	0	0	0	1	1	0	0	1	17	4	0	0	2	19	0	0	0	68	1030
8:10 AM	17	1	3	0	2	1	1	0	0	0	0	12	2	0	0	2	15	0	0	0	56	1000
8:15 AM	10	1	1	0	0	2	2	0	0	0	0	11	5	0	0	1	19	1	0	0	53	967
8:20 AM	11	0	5	0	1	2	0	1	0	0	2	12	5	0	0	1	22	0	0	0	62	948
8:25 AM	11	2	2	0	1	3	1	1	0	0	0	15	9	0	1	1	21	2	0	0	70	918
8:30 AM	2	2	2	0	4	0	0	0	0	0	2	13	3	0	0	3	27	0	0	0	58	882
8:35 AM	13	1	0	0	0	1	1	0	0	0	3	11	6	0	0	0	21	0	0	0	57	837
8:40 AM	5	0	0	0	0	1	0	0	0	0	1	20	4	0	0	0	31	2	0	0	64	803
8:45 AM	13	1	1	0	3	2	2	1	0	2	3	10	3	0	1	3	20	1	0	0	66	786
8:50 AM	12	0	2	0	0	2	1	0	0	0	0	19	6	0	0	0	19	0	0	0	61	763
8:55 AM	8	0	1	0	2	1	0	0	0	0	1	13	6	0	0	0	13	0	0	0	45	739
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	200	12	72	0	32	16	8	8	0	8	4	332	84	0	4	36	400	12	0	0	1228	
Heavy Trucks	0	0	4			0	0	0			0	4	16			0	8	0			32	
Buses																						
Pedestrians		0					12					0					4				16	
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0	
Scoters																						

Comments:

LOCATION: Stoltz Hill Rd -- Airport Rd
CITY/STATE: Linn, OR

QC JOB #: 17497702
DATE: Thu, Mar 12 2026



R* = RTOR

5-Min Count Period Beginning At	Stoltz Hill Rd (Northbound)					Stoltz Hill Rd (Southbound)					Airport Rd (Eastbound)					Airport Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	10	0	3	0	2	3	0	0	0	0	2	41	19	0	2	3	20	2	0	0	107	
4:05 PM	11	0	0	0	2	2	1	0	0	1	1	31	19	0	1	1	31	0	0	0	101	
4:10 PM	9	2	0	0	1	2	1	0	0	1	1	40	16	0	2	5	24	2	0	0	106	
4:15 PM	9	0	2	0	0	1	5	0	0	0	2	36	23	0	1	5	24	2	0	0	110	
4:20 PM	6	3	1	0	3	2	0	0	0	2	0	32	17	0	5	2	11	1	0	0	85	
4:25 PM	11	2	0	0	2	1	0	0	0	1	2	36	13	0	1	4	29	1	0	0	103	
4:30 PM	6	2	0	0	2	1	1	0	0	1	2	37	15	0	1	2	20	1	0	1	92	
4:35 PM	8	0	7	0	1	2	2	0	0	0	1	50	20	0	3	9	36	1	0	0	140	
4:40 PM	9	1	1	0	2	1	0	0	0	1	2	41	21	0	0	8	19	0	0	0	106	
4:45 PM	7	2	1	0	5	1	3	0	0	0	1	41	13	0	2	4	16	3	0	0	99	
4:50 PM	7	0	1	0	3	3	1	0	0	0	2	42	13	0	1	3	22	1	0	0	99	
4:55 PM	7	0	2	0	2	0	2	1	0	0	2	37	17	0	2	7	18	0	0	2	99	1247
5:00 PM	8	1	2	0	2	0	2	2	0	0	2	45	14	0	2	2	22	2	0	1	107	1247
5:05 PM	13	1	1	0	0	3	2	0	0	0	2	45	17	0	0	5	22	0	0	0	111	1257
5:10 PM	6	1	1	0	0	1	2	0	0	0	1	40	17	0	2	5	25	2	0	1	104	1255
5:15 PM	13	1	1	0	2	0	4	0	0	0	4	49	20	0	2	1	34	0	0	0	131	1276
5:20 PM	7	1	1	0	1	3	2	0	0	0	3	35	19	0	3	4	13	4	0	1	97	1288
5:25 PM	12	2	2	0	0	0	3	0	0	1	0	46	25	0	1	8	18	1	0	0	119	1304
5:30 PM	10	1	3	0	2	4	2	0	0	2	3	50	21	0	1	6	25	1	0	0	131	1343
5:35 PM	5	0	1	0	4	2	2	1	0	1	1	41	17	0	1	7	20	1	0	3	107	1310
5:40 PM	9	1	5	0	1	1	1	0	0	0	1	38	11	0	0	10	9	1	0	0	88	1292
5:45 PM	10	1	5	0	2	0	3	0	0	0	3	50	16	0	0	1	22	1	0	0	114	1307
5:50 PM	8	2	2	0	1	2	0	0	0	0	0	31	18	0	1	4	26	0	0	0	95	1303
5:55 PM	5	2	3	0	1	2	5	0	0	1	0	50	15	0	0	3	14	1	0	1	103	1307
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	128	16	28	0	12	12	36	4	0	4	28	520	280	0	24	52	260	24	0	4	1432	
Heavy Trucks	0	0	0			0	0	0			4	12	0			0	20	4			40	
Buses																						
Pedestrians	0					0					0					4					4	
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0	
Scooters																						

Comments:

Appendix C

Existing Traffic Conditions Worksheets and Volumes

Intersection Level Of Service Report
Intersection 1: Stoltz Hill Rd / Walker Rd

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 12.6
 Level Of Service: B
 Volume to Capacity (v/c): 0.026

Intersection Setup

Name	Stoltz Hill Rd		Stoltz Hill Rd		Walker Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	10.00	10.00	10.00	10.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Stoltz Hill Rd		Stoltz Hill Rd		Walker Rd	
Base Volume Input [veh/h]	216	9	41	94	12	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	2.00	6.00	0.00	4.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	216	9	41	94	12	70
Peak Hour Factor	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	64	3	12	28	4	21
Total Analysis Volume [veh/h]	257	11	49	112	14	83
Pedestrian Volume [ped/h]	0		0		2	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.04	0.00	0.03	0.11
d_M, Delay for Movement [s/veh]	0.00	0.00	7.84	0.00	12.58	10.46
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.08	0.08	0.46	0.46
95th-Percentile Queue Length [ft/ln]	0.00	0.00	2.10	2.10	11.59	11.59
d_A, Approach Delay [s/veh]	0.00		2.39		10.77	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.72					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 2: Stoltz Hill Rd / Kees StControl Type: Two-way stop
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutesDelay (sec / veh): 14.2
Level Of Service: B
Volume to Capacity (v/c): 0.015**Intersection Setup**

Name	Stoltz Hill Rd			Stoltz Hill Rd			Kees St			Kees St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	10.00	10.00	10.00	10.00	10.00	10.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Stoltz Hill Rd			Stoltz Hill Rd			Kees St			Kees St		
Base Volume Input [veh/h]	16	273	6	3	123	2	5	8	21	0	8	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	12.00	2.00	33.00	0.00	7.00	50.00	20.00	0.00	10.00	0.00	25.00	17.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	273	6	3	123	2	5	8	21	0	8	6
Peak Hour Factor	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	81	2	1	37	1	1	2	6	0	2	2
Total Analysis Volume [veh/h]	19	325	7	4	146	2	6	10	25	0	10	7
Pedestrian Volume [ped/h]	0			2			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.00	0.00	0.01	0.02	0.03	0.00	0.02	0.01
d_M, Delay for Movement [s/veh]	7.64	0.00	0.00	7.91	0.00	0.00	14.24	13.38	9.50	13.73	13.84	10.58
Movement LOS	A	A	A	A	A	A	B	B	A	B	B	B
95th-Percentile Queue Length [veh/ln]	0.03	0.03	0.03	0.01	0.01	0.01	0.21	0.21	0.21	0.11	0.11	0.11
95th-Percentile Queue Length [ft/ln]	0.80	0.80	0.80	0.17	0.17	0.17	5.23	5.23	5.23	2.65	2.65	2.65
d_A, Approach Delay [s/veh]	0.41			0.21			11.14			12.50		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	1.51											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 3: Stoltz Hill Rd / Antioch St

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 11.8
 Level Of Service: B
 Volume to Capacity (v/c): 0.015

Intersection Setup

Name	Stoltz Hill Rd		Stoltz Hill Rd		Antioch St	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	10.00	10.00	10.00	10.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Stoltz Hill Rd		Stoltz Hill Rd		Antioch St	
Base Volume Input [veh/h]	8	280	118	2	7	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	12.00	3.00	5.00	50.00	0.00	22.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	280	118	2	7	9
Peak Hour Factor	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	80	34	1	2	3
Total Analysis Volume [veh/h]	9	322	136	2	8	10
Pedestrian Volume [ped/h]	0		1		2	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	7.62	0.00	0.00	0.00	11.78	9.34
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.02	0.02	0.00	0.00	0.08	0.08
95th-Percentile Queue Length [ft/ln]	0.38	0.38	0.00	0.00	2.03	2.03
d_A, Approach Delay [s/veh]	0.21		0.00		10.43	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.53					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 4: Airport Rd / 12th St

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 25.7
 Level Of Service: D
 Volume to Capacity (v/c): 0.158

Intersection Setup

Name	12th St			12th St			Airport Rd			Airport Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			35.00			35.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	12th St			12th St			Airport Rd			Airport Rd		
Base Volume Input [veh/h]	28	19	14	33	16	2	4	317	9	4	503	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	11.00	7.00	3.00	12.00	50.00	25.00	4.00	0.00	0.00	3.00	4.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	19	14	33	16	2	4	317	9	4	503	51
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	5	4	9	4	1	1	83	2	1	132	13
Total Analysis Volume [veh/h]	29	20	15	35	17	2	4	334	9	4	529	54
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	1	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.08	0.02	0.16	0.07	0.00	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	23.98	22.81	13.81	25.70	23.25	17.44	9.07	0.00	0.00	7.94	0.00	0.00
Movement LOS	C	C	B	D	C	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.84	0.84	0.84	0.85	0.85	0.85	0.01	0.00	0.00	0.01	0.00	0.00
95th-Percentile Queue Length [ft/ln]	21.05	21.05	21.05	21.34	21.34	21.34	0.34	0.00	0.00	0.25	0.00	0.00
d_A, Approach Delay [s/veh]	21.23			24.62			0.10			0.05		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	2.62											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 1: Stoltz Hill Rd / Walker Rd

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 14.1
 Level Of Service: B
 Volume to Capacity (v/c): 0.042

Intersection Setup

Name	Stoltz Hill Rd		Stoltz Hill Rd		Walker Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	10.00	10.00	10.00	10.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Stoltz Hill Rd		Stoltz Hill Rd		Walker Rd	
Base Volume Input [veh/h]	103	9	128	163	17	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	0.00	1.00	1.00	6.00	6.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	103	9	128	163	17	70
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	2	34	44	5	19
Total Analysis Volume [veh/h]	111	10	138	175	18	75
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.09	0.00	0.04	0.08
d_M, Delay for Movement [s/veh]	0.00	0.00	7.61	0.00	14.07	9.56
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.25	0.25	0.42	0.42
95th-Percentile Queue Length [ft/ln]	0.00	0.00	6.22	6.22	10.47	10.47
d_A, Approach Delay [s/veh]	0.00		3.36		10.43	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.83					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 2: Stoltz Hill Rd / Kees St

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 13.4
 Level Of Service: B
 Volume to Capacity (v/c): 0.002

Intersection Setup

Name	Stoltz Hill Rd			Stoltz Hill Rd			Kees St			Kees St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	10.00	10.00	10.00	10.00	10.00	10.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Stoltz Hill Rd			Stoltz Hill Rd			Kees St			Kees St		
Base Volume Input [veh/h]	21	155	1	1	291	3	0	0	17	1	1	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	10.00	2.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	155	1	1	291	3	0	0	17	1	1	2
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	42	0	0	79	1	0	0	5	0	0	1
Total Analysis Volume [veh/h]	23	168	1	1	316	3	0	0	18	1	1	2
Pedestrian Volume [ped/h]	0			1			0			2		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	8.03	0.00	0.00	7.54	0.00	0.00	13.20	13.26	10.07	13.40	13.19	9.16
Movement LOS	A	A	A	A	A	A	B	B	B	B	B	A
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.04	0.00	0.00	0.00	0.08	0.08	0.08	0.02	0.02	0.02
95th-Percentile Queue Length [ft/ln]	0.97	0.97	0.97	0.04	0.04	0.04	1.90	1.90	1.90	0.52	0.52	0.52
d_A, Approach Delay [s/veh]	0.96			0.02			10.07			11.23		
Approach LOS	A			A			B			B		
d_I, Intersection Delay [s/veh]	0.78											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 3: Stoltz Hill Rd / Antioch St

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 12.4
 Level Of Service: B
 Volume to Capacity (v/c): 0.008

Intersection Setup

Name	Stoltz Hill Rd		Stoltz Hill Rd		Antioch St	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	10.00	10.00	10.00	10.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Stoltz Hill Rd		Stoltz Hill Rd		Antioch St	
Base Volume Input [veh/h]	6	149	290	3	4	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	0.00	0.00	25.00	29.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	149	290	3	4	7
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	40	78	1	1	2
Total Analysis Volume [veh/h]	6	160	312	3	4	8
Pedestrian Volume [ped/h]	0		1		1	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	7.88	0.00	0.00	0.00	12.37	10.52
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.06	0.06
95th-Percentile Queue Length [ft/ln]	0.25	0.25	0.00	0.00	1.53	1.53
d_A, Approach Delay [s/veh]	0.28		0.00		11.14	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.37					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 4: Airport Rd / 12th St

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 38.3
 Level Of Service: E
 Volume to Capacity (v/c): 0.262

Intersection Setup

Name	12th St			12th St			Airport Rd			Airport Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			35.00			35.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	12th St			12th St			Airport Rd			Airport Rd		
Base Volume Input [veh/h]	14	3	11	37	12	5	5	660	25	22	299	59
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	3.00	0.00	20.00	0.00	2.00	0.00	9.00	3.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	3	11	37	12	5	5	660	25	22	299	59
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	3	10	3	1	1	181	7	6	82	16
Total Analysis Volume [veh/h]	15	3	12	41	13	5	5	725	27	24	329	65
Pedestrian Volume [ped/h]	0			1			0			1		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	1	1	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.02	0.03	0.26	0.07	0.01	0.00	0.01	0.00	0.03	0.00	0.00
d_M, Delay for Movement [s/veh]	31.18	27.55	16.39	38.26	34.49	20.86	8.08	0.00	0.00	9.48	0.00	0.00
Movement LOS	D	D	C	E	D	C	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.49	0.49	0.49	1.40	1.40	1.40	0.01	0.00	0.00	0.09	0.00	0.00
95th-Percentile Queue Length [ft/ln]	12.19	12.19	12.19	35.07	35.07	35.07	0.32	0.00	0.00	2.24	0.00	0.00
d_A, Approach Delay [s/veh]	24.90			35.96			0.05			0.54		
Approach LOS	C			E			A			A		
d_I, Intersection Delay [s/veh]	2.48											
Intersection LOS	E											

Appendix D

2040 Traffic Conditions Worksheets and Volumes

Intersection Level Of Service Report
Intersection 4: Airport Rd / 12th St

Control Type: Signalized
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 22.7
 Level Of Service: C
 Volume to Capacity (v/c): 0.849

Intersection Setup

Name	12th St			12th St			Airport Rd			Airport Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			35.00			35.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	12th St			12th St			Airport Rd			Airport Rd		
Base Volume Input [veh/h]	30	20	15	90	45	10	10	905	70	35	680	60
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	4.00	10.00	0.00	0.00	2.00	0.00	0.00	5.00	5.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	20	15	90	45	10	10	905	70	35	680	60
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	5	4	24	12	3	3	238	18	9	179	16
Total Analysis Volume [veh/h]	32	21	16	95	47	11	11	953	74	37	716	63
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			1		
v_di, Inbound Pedestrian Volume crossing m	1			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			1			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			1		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			1		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Free Running (No Pattern)
Coordination Type	<i>Free Running</i>
Actuation Type	<i>Fully actuated</i>
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing (Basic)

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Flashing Yellow Arrow	No			No			No			No		
Signal Group	7	4	0	3	8	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	5.0	10.0	0.0	5.0	10.0	0.0	5.0	60.0	0.0	5.0	60.0	0.0
Amber [s]	3.5	3.5	0.0	3.5	3.5	0.0	4.0	4.0	0.0	4.0	4.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Pedestrian Clearance [s]	0.0	10.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Free Running (No Pattern)

Split [s]	9.0	14.0	0.0	9.0	14.0	0.0	9.0	14.0	0.0	9.0	14.0	0.0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5.0	5.0	0.0	5.0	5.0	0.0	5.0	10.0	0.0	5.0	10.0	0.0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	L	C
C, Calculated Cycle Length [s]	83	83	83	83	83	83	83	83
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.13	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8.5	5.4	12.9	7.7	54.9	52.7	58.6	54.5
g / C, Green / Cycle	0.10	0.06	0.15	0.09	0.66	0.63	0.70	0.65
(v / s)_i Volume / Saturation Flow Rate	0.01	0.02	0.05	0.04	0.02	0.60	0.12	0.47
s, saturation flow rate [veh/h]	1477	1620	1462	1560	742	1701	631	1654
c, Capacity [veh/h]	227	104	282	145	371	1074	216	1079
d1, Uniform Delay [s]	29.51	37.41	30.45	35.69	9.22	14.30	19.62	9.52
k, delay calibration	0.11	0.11	0.32	0.11	0.11	0.35	0.26	0.21
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.28	2.05	2.08	1.79	0.03	14.75	0.90	1.82
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.14	0.36	0.34	0.40	0.03	0.96	0.17	0.72
d, Delay for Lane Group [s/veh]	29.79	39.45	32.54	37.49	9.25	29.05	20.52	11.34
Lane Group LOS	C	D	C	D	A	C	C	B
Critical Lane Group	No	Yes	Yes	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.56	0.78	1.79	1.15	0.04	18.48	0.20	8.49
50th-Percentile Queue Length [ft/ln]	13.93	19.50	44.68	28.80	1.06	462.12	5.12	212.30
95th-Percentile Queue Length [veh/ln]	1.00	1.40	3.22	2.07	0.08	25.54	0.37	13.27
95th-Percentile Queue Length [ft/ln]	25.08	35.11	80.43	51.84	1.90	638.40	9.21	331.78

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	29.79	39.45	39.45	32.54	37.49	37.49	9.25	29.05	29.05	20.52	11.34	11.34
Movement LOS	C	D	D	C	D	D	A	C	C	C	B	B
d_A, Approach Delay [s/veh]	34.97			34.41			28.84			11.75		
Approach LOS	C			C			C			B		
d_I, Intersection Delay [s/veh]	22.74											
Intersection LOS	C											
Intersection V/C	0.849											

Emissions

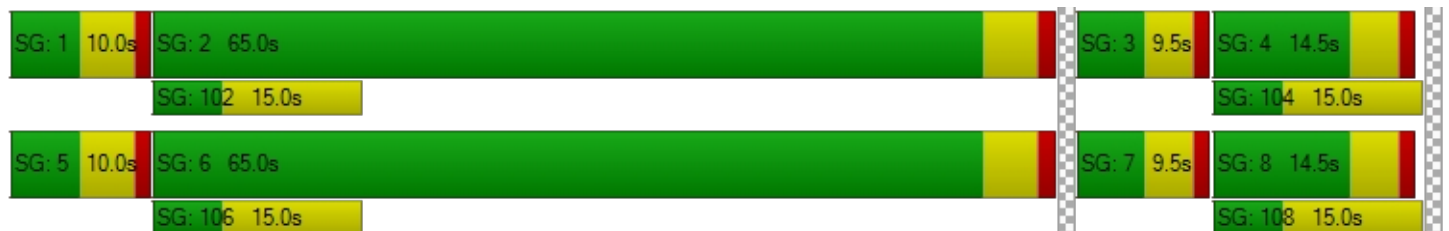
Vehicle Miles Traveled [mph]	2.08	2.40	5.20	3.17	0.65	60.85	1.79	37.73
Stops [stops/h]	24.04	33.64	77.07	49.68	1.82	797.10	8.82	366.19
Fuel consumption [US gal/h]	0.38	0.53	1.41	0.94	0.06	14.39	0.27	4.90
CO [g/h]	26.53	37.33	98.34	65.50	4.14	1005.59	18.80	342.45
NOx [g/h]	5.16	7.26	19.13	12.74	0.81	195.65	3.66	66.63
VOC [g/h]	6.15	8.65	22.79	15.18	0.96	233.05	4.36	79.37

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	5152.24	0.00	7706.39
d_p, Pedestrian Delay [s]	33.23	33.23	33.23	33.23
I_p,int, Pedestrian LOS Score for Intersectio	2.036	2.043	2.626	2.459
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	240	240	1437	1437
d_b, Bicycle Delay [s]	32.34	32.34	3.30	3.30
I_b,int, Bicycle LOS Score for Intersection	1.673	1.812	3.272	2.906
Bicycle LOS	A	A	C	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Airport Rd / 12th St

Control Type: Signalized
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 26.5
 Level Of Service: C
 Volume to Capacity (v/c): 0.875

Intersection Setup

Name	12th St			12th St			Airport Rd			Airport Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			35.00			35.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	12th St			12th St			Airport Rd			Airport Rd		
Base Volume Input [veh/h]	75	25	15	71	64	10	10	732	243	35	635	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	4.00	10.00	0.00	0.00	2.00	0.00	0.00	5.00	5.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	75	25	15	71	64	10	10	732	243	35	635	55
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	7	4	19	17	3	3	193	64	9	167	14
Total Analysis Volume [veh/h]	79	26	16	75	67	11	11	771	256	37	668	58
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			1		
v_di, Inbound Pedestrian Volume crossing m	1			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			1			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			1		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			1		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Free Running (No Pattern)
Coordination Type	<i>Free Running</i>
Actuation Type	<i>Fully actuated</i>
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing (Basic)

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Flashing Yellow Arrow	No			No			No			No		
Signal Group	7	4	0	3	8	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	5.0	10.0	0.0	5.0	10.0	0.0	5.0	60.0	0.0	5.0	60.0	0.0
Amber [s]	3.5	3.5	0.0	3.5	3.5	0.0	4.0	4.0	0.0	4.0	4.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Pedestrian Clearance [s]	0.0	10.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Free Running (No Pattern)

Split [s]	9.0	14.0	0.0	9.0	14.0	0.0	9.0	14.0	0.0	9.0	14.0	0.0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5.0	5.0	0.0	5.0	5.0	0.0	5.0	10.0	0.0	5.0	10.0	0.0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	L	C
C, Calculated Cycle Length [s]	91	91	91	91	91	91	91	91
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	2.00	0.00	2.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	14.5	7.1	12.3	7.0	60.6	58.4	64.4	60.2
g / C, Green / Cycle	0.16	0.08	0.14	0.08	0.67	0.64	0.71	0.66
(v / s)_i Volume / Saturation Flow Rate	0.05	0.03	0.04	0.05	0.02	0.62	0.13	0.44
s, saturation flow rate [veh/h]	1465	1635	1460	1573	774	1650	627	1654
c, Capacity [veh/h]	248	129	247	121	414	1060	195	1096
d1, Uniform Delay [s]	32.87	39.60	32.65	40.74	8.30	15.40	22.68	9.23
k, delay calibration	0.27	0.11	0.24	0.11	0.11	0.43	0.32	0.22
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.80	1.46	1.52	5.62	0.03	19.27	1.37	1.41
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.32	0.33	0.30	0.64	0.03	0.97	0.19	0.66
d, Delay for Lane Group [s/veh]	34.67	41.07	34.17	46.36	8.32	34.67	24.05	10.64
Lane Group LOS	C	D	C	D	A	C	C	B
Critical Lane Group	Yes	No	No	Yes	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	1.63	0.94	1.50	1.85	0.05	21.78	0.24	8.02
50th-Percentile Queue Length [ft/ln]	40.73	23.51	37.41	46.16	1.17	544.46	6.03	200.45
95th-Percentile Queue Length [veh/ln]	2.93	1.69	2.69	3.32	0.08	29.43	0.43	12.66
95th-Percentile Queue Length [ft/ln]	73.32	42.32	67.34	83.09	2.11	735.79	10.85	316.55

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	34.67	41.07	41.07	34.17	46.36	46.36	8.32	34.67	34.67	24.05	10.64	10.64
Movement LOS	C	D	D	C	D	D	A	C	C	C	B	B
d_A, Approach Delay [s/veh]	36.89			40.39			34.39			11.29		
Approach LOS	D			D			C			B		
d_I, Intersection Delay [s/veh]	26.49											
Intersection LOS	C											
Intersection V/C	0.875											

Emissions

Vehicle Miles Traveled [mph]	5.13	2.73	4.11	4.27	0.65	60.85	1.79	35.17
Stops [stops/h]	64.53	37.25	59.27	73.12	1.85	862.52	9.55	317.55
Fuel consumption [US gal/h]	1.04	0.62	1.12	1.45	0.06	16.05	0.30	4.37
CO [g/h]	72.37	43.09	78.55	101.25	4.01	1122.06	20.85	305.59
NOx [g/h]	14.08	8.38	15.28	19.70	0.78	218.31	4.06	59.46
VOC [g/h]	16.77	9.99	18.21	23.47	0.93	260.05	4.83	70.82

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	4705.37	0.00	7001.34
d_p, Pedestrian Delay [s]	36.89	36.89	36.89	36.89
I_p,int, Pedestrian LOS Score for Intersectio	2.109	2.047	2.640	2.396
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	220	220	1320	1320
d_b, Bicycle Delay [s]	36.00	36.00	5.25	5.25
I_b,int, Bicycle LOS Score for Intersection	1.759	1.812	3.272	2.819
Bicycle LOS	A	A	C	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Airport Rd / 12th St

Control Type: Signalized
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 37.7
 Level Of Service: D
 Volume to Capacity (v/c): 0.916

Intersection Setup

Name	12th St			12th St			Airport Rd			Airport Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			35.00			35.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	12th St			12th St			Airport Rd			Airport Rd		
Base Volume Input [veh/h]	75	25	15	71	77	10	10	732	286	42	335	55
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	4.00	10.00	0.00	0.00	2.00	0.00	0.00	5.00	5.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	75	25	15	71	77	10	10	732	286	42	335	55
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	7	4	19	20	3	3	193	75	11	88	14
Total Analysis Volume [veh/h]	79	26	16	75	81	11	11	771	301	44	353	58
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			1		
v_di, Inbound Pedestrian Volume crossing m	1			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			1			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			1		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			1		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Free Running (No Pattern)
Coordination Type	<i>Free Running</i>
Actuation Type	<i>Fully actuated</i>
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing (Basic)

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Flashing Yellow Arrow	No			No			No			No		
Signal Group	7	4	0	3	8	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	5.0	10.0	0.0	5.0	10.0	0.0	5.0	60.0	0.0	5.0	60.0	0.0
Amber [s]	3.5	3.5	0.0	3.5	3.5	0.0	4.0	4.0	0.0	4.0	4.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Pedestrian Clearance [s]	0.0	10.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Free Running (No Pattern)

Split [s]	9.0	14.0	0.0	9.0	14.0	0.0	9.0	14.0	0.0	9.0	14.0	0.0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5.0	5.0	0.0	5.0	5.0	0.0	5.0	10.0	0.0	5.0	10.0	0.0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	L	C
C, Calculated Cycle Length [s]	95	95	95	95	95	95	95	95
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.14	2.00
g_i, Effective Green Time [s]	13.5	8.0	13.5	8.0	63.3	61.0	67.5	63.1
g / C, Green / Cycle	0.14	0.08	0.14	0.08	0.67	0.64	0.71	0.66
(v / s)_i Volume / Saturation Flow Rate	0.05	0.03	0.04	0.06	0.01	0.65	0.18	0.25
s, saturation flow rate [veh/h]	1464	1636	1453	1578	1015	1641	610	1634
c, Capacity [veh/h]	209	138	250	134	663	1054	171	1086
d1, Uniform Delay [s]	34.13	40.85	33.81	42.27	5.05	17.00	24.16	7.14
k, delay calibration	0.29	0.11	0.27	0.11	0.11	0.50	0.48	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.00	1.22	1.62	6.18	0.01	32.14	3.49	0.22
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.38	0.30	0.30	0.69	0.02	1.02	0.26	0.38
d, Delay for Lane Group [s/veh]	37.13	42.07	35.43	48.45	5.06	49.14	27.66	7.35
Lane Group LOS	D	D	D	D	A	F	C	A
Critical Lane Group	Yes	No	No	Yes	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	1.75	0.97	1.57	2.29	0.05	28.06	0.38	3.47
50th-Percentile Queue Length [ft/ln]	43.74	24.34	39.29	57.13	1.22	701.41	9.47	86.63
95th-Percentile Queue Length [veh/ln]	3.15	1.75	2.83	4.11	0.09	37.30	0.68	6.24
95th-Percentile Queue Length [ft/ln]	78.74	43.81	70.72	102.84	2.20	932.55	17.05	155.94

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	37.13	42.07	42.07	35.43	48.45	48.45	5.06	49.14	49.14	27.66	7.35	7.35
Movement LOS	D	D	D	D	D	D	A	D	D	C	A	A
d_A, Approach Delay [s/veh]	38.84			42.60			48.70			9.32		
Approach LOS	D			D			D			A		
d_I, Intersection Delay [s/veh]	37.67											
Intersection LOS	D											
Intersection V/C	0.916											

Emissions

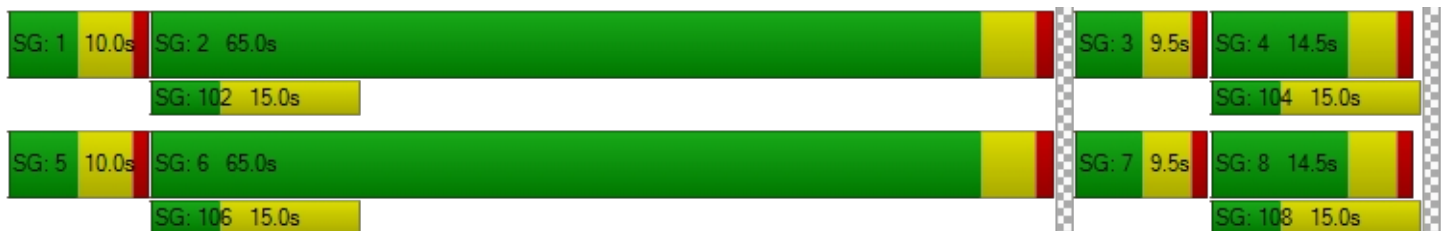
Vehicle Miles Traveled [mph]	5.13	2.73	4.11	5.04	0.65	63.52	2.13	19.91
Stops [stops/h]	66.31	36.90	59.56	86.60	1.86	1063.18	14.36	131.31
Fuel consumption [US gal/h]	1.08	0.62	1.15	1.75	0.05	21.14	0.40	2.01
CO [g/h]	75.61	43.60	80.04	122.34	3.50	1477.47	27.86	140.79
NOx [g/h]	14.71	8.48	15.57	23.80	0.68	287.46	5.42	27.39
VOC [g/h]	17.52	10.10	18.55	28.35	0.81	342.42	6.46	32.63

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	4411.59	0.00	6665.72
d_p, Pedestrian Delay [s]	38.93	38.93	38.93	38.93
I_p,int, Pedestrian LOS Score for Intersectio	2.134	2.055	2.538	2.315
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	211	211	1263	1263
d_b, Bicycle Delay [s]	38.03	38.03	6.45	6.45
I_b,int, Bicycle LOS Score for Intersection	1.759	1.835	3.347	2.310
Bicycle LOS	A	A	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Appendix E

2036 Background Traffic Conditions Worksheets and Volumes

Intersection Level Of Service Report**Intersection 1: Stoltz Hill Rd / 12th Street-Walker Rd**

Control Type:	Two-way stop	Delay (sec / veh):	14.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.131

Intersection Setup

Name	Stoltz Hill Rd		12th Street		Walker Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	10.00	10.00	10.00	10.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Stoltz Hill Rd		12th Street		Walker Rd	
Base Volume Input [veh/h]	198	77	50	73	56	85
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	2.00	6.00	0.00	4.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	198	77	50	73	56	85
Peak Hour Factor	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	23	15	22	17	25
Total Analysis Volume [veh/h]	236	92	60	87	67	101
Pedestrian Volume [ped/h]	0		1		2	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.05	0.00	0.13	0.14
d_M, Delay for Movement [s/veh]	0.00	0.00	8.08	0.00	14.07	11.87
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.15	0.00	1.07	1.07
95th-Percentile Queue Length [ft/ln]	0.00	0.00	3.85	0.00	26.66	26.66
d_A, Approach Delay [s/veh]	0.00		3.30		12.75	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	4.08					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 2: Stoltz Hill Rd / Kees St

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.5
 Level Of Service: A
 Volume to Capacity (v/c): 0.015

Intersection Setup

Name	Stoltz Hill Rd			Stoltz Hill Rd			Kees St			Kees St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	10.00	10.00	10.00	10.00	10.00	10.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Stoltz Hill Rd			Stoltz Hill Rd			Kees St			Kees St		
Base Volume Input [veh/h]	0	11	0	4	11	2	6	10	0	0	10	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	12.00	2.00	33.00	0.00	7.00	50.00	20.00	0.00	10.00	0.00	25.00	17.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	11	0	4	11	2	6	10	0	0	10	7
Peak Hour Factor	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	3	0	1	3	1	2	3	0	0	3	2
Total Analysis Volume [veh/h]	0	13	0	5	13	2	7	12	0	0	12	8
Pedestrian Volume [ped/h]	0			2			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.00	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	7.34	0.00	0.00	7.23	0.00	0.00	9.17	9.30	8.54	8.89	9.55	8.62
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.01	0.01	0.01	0.07	0.07	0.07	0.07	0.07	0.07
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.21	0.21	0.21	1.68	1.68	1.68	1.74	1.74	1.74
d_A, Approach Delay [s/veh]	0.00			1.81			9.25			9.18		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	5.49											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 3: Stoltz Hill Rd / Antioch St

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 8.8
 Level Of Service: A
 Volume to Capacity (v/c): 0.010

Intersection Setup

Name	Stoltz Hill Rd		Stoltz Hill Rd		Antioch St	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	10.00	10.00	10.00	10.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Stoltz Hill Rd		Stoltz Hill Rd		Antioch St	
Base Volume Input [veh/h]	0	29	16	2	9	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	12.00	3.00	5.00	50.00	0.00	22.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	29	16	2	9	0
Peak Hour Factor	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	8	5	1	3	0
Total Analysis Volume [veh/h]	0	33	18	2	10	0
Pedestrian Volume [ped/h]	0		1		2	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	7.36	0.00	0.00	0.00	8.81	8.64
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.79	0.79
d_A, Approach Delay [s/veh]	0.00		0.00		8.81	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.40					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 4: Airport Rd / 12th St

Control Type: Signalized
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 14.4
 Level Of Service: B
 Volume to Capacity (v/c): 0.639

Intersection Setup

Name	12th St			12th St			Airport Rd			Airport Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			35.00			35.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	12th St			12th St			Airport Rd			Airport Rd		
Base Volume Input [veh/h]	253	45	31	33	27	2	5	314	84	11	395	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	11.00	7.00	3.00	12.00	50.00	25.00	4.00	0.00	0.00	3.00	4.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	253	45	31	33	27	2	5	314	84	11	395	40
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	67	12	8	9	7	1	1	83	22	3	104	11
Total Analysis Volume [veh/h]	266	47	33	35	28	2	5	331	88	12	416	42
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Free Running (No Pattern)
Coordination Type	<i>Free Running</i>
Actuation Type	<i>Fully actuated</i>
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing (Basic)

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Flashing Yellow Arrow	No			No			No			No		
Signal Group	7	4	0	3	8	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	5.0	10.0	0.0	5.0	10.0	0.0	5.0	60.0	0.0	5.0	60.0	0.0
Amber [s]	3.5	3.5	0.0	3.5	3.5	0.0	4.0	4.0	0.0	4.0	4.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Pedestrian Clearance [s]	0.0	10.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Free Running (No Pattern)

Split [s]	9.0	14.0	0.0	9.0	14.0	0.0	9.0	14.0	0.0	9.0	14.0	0.0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5.0	5.0	0.0	5.0	5.0	0.0	5.0	10.0	0.0	5.0	10.0	0.0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	L	C
C, Calculated Cycle Length [s]	42	42	42	42	42	42	42	42
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	2.00	0.00	2.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.19	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	12.9	7.9	6.8	4.6	15.3	14.0	17.7	14.4
g / C, Green / Cycle	0.31	0.19	0.16	0.11	0.37	0.34	0.42	0.34
(v / s)_i Volume / Saturation Flow Rate	0.13	0.05	0.01	0.02	0.01	0.26	0.01	0.27
s, saturation flow rate [veh/h]	1531	1489	1411	1566	810	1634	1047	1681
c, Capacity [veh/h]	621	282	401	172	289	549	390	579
d1, Uniform Delay [s]	11.55	14.51	10.47	16.87	9.21	12.39	8.87	12.33
k, delay calibration	0.50	0.11	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.15	0.55	0.09	0.48	0.02	2.24	0.03	2.47
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.43	0.28	0.09	0.17	0.02	0.76	0.03	0.79
d, Delay for Lane Group [s/veh]	13.70	15.05	10.56	17.35	9.23	14.64	8.90	14.80
Lane Group LOS	B	B	B	B	A	B	A	B
Critical Lane Group	Yes	No	No	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.01	0.61	0.18	0.24	0.02	2.93	0.05	3.51
50th-Percentile Queue Length [ft/ln]	50.20	15.33	4.48	6.09	0.46	73.31	1.22	87.77
95th-Percentile Queue Length [veh/ln]	3.61	1.10	0.32	0.44	0.03	5.28	0.09	6.32
95th-Percentile Queue Length [ft/ln]	90.36	27.60	8.06	10.96	0.83	131.95	2.20	157.98

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	13.70	15.05	15.05	10.56	17.35	17.35	9.23	14.64	14.64	8.90	14.80	14.80
Movement LOS	B	B	B	B	B	B	A	B	B	A	B	B
d_A, Approach Delay [s/veh]	14.01			13.69			14.57			14.65		
Approach LOS	B			B			B			B		
d_I, Intersection Delay [s/veh]	14.41											
Intersection LOS	B											
Intersection V/C	0.639											

Emissions

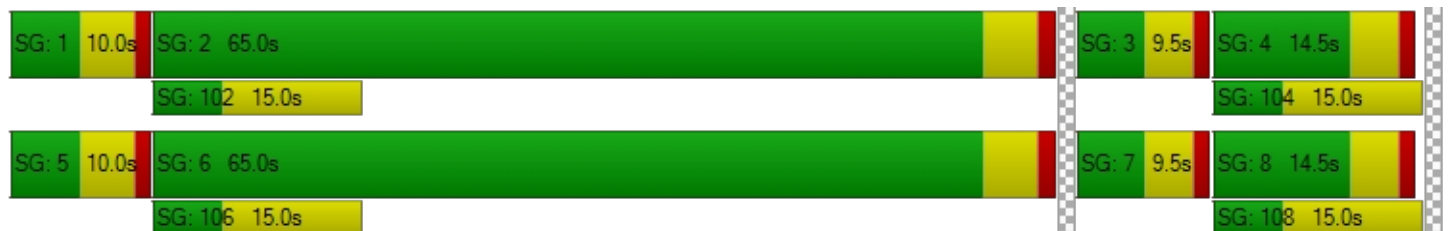
Vehicle Miles Traveled [mph]	17.26	5.19	1.92	1.64	0.30	24.83	0.58	22.19
Stops [stops/h]	173.06	52.86	15.43	20.99	1.59	252.72	4.21	302.57
Fuel consumption [US gal/h]	2.18	0.68	0.26	0.33	0.03	4.10	0.06	3.54
CO [g/h]	152.52	47.63	18.48	22.81	2.28	286.26	4.48	247.29
NOx [g/h]	29.67	9.27	3.59	4.44	0.44	55.70	0.87	48.11
VOC [g/h]	35.35	11.04	4.28	5.29	0.53	66.34	1.04	57.31

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	12.86	12.86	12.86	12.86
I_p,int, Pedestrian LOS Score for Intersectio	2.037	1.964	2.380	2.150
Crosswalk LOS	B	A	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	479	479	2873	2873
d_b, Bicycle Delay [s]	12.08	12.08	3.98	3.98
I_b,int, Bicycle LOS Score for Intersection	2.131	1.667	2.259	2.335
Bicycle LOS	B	A	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report**Intersection 1: Stoltz Hill Rd / 12th Street-Walker Rd**

Control Type:	Two-way stop	Delay (sec / veh):	16.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.208

Intersection Setup

Name	Stoltz Hill Rd		12th Street		Walker Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	10.00	10.00	10.00	10.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Stoltz Hill Rd		12th Street		Walker Rd	
Base Volume Input [veh/h]	76	61	155	141	78	85
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	0.00	1.00	1.00	6.00	6.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	76	61	155	141	78	85
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	16	42	38	21	23
Total Analysis Volume [veh/h]	82	66	167	152	84	91
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.12	0.00	0.21	0.10
d_M, Delay for Movement [s/veh]	0.00	0.00	7.83	0.00	16.67	11.64
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.39	0.00	1.29	1.29
95th-Percentile Queue Length [ft/ln]	0.00	0.00	9.82	0.00	32.26	32.26
d_A, Approach Delay [s/veh]	0.00		4.10		14.06	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	5.87					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 2: Stoltz Hill Rd / Kees St

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.2
 Level Of Service: A
 Volume to Capacity (v/c): 0.001

Intersection Setup

Name	Stoltz Hill Rd			Stoltz Hill Rd			Kees St			Kees St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	10.00	10.00	10.00	10.00	10.00	10.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Stoltz Hill Rd			Stoltz Hill Rd			Kees St			Kees St		
Base Volume Input [veh/h]	0	5	0	1	22	4	0	0	0	0	1	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	10.00	2.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	5	0	1	22	4	0	0	0	0	1	2
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	0	0	6	1	0	0	0	0	0	1
Total Analysis Volume [veh/h]	0	5	0	1	24	4	0	0	0	0	1	2
Pedestrian Volume [ped/h]	0			1			0			2		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.35	0.00	0.00	7.22	0.00	0.00	8.71	9.19	8.41	8.71	9.21	8.35
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.04	0.04	0.04	0.00	0.00	0.00	0.23	0.23	0.23
d_A, Approach Delay [s/veh]	0.00			0.25			8.77			8.64		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.90											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 3: Stoltz Hill Rd / Antioch St

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.0
 Level Of Service: A
 Volume to Capacity (v/c): 0.005

Intersection Setup

Name	Stoltz Hill Rd		Stoltz Hill Rd		Antioch St	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	10.00	10.00	10.00	10.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Stoltz Hill Rd		Stoltz Hill Rd		Antioch St	
Base Volume Input [veh/h]	0	5	29	4	5	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	0.00	0.00	25.00	29.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	5	29	4	5	0
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	8	1	1	0
Total Analysis Volume [veh/h]	0	5	31	4	5	0
Pedestrian Volume [ped/h]	0		1		1	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	7.27	0.00	0.00	0.00	8.96	8.75
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.02	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.41	0.41
d_A, Approach Delay [s/veh]	0.00		0.00		8.96	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 4: Airport Rd / 12th St

Control Type: Signalized
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 22.1
 Level Of Service: C
 Volume to Capacity (v/c): 0.836

Intersection Setup

Name	12th St			12th St			Airport Rd			Airport Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			35.00			35.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	12th St			12th St			Airport Rd			Airport Rd		
Base Volume Input [veh/h]	112	22	28	32	28	6	6	572	264	48	270	54
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	3.00	0.00	20.00	0.00	2.00	0.00	9.00	3.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	112	22	28	32	28	6	6	572	264	48	270	54
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	6	8	9	8	2	2	157	73	13	74	15
Total Analysis Volume [veh/h]	123	24	31	35	31	7	7	629	290	53	297	59
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			1		
v_di, Inbound Pedestrian Volume crossing m	1			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			1			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			1		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			1		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Free Running (No Pattern)
Coordination Type	<i>Free Running</i>
Actuation Type	<i>Fully actuated</i>
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing (Basic)

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Flashing Yellow Arrow	No			No			No			No		
Signal Group	7	4	0	3	8	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	5.0	10.0	0.0	5.0	10.0	0.0	5.0	60.0	0.0	5.0	60.0	0.0
Amber [s]	3.5	3.5	0.0	3.5	3.5	0.0	4.0	4.0	0.0	4.0	4.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Pedestrian Clearance [s]	0.0	10.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Free Running (No Pattern)

Split [s]	9.0	14.0	0.0	9.0	14.0	0.0	9.0	14.0	0.0	9.0	14.0	0.0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5.0	5.0	0.0	5.0	5.0	0.0	5.0	10.0	0.0	5.0	10.0	0.0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	L	C
C, Calculated Cycle Length [s]	77	77	77	77	77	77	77	77
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	2.00	0.00	2.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.15	2.00	2.00	2.00	2.00	2.00	2.29	2.00
g_i, Effective Green Time [s]	12.8	7.6	8.5	5.3	47.9	46.2	52.6	48.9
g / C, Green / Cycle	0.17	0.10	0.11	0.07	0.62	0.60	0.68	0.63
(v / s)_i Volume / Saturation Flow Rate	0.07	0.03	0.02	0.02	0.01	0.56	0.15	0.22
s, saturation flow rate [veh/h]	1510	1587	1446	1695	1064	1631	655	1653
c, Capacity [veh/h]	313	157	248	116	682	974	240	1044
d1, Uniform Delay [s]	27.83	32.57	26.62	34.36	4.74	14.41	15.37	6.69
k, delay calibration	0.42	0.11	0.11	0.11	0.11	0.27	0.42	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.11	1.34	0.26	1.62	0.01	11.44	1.77	0.19
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.39	0.35	0.14	0.33	0.01	0.94	0.22	0.34
d, Delay for Lane Group [s/veh]	30.94	33.90	26.87	35.98	4.75	25.84	17.13	6.88
Lane Group LOS	C	C	C	D	A	C	B	A
Critical Lane Group	Yes	No	No	Yes	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	2.25	1.01	0.53	0.71	0.03	14.79	0.33	2.44
50th-Percentile Queue Length [ft/ln]	56.14	25.27	13.34	17.75	0.64	369.79	8.37	61.06
95th-Percentile Queue Length [veh/ln]	4.04	1.82	0.96	1.28	0.05	21.10	0.60	4.40
95th-Percentile Queue Length [ft/ln]	101.05	45.49	24.01	31.95	1.16	527.47	15.06	109.90

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	30.94	33.90	33.90	26.87	35.98	35.98	4.75	25.84	25.84	17.13	6.88	6.88
Movement LOS	C	C	C	C	D	D	A	C	C	B	A	A
d_A, Approach Delay [s/veh]	31.86			31.61			25.68			8.21		
Approach LOS	C			C			C			A		
d_I, Intersection Delay [s/veh]	22.14											
Intersection LOS	C											
Intersection V/C	0.836											

Emissions

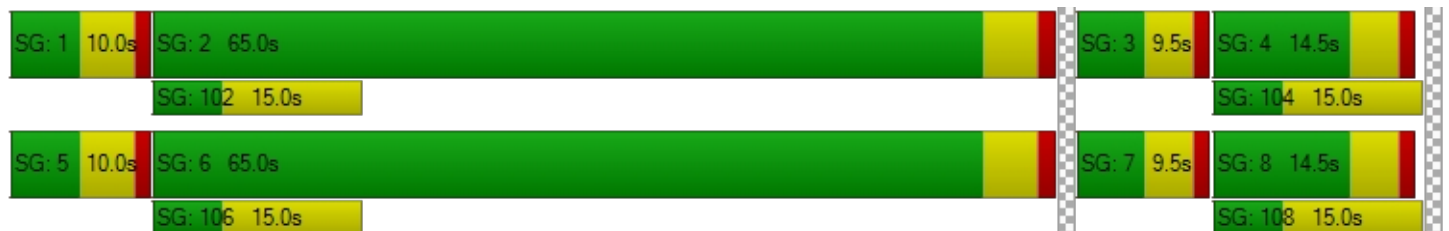
Vehicle Miles Traveled [mph]	7.98	3.57	1.92	2.08	0.41	54.45	2.57	17.24
Stops [stops/h]	104.43	47.01	24.81	33.02	1.20	687.86	15.56	113.58
Fuel consumption [US gal/h]	1.53	0.72	0.45	0.61	0.03	12.08	0.36	1.71
CO [g/h]	107.23	50.35	31.53	42.35	2.21	844.53	25.16	119.51
NOx [g/h]	20.86	9.80	6.13	8.24	0.43	164.31	4.89	23.25
VOC [g/h]	24.85	11.67	7.31	9.81	0.51	195.73	5.83	27.70

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	5954.80	0.00	8069.22
d_p, Pedestrian Delay [s]	30.23	30.23	30.23	30.23
I_p,int, Pedestrian LOS Score for Intersectio	2.131	2.003	2.464	2.241
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	258	258	1550	1550
d_b, Bicycle Delay [s]	29.35	29.35	1.96	1.96
I_b,int, Bicycle LOS Score for Intersection	1.853	1.680	3.088	2.234
Bicycle LOS	A	A	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Appendix F 2036 Total Traffic Conditions Worksheets and Volumes

Intersection Level Of Service Report**Intersection 1: Stoltz Hill Rd / 12th Street-Walker Rd**

Control Type:	Two-way stop	Delay (sec / veh):	16.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.158

Intersection Setup

Name	Stoltz Hill Rd		12th Street		Walker Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	10.00	10.00	10.00	10.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Stoltz Hill Rd		12th Street		Walker Rd	
Base Volume Input [veh/h]	204	77	90	83	56	109
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.00	2.00	6.00	0.00	4.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	204	77	90	83	56	109
Peak Hour Factor	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	61	23	27	25	17	32
Total Analysis Volume [veh/h]	243	92	107	99	67	130
Pedestrian Volume [ped/h]	0		1		2	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.09	0.00	0.16	0.18
d_M, Delay for Movement [s/veh]	0.00	0.00	8.23	0.00	16.54	12.89
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.29	0.00	1.46	1.46
95th-Percentile Queue Length [ft/ln]	0.00	0.00	7.20	0.00	36.51	36.51
d_A, Approach Delay [s/veh]	0.00		4.28		14.13	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	4.97					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 2: Stoltz Hill Rd / Kees St

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.6
 Level Of Service: A
 Volume to Capacity (v/c): 0.015

Intersection Setup

Name	Stoltz Hill Rd			Stoltz Hill Rd			Kees St			Kees St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	10.00	10.00	10.00	10.00	10.00	10.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Stoltz Hill Rd			Stoltz Hill Rd			Kees St			Kees St		
Base Volume Input [veh/h]	0	13	0	4	15	2	6	10	0	0	10	7
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	12.00	2.00	33.00	0.00	7.00	50.00	20.00	0.00	10.00	0.00	25.00	17.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	13	0	4	15	2	6	10	0	0	10	7
Peak Hour Factor	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	4	0	1	4	1	2	3	0	0	3	2
Total Analysis Volume [veh/h]	0	15	0	5	18	2	7	12	0	0	12	8
Pedestrian Volume [ped/h]	0			2			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.00	0.00	0.01	0.01
d_M, Delay for Movement [s/veh]	7.35	0.00	0.00	7.23	0.00	0.00	9.22	9.33	8.57	8.93	9.59	8.63
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.01	0.01	0.01	0.07	0.07	0.07	0.07	0.07	0.07
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.21	0.21	0.21	1.70	1.70	1.70	1.75	1.75	1.75
d_A, Approach Delay [s/veh]	0.00			1.45			9.29			9.21		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	5.02											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 3: Stoltz Hill Rd / Antioch St

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 8.8
 Level Of Service: A
 Volume to Capacity (v/c): 0.011

Intersection Setup

Name	Stoltz Hill Rd		Stoltz Hill Rd		Antioch St	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	10.00	10.00	10.00	10.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Stoltz Hill Rd		Stoltz Hill Rd		Antioch St	
Base Volume Input [veh/h]	0	31	20	2	9	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	12.00	3.00	5.00	50.00	0.00	22.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	31	20	2	9	0
Peak Hour Factor	0.8700	0.8700	0.8700	0.8700	0.8700	0.8700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	9	6	1	3	0
Total Analysis Volume [veh/h]	0	36	23	2	10	0
Pedestrian Volume [ped/h]	0		1		2	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	7.37	0.00	0.00	0.00	8.85	8.67
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.03	0.03
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.80	0.80
d_A, Approach Delay [s/veh]	0.00		0.00		8.85	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.25					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 4: Airport Rd / 12th St

Control Type: Signalized
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 16.5
 Level Of Service: B
 Volume to Capacity (v/c): 0.669

Intersection Setup

Name	12th St			12th St			Airport Rd			Airport Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			35.00			35.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	12th St			12th St			Airport Rd			Airport Rd		
Base Volume Input [veh/h]	352	75	50	33	46	2	5	314	145	22	395	40
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	11.00	7.00	3.00	12.00	5.00	5.00	4.00	0.00	0.00	3.00	4.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	352	75	50	33	46	2	5	314	145	22	395	40
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	93	20	13	9	12	1	1	83	38	6	104	11
Total Analysis Volume [veh/h]	371	79	53	35	48	2	5	331	153	23	416	42
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Free Running (No Pattern)
Coordination Type	<i>Free Running</i>
Actuation Type	<i>Fully actuated</i>
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing (Basic)

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Flashing Yellow Arrow	No			No			No			No		
Signal Group	7	4	0	3	8	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	5.0	10.0	0.0	5.0	10.0	0.0	5.0	60.0	0.0	5.0	60.0	0.0
Amber [s]	3.5	3.5	0.0	3.5	3.5	0.0	4.0	4.0	0.0	4.0	4.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Pedestrian Clearance [s]	0.0	10.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Free Running (No Pattern)

Split [s]	9.0	14.0	0.0	9.0	14.0	0.0	9.0	14.0	0.0	9.0	14.0	0.0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5.0	5.0	0.0	5.0	5.0	0.0	5.0	10.0	0.0	5.0	10.0	0.0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	L	C
C, Calculated Cycle Length [s]	46	46	46	46	46	46	46	46
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	2.00	0.00	2.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.31	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	13.4	8.4	7.5	5.2	18.1	16.8	21.1	17.8
g / C, Green / Cycle	0.29	0.18	0.16	0.11	0.40	0.37	0.46	0.39
(v / s)_i Volume / Saturation Flow Rate	0.19	0.09	0.02	0.03	0.01	0.30	0.03	0.27
s, saturation flow rate [veh/h]	1511	1492	1364	1573	961	1605	1006	1681
c, Capacity [veh/h]	558	273	369	178	348	590	368	653
d1, Uniform Delay [s]	15.25	16.77	11.89	18.59	8.78	13.13	9.28	11.77
k, delay calibration	0.50	0.11	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.13	1.32	0.11	0.85	0.02	2.92	0.07	1.38
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.66	0.48	0.09	0.28	0.01	0.82	0.06	0.70
d, Delay for Lane Group [s/veh]	21.39	18.09	12.00	19.43	8.80	16.05	9.35	13.16
Lane Group LOS	C	B	B	B	A	B	A	B
Critical Lane Group	Yes	No	No	Yes	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	3.87	1.22	0.21	0.46	0.02	3.90	0.10	3.48
50th-Percentile Queue Length [ft/ln]	96.80	30.52	5.35	11.59	0.47	97.52	2.47	86.89
95th-Percentile Queue Length [veh/ln]	6.97	2.20	0.39	0.83	0.03	7.02	0.18	6.26
95th-Percentile Queue Length [ft/ln]	174.24	54.93	9.63	20.87	0.85	175.53	4.44	156.40

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	21.39	18.09	18.09	12.00	19.43	19.43	8.80	16.05	16.05	9.35	13.16	13.16
Movement LOS	C	B	B	B	B	B	A	B	B	A	B	B
d_A, Approach Delay [s/veh]	20.52			16.37			15.97			12.97		
Approach LOS	C			B			B			B		
d_I, Intersection Delay [s/veh]	16.54											
Intersection LOS	B											
Intersection V/C	0.669											

Emissions

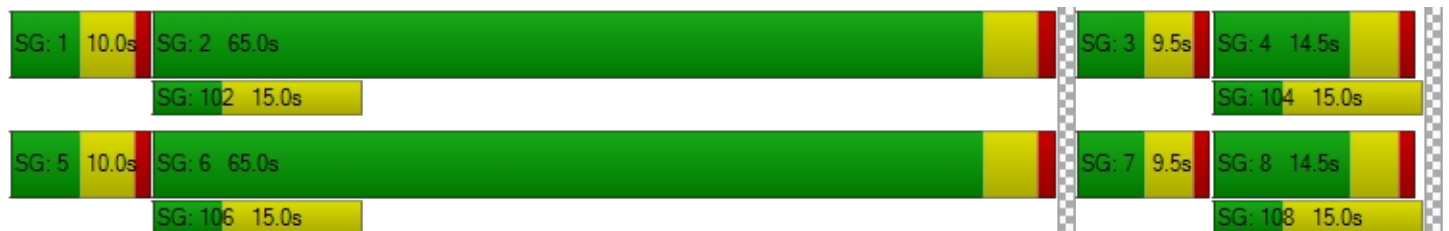
Vehicle Miles Traveled [mph]	24.07	8.57	1.92	2.74	0.30	28.68	1.11	22.19
Stops [stops/h]	304.34	95.95	16.83	36.45	1.49	306.59	7.76	273.19
Fuel consumption [US gal/h]	3.86	1.24	0.29	0.58	0.03	4.98	0.12	3.27
CO [g/h]	270.15	86.63	19.92	40.28	2.20	348.06	8.64	228.72
NOx [g/h]	52.56	16.85	3.88	7.84	0.43	67.72	1.68	44.50
VOC [g/h]	62.61	20.08	4.62	9.33	0.51	80.67	2.00	53.01

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	14.79	14.79	14.79	14.79
I_p,int, Pedestrian LOS Score for Intersectio	2.119	1.989	2.603	2.163
Crosswalk LOS	B	A	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	437	437	2620	2620
d_b, Bicycle Delay [s]	13.99	13.99	2.20	2.20
I_b,int, Bicycle LOS Score for Intersection	2.390	1.700	2.366	2.353
Bicycle LOS	B	A	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: 12th Street / Site Access

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 25.5
 Level Of Service: D
 Volume to Capacity (v/c): 0.387

Intersection Setup

Name	12th Street			12th Street			Site Access			Site Access		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	12th Street			12th Street			Site Access			Site Access		
Base Volume Input [veh/h]	12	232	69	75	101	38	104	8	34	38	7	95
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	6.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	232	69	75	101	38	104	8	34	38	7	95
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	63	19	20	27	10	28	2	9	10	2	26
Total Analysis Volume [veh/h]	13	252	75	82	110	41	113	9	37	41	8	103
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.07	0.00	0.00	0.39	0.02	0.04	0.12	0.02	0.14
d_M, Delay for Movement [s/veh]	7.54	0.00	0.00	8.13	0.00	0.00	25.53	23.19	17.11	18.13	17.32	12.35
Movement LOS	A	A	A	A	A	A	D	C	C	C	C	B
95th-Percentile Queue Length [veh/ln]	0.03	0.00	0.00	0.21	0.00	0.00	2.27	2.27	2.27	1.14	1.14	1.14
95th-Percentile Queue Length [ft/ln]	0.69	0.00	0.00	5.34	0.00	0.00	56.64	56.64	56.64	28.45	28.45	28.45
d_A, Approach Delay [s/veh]	0.29			2.86			23.44			14.17		
Approach LOS	A			A			C			B		
d_I, Intersection Delay [s/veh]	7.52											
Intersection LOS	D											

Intersection Level Of Service Report**Intersection 1: Stoltz Hill Rd / 12th Street-Walker Rd**

Control Type:	Two-way stop	Delay (sec / veh):	19.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.245

Intersection Setup

Name	Stoltz Hill Rd		12th Street		Walker Rd	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	10.00	10.00	10.00	10.00	11.00	11.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Stoltz Hill Rd		12th Street		Walker Rd	
Base Volume Input [veh/h]	92	61	189	150	78	130
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.00	0.00	1.00	1.00	6.00	6.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	61	189	150	78	130
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	16	51	40	21	35
Total Analysis Volume [veh/h]	99	66	203	161	84	140
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.14	0.00	0.25	0.15
d_M, Delay for Movement [s/veh]	0.00	0.00	7.96	0.00	19.70	13.17
Movement LOS	A	A	A	A	C	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.50	0.00	1.91	1.91
95th-Percentile Queue Length [ft/ln]	0.00	0.00	12.48	0.00	47.72	47.72
d_A, Approach Delay [s/veh]	0.00		4.44		15.62	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	6.79					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 2: Stoltz Hill Rd / Kees St

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.2
 Level Of Service: A
 Volume to Capacity (v/c): 0.001

Intersection Setup

Name	Stoltz Hill Rd			Stoltz Hill Rd			Kees St			Kees St		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	10.00	10.00	10.00	10.00	10.00	10.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Stoltz Hill Rd			Stoltz Hill Rd			Kees St			Kees St		
Base Volume Input [veh/h]	0	7	0	1	24	4	0	0	0	0	1	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	10.00	2.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	7	0	1	24	4	0	0	0	0	1	2
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	2	0	0	7	1	0	0	0	0	0	1
Total Analysis Volume [veh/h]	0	8	0	1	26	4	0	0	0	0	1	2
Pedestrian Volume [ped/h]	0			1			0			2		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	7.35	0.00	0.00	7.22	0.00	0.00	8.73	9.22	8.42	8.74	9.24	8.37
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.04	0.04	0.04	0.00	0.00	0.00	0.23	0.23	0.23
d_A, Approach Delay [s/veh]	0.00			0.23			8.79			8.66		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	0.79											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 3: Stoltz Hill Rd / Antioch St

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 9.0
 Level Of Service: A
 Volume to Capacity (v/c): 0.006

Intersection Setup

Name	Stoltz Hill Rd		Stoltz Hill Rd		Antioch St	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	10.00	10.00	10.00	10.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00		35.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		Yes		Yes	

Volumes

Name	Stoltz Hill Rd		Stoltz Hill Rd		Antioch St	
Base Volume Input [veh/h]	0	7	31	4	5	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	3.00	0.00	0.00	25.00	29.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	7	31	4	5	0
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	2	8	1	1	0
Total Analysis Volume [veh/h]	0	8	33	4	5	0
Pedestrian Volume [ped/h]	0		1		1	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	7.27	0.00	0.00	0.00	8.98	8.76
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.02	0.02
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.41	0.41
d_A, Approach Delay [s/veh]	0.00		0.00		8.98	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.90					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 4: Airport Rd / 12th StControl Type: Signalized
Analysis Method: HCM 7th Edition
Analysis Period: 15 minutesDelay (sec / veh): 41.3
Level Of Service: D
Volume to Capacity (v/c): 0.921**Intersection Setup**

Name	12th St			12th St			Airport Rd			Airport Rd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			35.00			35.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	12th St			12th St			Airport Rd			Airport Rd		
Base Volume Input [veh/h]	198	47	44	32	62	6	6	572	378	66	270	54
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	3.00	0.00	5.00	0.00	2.00	0.00	9.00	3.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	198	47	44	32	62	6	6	572	378	66	270	54
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	13	12	9	17	2	2	157	104	18	74	15
Total Analysis Volume [veh/h]	218	52	48	35	68	7	7	629	415	73	297	59
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			1		
v_di, Inbound Pedestrian Volume crossing m	1			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			1			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			1		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			1		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Active Pattern	Free Running (No Pattern)
Coordination Type	<i>Free Running</i>
Actuation Type	<i>Fully actuated</i>
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	16.00

Phasing & Timing (Basic)

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Flashing Yellow Arrow	No			No			No			No		
Signal Group	7	4	0	3	8	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Maximum Green [s]	5.0	10.0	0.0	5.0	10.0	0.0	5.0	60.0	0.0	5.0	60.0	0.0
Amber [s]	3.5	3.5	0.0	3.5	3.5	0.0	4.0	4.0	0.0	4.0	4.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Walk [s]	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
Pedestrian Clearance [s]	0.0	10.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0	0.0	10.0	0.0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advanced Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Phasing & Timing: Free Running (No Pattern)

Split [s]	9.0	14.0	0.0	9.0	14.0	0.0	9.0	14.0	0.0	9.0	14.0	0.0
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5.0	5.0	0.0	5.0	5.0	0.0	5.0	10.0	0.0	5.0	10.0	0.0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	L	C
C, Calculated Cycle Length [s]	94	94	94	94	94	94	94	94
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	2.00	0.00	2.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	1.63	2.00
g_i, Effective Green Time [s]	14.2	8.6	10.2	6.7	62.9	61.0	68.7	64.4
g / C, Green / Cycle	0.15	0.09	0.11	0.07	0.67	0.65	0.73	0.68
(v / s)_i Volume / Saturation Flow Rate	0.14	0.06	0.02	0.04	0.01	0.65	0.29	0.22
s, saturation flow rate [veh/h]	1470	1609	1403	1722	1061	1609	595	1653
c, Capacity [veh/h]	240	147	177	122	728	1039	185	1126
d1, Uniform Delay [s]	41.34	41.57	34.13	42.64	4.31	16.74	24.21	6.11
k, delay calibration	0.50	0.11	0.11	0.11	0.11	0.49	0.50	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	38.40	5.38	0.54	4.95	0.01	28.79	6.19	0.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.91	0.68	0.20	0.62	0.01	1.00	0.39	0.32
d, Delay for Lane Group [s/veh]	79.74	46.95	34.67	47.59	4.32	45.52	30.41	6.27
Lane Group LOS	E	D	C	D	A	F	C	A
Critical Lane Group	Yes	No	No	Yes	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	7.38	2.48	0.70	1.84	0.03	26.46	0.65	2.64
50th-Percentile Queue Length [ft/ln]	184.56	61.97	17.45	45.90	0.71	661.42	16.27	65.93
95th-Percentile Queue Length [veh/ln]	11.84	4.46	1.26	3.30	0.05	35.03	1.17	4.75
95th-Percentile Queue Length [ft/ln]	295.96	111.55	31.41	82.62	1.28	875.86	29.29	118.67

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	79.74	46.95	46.95	34.67	47.59	47.59	4.32	45.52	45.52	30.41	6.27	6.27
Movement LOS	E	D	D	C	D	D	A	D	D	C	A	A
d_A, Approach Delay [s/veh]	69.43			43.48			45.25			10.38		
Approach LOS	E			D			D			B		
d_I, Intersection Delay [s/veh]	41.34											
Intersection LOS	D											
Intersection V/C	0.921											

Emissions

Vehicle Miles Traveled [mph]	14.15	6.49	1.92	4.11	0.41	61.86	3.54	17.24
Stops [stops/h]	281.32	94.46	26.60	69.96	1.08	1008.17	24.80	100.49
Fuel consumption [US gal/h]	5.25	1.61	0.52	1.41	0.03	19.61	0.71	1.62
CO [g/h]	367.13	112.51	36.35	98.48	2.10	1370.78	49.34	112.91
NOx [g/h]	71.43	21.89	7.07	19.16	0.41	266.70	9.60	21.97
VOC [g/h]	85.09	26.07	8.42	22.82	0.49	317.69	11.43	26.17

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	4503.65	0.00	6066.69
d_p, Pedestrian Delay [s]	38.67	38.67	38.67	38.67
I_p,int, Pedestrian LOS Score for Intersectio	2.250	2.038	2.716	2.260
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	212	212	1270	1270
d_b, Bicycle Delay [s]	37.77	37.77	6.29	6.29
I_b,int, Bicycle LOS Score for Intersection	2.084	1.741	3.294	2.267
Bicycle LOS	B	A	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: 12th Street / Site Access

Control Type:	Two-way stop	Delay (sec / veh):	30.8
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.359

Intersection Setup

Name	12th Street			12th Street			Site Access			Site Access		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			35.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	12th Street			12th Street			Site Access			Site Access		
Base Volume Input [veh/h]	42	136	44	99	250	113	72	4	23	66	4	80
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	1.00	2.00	2.00	3.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	42	136	44	99	250	113	72	4	23	66	4	80
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	11	37	12	27	68	31	20	1	6	18	1	22
Total Analysis Volume [veh/h]	46	148	48	108	272	123	78	4	25	72	4	87
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Free	Free	Stop	Stop
Flared Lane			No	No
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance			No	No
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.00	0.08	0.00	0.00	0.36	0.01	0.04	0.29	0.02	0.10
d_M, Delay for Movement [s/veh]	8.22	0.00	0.00	7.84	0.00	0.00	30.78	27.66	19.30	25.87	25.28	15.28
Movement LOS	A	A	A	A	A	A	D	D	C	D	D	C
95th-Percentile Queue Length [veh/ln]	0.12	0.00	0.00	0.25	0.00	0.00	1.89	1.89	1.89	1.95	1.95	1.95
95th-Percentile Queue Length [ft/ln]	3.08	0.00	0.00	6.37	0.00	0.00	47.31	47.31	47.31	48.85	48.85	48.85
d_A, Approach Delay [s/veh]	1.56			1.68			27.98			20.20		
Approach LOS	A			A			D			C		
d_I, Intersection Delay [s/veh]	7.40											
Intersection LOS	D											



DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, PORTLAND DISTRICT
P.O. BOX 2946
PORTLAND, OR 97208-2946

Item # 2.

February 13, 2026

Regulatory Branch
Corps No. NWP-2026-00065

Mr. Matthew Conser
Stoltz Hill MJC, LLC
1010 Airport Road SE
Albany, OR 97332
mjconser@theconsergroup.com

Dear Mr. Conser:

The U.S. Army Corps of Engineers (Corps) received your request for an Approved Jurisdictional Determination (AJD) of the aquatic resources, including wetlands, within the review area on the properties located at tax lots 2300 and 2305, north of 2600 Stoltz Hill Road, Lebanon, Linn County, Oregon at Latitude/Longitude: 44.521733°, -122.928155°. Other aquatic resources, including wetlands, that may occur on this property or on adjacent properties outside the review area are not the subject of this determination.

The Corps has determined Oak Creek and Wetland 8 within the review area are waters of the United States. The Corps has also determined Wetland 1, Wetland 2, Wetland 3, Wetland 4, Wetland 5, Wetland 6, and Wetland 7 within the review area are not waters of the United States. The enclosed *Memorandum for Record* (MFR) (Enclosure 1) provides the size, criteria and rationale for jurisdiction for all aquatic resources within the review area. The perimeter of the review area and the boundaries of the delineated waters of the United States subject to this AJD are identified on the enclosed drawings (Enclosure 2).

The delineation included herein has been conducted to identify the location and extent of the aquatic resources for purposes of the Clean Water Act for the particular site identified in this request. This delineation may not be valid for the Wetland Conservation Provisions of the Food Security Act of 1985, as amended. If you or your tenant are U.S. Department of Agriculture (USDA) program participants, or anticipate participation in USDA programs, you should discuss the applicability of a Natural Resources Conservation Service Certified Wetland Determination with the local USDA service center, prior to starting work.

This letter contains an AJD for the subject site. If you object to the enclosed AJD, you may request an administrative appeal under the Corps regulations at 33 CFR Part 331. Enclosed you will find a *Notification of Administrative Appeal Options and Process* (NAP)

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and Request for Appeal (RFA) form (Enclosure 3). If you request to appeal this AJD, you must submit a completed RFA form to the Corps Northwestern Division Office at the following address:

Melinda Larsen, Regulatory Appeals Review Officer
U.S. Army Corps of Engineers, Northwestern Division
1201 NE Lloyd Blvd., Suite 400
Portland, OR 97232

You may contact the Appeals Review Officer by phone at 503-808-3888 or by email at melinda.m.larsen@usace.army.mil. In order for an RFA to be accepted by the Corps, the Corps must determine that it is complete, that it meets the criteria for appeal under 33 CFR § 331.5, and that it has been received by the Division Office within 60 days from the date on the NAP. Should you decide to submit an RFA form, it must be received at the above address by April 13, 2026. It is not necessary to submit an RFA form to the Division Office if you do not object to the enclosed AJD.

We would like to hear about your experience working with the Portland District, Regulatory Branch. Please complete a customer service survey form available on our website (<https://regulatory.ops.usace.army.mil/customer-service-survey/>).

If you have any questions regarding our Regulatory Program or permit requirements for work in waters of the United States, please contact Mr. Tyler Krug by telephone at (541) 756-2097 or by email at tyler.j.krug@usace.army.mil.

FOR THE COMMANDER, LARRY D. CASWELL, JR., PE, PMP, COLONEL, U.S. ARMY,
DISTRICT COMMANDER and DISTRICT ENGINEER:

Melanie O'Meara

For: William D. Abadie
Chief, Regulatory Branch

Enclosures

cc with drawings:
Branch Engineering, LLC (Sam Rabe, samr@branchengineering.com)
Oregon Department of State Lands
(Josh Goldsmith, josh.goldsmith@dsl.oregon.gov, DSL# 2025-0007)
Oregon Department of Environmental Quality (401certifications@deq.oregon.gov)



DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, PORTLAND DISTRICT
P.O. BOX 2946
PORTLAND, OR 97208-2946

CENWP-RD

13 February 2026

MEMORANDUM FOR RECORD

SUBJECT: U.S. Army Corps of Engineers (Corps) Approved Jurisdictional Determination in accordance with the “Revised Definition of ‘Waters of the United States’”; 88 FR 3004 (18 January 2023) as amended by the “Revised Definition of ‘Waters of the United States’; Conforming” 88 FR 61964 (8 September 2023),¹ NWP-2026-00065 (MFR #1 of #1).²

BACKGROUND. An Approved Jurisdictional Determination (AJD) is a Corps document stating the presence or absence of waters of the United States on a parcel or a written statement and map identifying the limits of waters of the United States on a parcel. AJDs are clearly designated appealable actions and will include a basis of JD with the document.³ AJDs are case-specific and are typically made in response to a request. AJDs are valid for a period of five years unless new information warrants revision of the determination before the expiration date or a District Engineer has identified, after public notice and comment, that specific geographic areas with rapidly changing environmental conditions merit re-verification on a more frequent basis.⁴

On 18 January 2023, the Environmental Protection Agency (EPA) and the Department of the Army (“the agencies”) published the “Revised Definition of ‘Waters of the United States,’” 88 FR 3004 (18 January 2023) (“2023 Rule”). On 8 September 2023 the agencies published the “Revised Definition of ‘Waters of the United States’; Conforming”, 88 FR 61964 (8 September 2023) which amended the 2023 Rule to conform to the 2023 Supreme Court decision in *Sackett v. EPA*, 598 U.S. 651, 143 S. Ct. 1322 (2023) (“*Sackett*”).

This Memorandum for Record (MFR) constitutes the basis of jurisdiction for a Corps AJD as defined in 33 CFR § 331.2. For the purposes of this AJD, we have relied on Section 10 of the Rivers and Harbors Act of 1899 (RHA),⁵ the 2023 Rule as amended,

¹ While the Revised Definition of “Waters of the United States”; Conforming had no effect on some categories of waters covered under the CWA, and no effect on any waters covered under RHA, all categories are included in this Memorandum for Record for efficiency.

² When documenting aquatic resources within the review area that are jurisdictional under the Clean Water Act (CWA), use an additional MFR and group the aquatic resources on each MFR based on the TNW, the territorial seas, or interstate water that they are connected to. Be sure to provide an identifier to indicate when there are multiple MFRs associated with a single AJD request (i.e., number them 1, 2, 3, etc.).

³ 33 CFR § 331.2.

⁴ Regulatory Guidance Letter 05-02.

⁵ USACE has authority under both Section 9 and Section 10 of the Rivers and Harbors Act of 1899 but for convenience, in this MFR, jurisdiction under RHA will be referred to as Section 10.

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SUBJECT: 2023 Rule, as amended, Approved Jurisdictional Determination in Light of *Sackett v. EPA*, 143 S. Ct. 1322 (2023), NWP-2025-00065

as well as other applicable guidance, relevant case law, and longstanding practice in evaluating jurisdiction.

1. SUMMARY OF CONCLUSIONS.

- a. Provide a list of each individual feature within the Review Area and the jurisdictional status of each one (i.e., identify whether each feature is/is not a water of the United States and/or a navigable water of the United States).
 - i. Oak Creek, jurisdictional, Section 404
 - i. Wetland 8, jurisdictional, Section 404
 - ii. Wetland 1, non-jurisdictional
 - iii. Wetland 2, non-jurisdictional
 - iv. Wetland 3, non-jurisdictional
 - v. Wetland 4, non-jurisdictional
 - vi. Wetland 5, non-jurisdictional
 - vii. Wetland 6, non-jurisdictional
 - viii. Wetland 7, non-jurisdictional

2. REFERENCES.

- a. "Revised Definition of 'Waters of the United States,'" 88 FR 3004 (18 January 2023) ("2023 Rule")
 - b. "Revised Definition of 'Waters of the United States'; Conforming" 88 FR 61964 (8 September 2023)
 - c. *Sackett v. EPA*, 598 U.S. 651, 143 S. Ct. 1322 (2023)
 - d. "Memorandum To The Field Between The U.S. Department Of The Army, U.S. Army Corps Of Engineers And The U.S. Environmental Protection Agency Concerning The Proper Implementation Of 'Continuous Surface Connection' Under The Definition Of 'Waters Of The United States' Under The Clean Water Act" (March 12, 2025)
3. REVIEW AREA. The Review Area (RA) measures 57.08-acres in size and is located in tax lots 2300 and 2305 north of 2600 Stoltz Hill Road, Lebanon, Linn County, Oregon at latitude/longitude: 44.521733°, -122.928155°.
 4. NEAREST TRADITIONAL NAVIGABLE WATER (TNW), THE TERRITORIAL SEAS, OR INTERSTATE WATER TO WHICH THE AQUATIC RESOURCE IS CONNECTED. The nearest TNW to which Oak Creek and Wetland 8 are connected

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to is the Calapooia River, river mile (RM) 4. The Calapooia River is recognized as a TNW to RM 0.5 pursuant to the Corps' Portland District October 1993 list of Navigable Riverways within the State of Oregon.⁶

Wetland 1, Wetland 2, Wetland 3, Wetland 4, Wetland 5, Wetland 6, and Wetland 7 do not have a connection to a TNW, the territorial seas, or an interstate water.

5. FLOWPATH FROM THE SUBJECT AQUATIC RESOURCES TO A TNW, THE TERRITORIAL SEAS, OR INTERSTATE WATER. Wetland 8 physically abuts Oak Creek within the RA. Oak Creek flows northwesterly outside of the RA for approximately 11.5-miles where it flows into the Calapooia River at RM 4. The Calapooia River flows north for four miles into the Willamette River.

Wetland 1, Wetland 2, Wetland 3, Wetland 4, Wetland 5, Wetland 6, and Wetland 7 do not possess a flowpath to a TNW, the territorial seas, or an interstate water.

6. SECTION 10 JURISDICTIONAL WATERS⁷: Describe aquatic resources or other features within the Review Area determined to be jurisdictional in accordance with Section 10 of the Rivers and Harbors Act of 1899. Include the size of each aquatic resource or other feature within the Review Area and how it was determined to be jurisdictional in accordance with Section 10.⁸
7. SECTION 404 JURISDICTIONAL WATERS: Describe the aquatic resources within the Review Area that were found to meet the definition of waters of the United States in accordance with the 2023 Rule as amended at 33 CFR § 328.3(a)(1) through (a)(5), consistent with the Supreme Court's decision in *Sackett*. List each aquatic resource separately, by name, consistent with the naming convention used in section 1, above. Include a rationale for each aquatic resource, supporting that the aquatic resource meets the relevant category of "waters of the United States" in the 2023 Rule as amended. The rationale should also include a written description of,

⁶ This MFR should not be used to complete a new stand-alone TNW determination. A stand-alone TNW determination for a water that is not subject to Section 9 or 10 of the Rivers and Harbors Act of 1899 (RHA) is completed independently of a request for an AJD. A stand-alone TNW determination is conducted for a specific segment of river or stream or other type of waterbody, such as a lake, where upstream or downstream limits or lake borders are established.

⁷ 33 CFR § 329.9(a) A waterbody which was navigable in its natural or improved state, or which was susceptible of reasonable improvement (as discussed in § 329.8(b) of this part) retains its character as "navigable in law" even though it is not presently used for commerce, or is presently incapable of such use because of changed conditions or the presence of obstructions.

⁸ This MFR is not to be used to make a report of findings to support a determination that the water is a navigable water of the United States. The district must follow the procedures outlined in 33 CFR § 329.14 to make a determination that a water is a navigable water of the United States subject to Section 10 of the RHA.

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or reference to a map in the administrative record that shows, the lateral limits of jurisdiction for each aquatic resource, including how that limit was determined, and incorporate relevant references used. Include the size of each aquatic resource in acres or linear feet and attach and reference related figures as needed.

- a. Traditional Navigable Waters (TNWs) (a)(1)(i): N/A
- b. The Territorial Seas (a)(1)(ii): N/A
- c. Interstate Waters (a)(1)(iii): N/A
- d. Impoundments (a)(2): N/A
- e. Tributaries (a)(3):

Oak Creek: Oak Creek is an intermittent tributary measuring 820-linear feet in size located in the southwest portion of the RA. Oak Creek was identified by the delineator as an intermittent tributary pursuant to the Cowardin classification system which possesses an average channel width of 10-feet. Oak Creek is recognized as a 3rd order stream pursuant to the Strahler stream order classification system and is identified as an intermittent waterway on U.S. Geological Survey (USGS) National Hydrography Dataset (NHD) layers within the RA. Oak Creek flows northwesterly outside of the RA for approximately 11.5-miles where it flows into the Calapooia River at RM 4. The Corps has determined Oak Creek meets the relatively permanent standard and is an (a)(3) waters of the U.S.

- f. Adjacent Wetlands (a)(4):

Wetland 8: Wetland 8 is a palustrine forested wetland measuring 7.1-acres in size located in the southwestern portion of the RA. Wetland 8 physically abuts and has a requisite continuous surface connection (CSC) with Oak Creek within the RA. The Corps has determined Wetland 8 is adjacent to an (a)(3) water (Oak Creek) and is a waters of the U.S.

- g. Additional Waters (a)(5): N/A

8. NON-JURISDICTIONAL AQUATIC RESOURCES AND FEATURES

- a. Describe aquatic resources and other features within the Review Area identified in the 2023 Rule as amended as not “waters of the United States” even where they otherwise meet the terms of paragraphs (a)(2) through (5). Include the type

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of excluded aquatic resource or feature, the size of the aquatic resource or feature within the Review Area and describe how it was determined to meet one of the exclusions listed in 33 CFR 328.3(b).⁹ N/A

- b. Describe aquatic resources and features within the Review Area that were determined to be non-jurisdictional because they do not meet one or more categories of waters of the United States under the 2023 Rule as amended (e.g., tributaries that are non-relatively permanent waters; non-tidal wetlands that do not have a continuous surface connection to a jurisdictional water).

Wetland 1: Wetland 1 is a palustrine emergent (PEM) wetland measuring 0.97-acre in size located in the northwestern portion of the RA. Wetland 1 continues north, outside of the RA per the wetland delineation, however, the Corps has found no information to indicate Wetland 1 continues outside of the RA to possess a requisite CSC to an (a)(1), (a)(2), or (a)(3) water. The Corps has determined Wetland 1 is not a waters of the U.S.

Wetland 2: Wetland 2 is a PEM wetland measuring 1.4-acres in size located in the northwestern portion of the RA. Wetland 2 continues north, outside of the RA per the wetland delineation, however, the Corps has found no information to indicate Wetland 2 continues outside of the RA to possess a requisite CSC to an (a)(1), (a)(2), or (a)(3) water. The Corps has determined Wetland 2 is not a waters of the U.S.

Wetland 3: Wetland 3 is a PEM wetland measuring 0.78-acre in size located in the northcentral portion of the RA. Wetland 3 continues north, outside of the RA per the wetland delineation, however, the Corps has found no information to indicate Wetland 3 continues outside of the RA to possess a requisite CSC to an (a)(1), (a)(2), or (a)(3) water. Oregon Department of Geology and Mineral Industries (DOGAMI) Light Detection and Ranging imagery (LiDAR) identifies a potential north-south oriented channel north of the RA but desktop information is inconclusive regarding whether this channel is a wetland or if it carries relatively permanent surface water flow. The Corps has determined Wetland 3 is not a waters of the U.S.

Wetland 4: Wetland 4 is a PEM wetland measuring 0.32-acre in size located in the central portion of the RA. Wetland 4 is an isolated depression with no inlet or outlet. Wetland 4 does not possess a requisite CSC to an (a)(1), (a)(2), or (a)(3) water. The Corps has determined Wetland 4 is not a waters of the U.S.

⁹ 88 FR 3004 (18 January 2023)

CENWP-RD

SUBJECT: 2023 Rule, as amended, Approved Jurisdictional Determination in Light of *Sackett v. EPA*, 143 S. Ct. 1322 (2023), NWP-2025-00065

Wetland 5: Wetland 5 is a PEM wetland measuring 3.3-acres in size located in the northcentral portion of the RA. Wetland 5 continues north, outside of the RA per the wetland delineation, however, the Corps has found no information to indicate Wetland 5 continues outside of the RA to possess a requisite CSC to an (a)(1), (a)(2), or (a)(3) water. Oregon DOGAMI LiDAR imagery identifies a potential north-south oriented channel north of the RA but desktop information is inconclusive regarding whether this channel is a wetland or if it carries relatively permanent surface water flow. The Corps has determined Wetland 5 is not a waters of the U.S.

Wetland 6: Wetland 6 is a PEM wetland measuring 0.47-acre in size located in the northwestern portion of the RA. Wetland 6 continues west, outside of the RA per the wetland delineation, however, the Corps has found no information to indicate Wetland 6 continues outside of the RA to possess a requisite CSC to an (a)(1), (a)(2), or (a)(3) water. The Corps has determined Wetland 6 is not a waters of the U.S.

Wetland 7: Wetland 7 is a PEM wetland measuring 0.89-acre in size located in the western portion of the RA. Wetland 7 continues west, outside of the RA per the wetland delineation, however, the Corps has found no information to indicate Wetland 7 continues outside of the RA to possess a requisite CSC to an (a)(1), (a)(2), or (a)(3) water. The Corps has determined Wetland 7 is not a waters of the U.S.

9. DATA SOURCES. List sources of data/information used in making determination. Include titles and dates of sources used and ensure that information referenced is available in the administrative record.

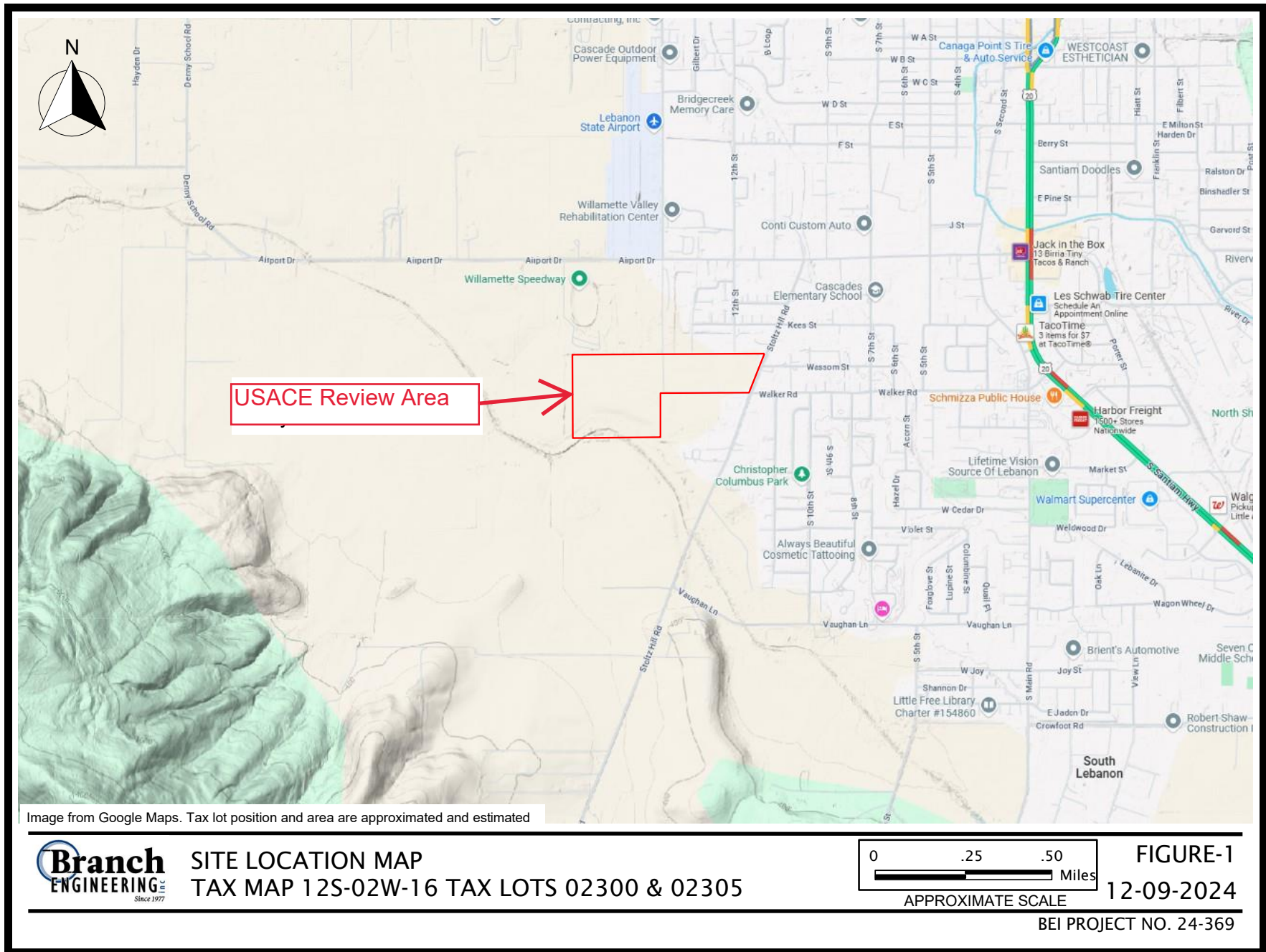
- a. Office evaluation: 9 February 2026.
- b. Wetland delineation titled "Wetland Delineation, Conser Stoltz Hill Road Site" prepared by Branch Engineering, Inc. accessed 9 February 2026.
- c. Corps' Northwestern Division Regulatory viewer data layers accessed 9 February 2026: USGS NHD, USGS 3DEP, USGS RM, DOGAMI LiDAR.
- d. Corps' Portland District October 1993 list of Navigable Riverways within the State of Oregon accessed 9 February 2026 at https://www.nwp.usace.army.mil/Portals/24/docs/regulatory/jurisdiction/Navigable_US_Waters_Oregon_1993.pdf

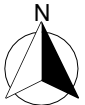
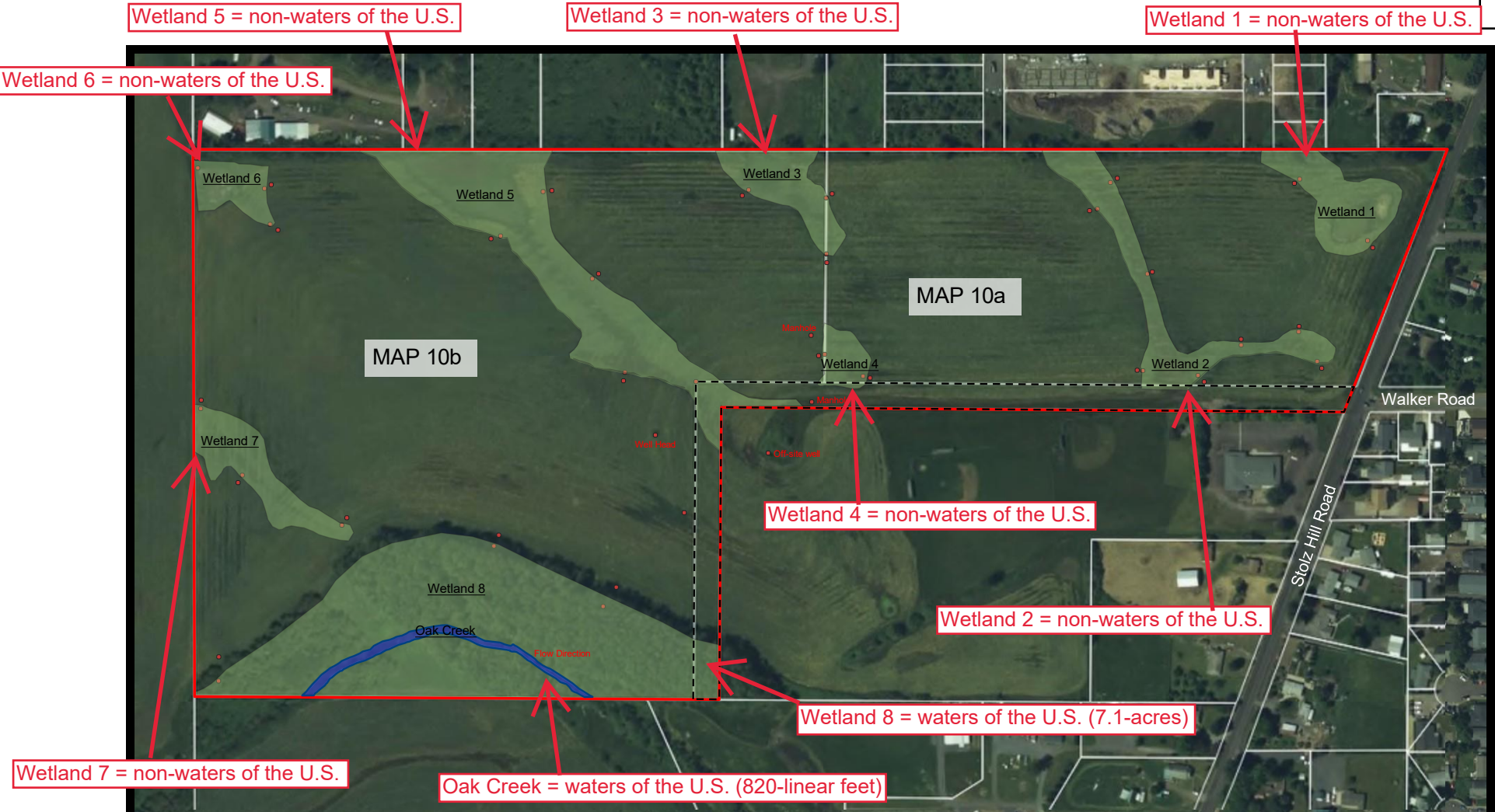
10. OTHER SUPPORTING INFORMATION. N/A

CENWP-RD

SUBJECT: 2023 Rule, as amended, Approved Jurisdictional Determination in Light of *Sackett v. EPA*, 143 S. Ct. 1322 (2023), NWP-2025-00065

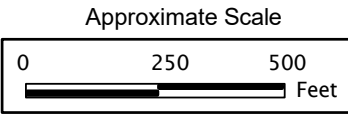
11. NOTE: The structure and format of this MFR were developed in coordination with the EPA and Department of the Army. The MFR's structure and format may be subject to future modification or may be rescinded as needed to implement additional guidance from the agencies; however, the approved jurisdictional determination described herein is a final agency action.





LEGEND

- USACE Review Area
- Wetland areas
- Road ROW
- Sample Point



STUDY AREA WETLANDS MAP
TAX MAP 12S-02W-16 TAX LOTS 02300 & 02305

FIGURE-10
12-11-2024

BEI PROJECT NO. 24-369

U.S. Army Corps of Engineers (USACE)
**NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND
 REQUEST FOR APPEAL**

For use of this form, see Section 404 of the Clean Water Act, Section 10 of the Rivers and Harbors Act of 1899, and Section 103 of the Marine Protection, Research, and Sanctuaries Act; the proponent agency is CECW-COR.

**Form Approved -
 OMB No. 0710-0003
 Expires 2027-10-31**

DATA REQUIRED BY THE PRIVACY ACT OF 1974

Authority The authorities for requesting this information are Sections 9, 10, 13, and 14, Rivers and Harbors Act of March 3, 1899; Section 404, Clean Water Act; and Section 103 Marine Protection Research and Sanctuaries Act of 1972.

Principal Purpose This information serves as notification to affected parties regarding the USACE administrative appeal options and process, as well as to facilitate requests for appeal of USACE decisions with which they disagree.

Routine Uses Routine uses will include: (a) To serve as notification to affected parties of the Corps administrative appeal options and process and to facilitate requests for appeal of Corps decisions with which they disagree. (b) Records may be referred to the Department of Justice for possible criminal prosecution. (c) Records may be referred to other Federal, State, and local agencies for evaluation and enforcement purposes.

Disclosure Disclosure of this information is voluntary on your part. However, failure of individual to provide requested information could result in inability to determine all pertinent information regarding a Department of the Army permit matter.

The Agency Disclosure Notice (ADN)

The Public reporting burden for this collection of information, 0710-0003, is estimated to average 1 hour per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or burden reduction suggestions to the Department of Defense, Washington Headquarters Services, at whs.mc-alex.esd.mbx.dd-dod-information-collections@mail.mil. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.

PURPOSE: This form is used to facilitate the initiation of the administrative appeals process. The appeals process allows an affected party to pursue an administrative appeal of certain Corps of Engineers decisions with which they disagree.

Upon release, this form will also be available on the Corps website <https://www.usace.army.mil/Missions/Civil-Works/Regulatory-Program-and-Permits/>

Applicant: Matthew Conser	File Number: NWP-2026-00065	Date: 2026-02-13
Documents Attached (<i>select all that apply</i>):		Form Reference Section:
☐	INITIAL PROFFERED PERMIT (<i>Standard Permit or Letter of Permission</i>)	A
☐	PROFFERED PERMIT (<i>Standard Permit or Letter of Permission</i>)	B
☐	PERMIT DENIAL WITHOUT PREJUDICE	C
☐	PERMIT DENIAL WITH PREJUDICE	D
☒	APPROVED JURISDICTIONAL DETERMINATION	E
☐	PRELIMINARY JURISDICTIONAL DETERMINATION	F

SECTION I

The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at <https://www.usace.army.mil/Missions/Civil-Works/Regulatory-Program-and-Permits/appeals/> or Corps regulations at 33 CFR Part 331.

A: INITIAL PROFFERED PERMIT: *You may accept or object to the permit*

ACCEPT: If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.

OBJECT: If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the district engineer. Upon receipt of your letter, the district engineer will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the district engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.

B: PROFFERED PERMIT: *You may accept or appeal the permit*

- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- **APPEAL:** If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

C. PERMIT DENIAL WITHOUT PREJUDICE: *Not appealable*

You received a permit denial without prejudice because a required Federal, state, and/or local authorization and/or certification has been denied for activities which also require a Department of the Army permit before final action has been taken on the Army permit application. The permit denial without prejudice is not appealable. There is no prejudice to the right of the applicant to reinstate processing of the Army permit application if subsequent approval is received from the appropriate Federal, state, and/or local agency on a previously denied authorization and/or certification.

D: PERMIT DENIAL WITH PREJUDICE: *You may appeal the permit denial*

You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

E: APPROVED JURISDICTIONAL DETERMINATION: *You may accept or appeal the approved JD or provide new information for reconsideration*

- **ACCEPT:** You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice means that you accept the approved JD in its entirety and waive all rights to appeal the approved JD.
- **APPEAL:** If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.
- **RECONSIDERATION:** You may request that the district engineer reconsider the approved JD by submitting new information or data to the district engineer within 60 days of the date of this notice. The district will determine whether the information submitted qualifies as new information or data that justifies reconsideration of the approved JD. A reconsideration request does not initiate the appeal process. You may submit a request for appeal to the division engineer to preserve your appeal rights while the district is determining whether the submitted information qualifies for a reconsideration.

F: PRELIMINARY JURISDICTIONAL DETERMINATION: *Not appealable*

You do not need to respond to the Corps regarding the preliminary JD. The Preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also, you may provide new information for further consideration by the Corps to reevaluate the JD.

POINT OF CONTACT FOR QUESTIONS OR INFORMATION:

If you have questions regarding this decision you may contact:		If you have questions regarding the appeal process, or to submit your request for appeal, you may contact:	
Name:	William D. Abadie, Chief Regulatory Branch	Name:	Melinda Larsen, Regulatory Appeals Review Officer
Street Address, City, State:	U.S. Army Corps of Engineers, Portland District P.O. Box 2946 Portland, OR 97208-2946	Street Address, City, State:	U.S. Army Corps of Engineers, Northwestern Division 1201 NE Lloyd Blvd, Suite 400 Portland, OR 97232
Phone:	503-808-4373	Phone:	503-808-3888
Email:	william.d.abadie@usace.army.mil	Email:	melinda.m.larsen@usace.army.mil

SECTION II - REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT

Item # 2.

REASONS FOR APPEAL OR OBJECTIONS: *(Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. Use additional pages as necessary. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)*

ADDITIONAL INFORMATION: The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

RIGHT OF ENTRY: Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15-day notice of any site investigation and will have the opportunity to participate in all site investigations.

Email address of appellant and/or agent

Telephone number

Signature of appellant or agent

Date



August 26, 2025

State Land Board

Stoltz Hill MJC, LLC
Attn: Matthew J. Conser
1010 Airport Rd. SE
Albany, OR 97322

Tina Kotek
Governor

Tobias Read
Secretary of State

Re: WD #2025-0007 **Approved**
Wetland Delineation Report for Stoltz Hill Road Conser Site
Linn County; T12S R2W S16, TLs 2300, 2305, Portion of ROW

Elizabeth Steiner
State Treasurer

Dear Matthew Conser:

The Department of State Lands has reviewed the wetland delineation report prepared by Branch Engineering for the site referenced above. Please note that the study area includes only a portion of the tax lots described above (see the attached maps). Based upon the information presented in the report, we concur with the wetland and waterway boundaries as mapped in Figure 10, 10 (a-b) of the report. Please replace all copies of the preliminary wetland maps with these final Department-approved maps.

Within the study area, eight wetlands (Wetland 1-8), totaling approximately 15.23 acres, and one waterway (Oak Creek) were identified. The wetlands and waterway are subject to the permit requirements of the state Removal-Fill Law. Under current regulations, a state permit is required for cumulative fill or annual excavation of 50 cubic yards or more in wetlands or below the ordinary high-water line (OHWL) of the waterway (or the 2-year recurrence interval flood elevation if OHWL cannot be determined). In addition, Wetland 8 is a Mature Forested Wetland and therefore meets the state's criteria for Aquatic Resources of Special Concern. This could affect the eligibility protocols for compensatory mitigation if a DSL permit is required.

This concurrence is for purposes of the state Removal-Fill Law only. We recommend that you attach a copy of this concurrence letter to any subsequent state permit application to speed application review. Federal, other state agencies or local permit requirements may apply as well. The U.S. Army Corps of Engineers will determine jurisdiction under the Clean Water Act, which may require submittal of a complete Wetland Delineation Report.

Please be advised that state law establishes a preference for avoidance of impacts to waters of this state. Because measures to avoid and minimize impacts to waters of this state may include reconfiguring parcel layout and size or development design, we

recommend that you work with Department staff on appropriate site design before completing the city or county land use approval process.

This concurrence is based on information provided to the agency. The jurisdictional determination is valid for five years from the date of this letter unless new information necessitates a revision. Circumstances under which the Department may change a determination are found in OAR 141-090-0045 (available on our web site or upon request). In addition, laws enacted by the legislature and/or rules adopted by the Department may result in a change in jurisdiction; individuals and applicants are subject to the regulations that are in effect at the time of the removal-fill activity or complete permit application. The applicant, landowner, or agent may submit a request for reconsideration of this determination in writing within six months of the date of this letter.

Thank you for having the site evaluated. If you have any questions, please contact the Wetland Ecologist for Linn County, Josh Goldsmith, at (971) 375-1675.

Sincerely,

Daniel Evans Digitally signed by Daniel Evans
Date: 2025.08.26 11:57:56 -07'00'

Daniel Evans, PWS
Wetland Ecology Specialist

Enclosures

ec: Sam Rabe, Branch Engineering
City of Lebanon Planning Department (Maps enclosed for refining LWI)
Corps of Engineers
Carrie Landrum, DSL

WETLAND DELINEATION / DETERMINATION REPORT COVER FORM

A complete report and signed report cover form, along with applicable review fee, are required before a report review timeline can be initiated by the Department of State Lands. All applicants will receive an emailed confirmation that includes the report's unique file number and other information.

Ways to submit report:

- ❖ Under 50MB - A single unlocked PDF can be emailed to: wetland.delineation@dsl.oregon.gov.
- ❖ 50MB or larger - A single unlocked PDF can be uploaded to DSL's Box.com website. After upload notify DSL by email at: wetland.delineation@dsl.oregon.gov.
- ❖ OR a hard copy of the unbound report and signed cover form can be mailed to: Oregon Department of State Lands, 775 Summer Street NE, Suite 100, Salem, OR 97301-1279.

Ways to pay review fee:

- ❖ By credit card on DSL's [epayment portal](#) after receiving the unique file number from DSL's emailed confirmation.
- ❖ By check payable to the Oregon Department of State Lands attached to the unbound mailed hardcopy OR attached to the complete signed cover form if report submitted electronically.

Contact and Authorization Information	
☒ Applicant ☒ Owner Name, Firm and Address: Matthew J. Conser Stoltz Hill MJC, LLC 1010 Airport Road. SE Albany, Oregon 97322	Business phone # (541) 791-9310 Mobile phone # (optional) (541) 619-8004 E-mail: mjconser1981@gmail.com
☐ Authorized Legal Agent, Name and Address (if different):	Business phone # Mobile phone # (optional) E-mail:
I either own the property described below or I have legal authority to allow access to the property. I authorize the Department to access the property for the purpose of confirming the information in the report, after prior notification to the primary contact.	
Typed/Printed Name: <u>Matthew J. Conser</u> Signature: <u>[Signature]</u> Date: <u>01/08/2025</u> Special instructions regarding site access: _____	
Project and Site Information	
Project Name: <u>Stoltz Hill Road Conser Site</u>	Latitude: <u>44.521733°</u> Longitude: <u>44.521733°</u> decimal degree - centroid of site or start & end points of linear project
Proposed Use: Single-Family and Multi-family Residential development. Daily Needs Mixed-Use Neighborhood Commercial	Tax Map # <u>12S-02W-16</u> Tax Lot(s) <u>02300 & 02305</u> Tax Map # _____ Tax Lot(s) _____
Project Street Address (or other descriptive location): <u>Lot north of 2600 Stoltz Hill Road</u>	Township <u>12S</u> Range <u>2W</u> Section <u>16</u> QQ Use separate sheet for additional tax and location information
City: <u>Lebanon</u> County: <u>Linn</u>	Waterway: <u>Oak Creek</u> River Mile: _____
Wetland Delineation Information	
Wetland Consultant Name, Firm and Address: Sam Rabe Branch Engineering, Inc 1215 Main Street Suites 201-208 Philomath, Oregon	Phone # (541) 748-0637 Mobile phone # (if applicable) E-mail: samr@branchengineering.com
The information and conclusions on this form and in the attached report are true and correct to the best of my knowledge. Consultant Signature: <u>Sam Rabe</u> Digitally signed by Sam Rabe Date: 2025.01.08 05:19:41 -08'00' Date: <u>1/8/2025</u>	
Primary Contact for report review and site access is ☒ Consultant ☒ Applicant/Owner ☐ Authorized Agent	
Wetland/Waters Present? ☒ Yes ☐ No Study Area size: <u>57.08</u> Total Wetland Acreage: <u>15.2300</u>	
Check Applicable Boxes Below	
☐ R-F permit application submitted ☐ Mitigation bank site ☐ EFSC/ODOE Proj. Mgr: _____ ☐ Wetland restoration/enhancement project (not mitigation) ☒ Previous delineation/application on parcel If known, previous DSL # <u>WD20090451</u>	☐ Fee payment submitted \$ _____ ☐ Resubmittal of rejected report (\$100) ☐ Request for Reissuance. See eligibility criteria. (no fee) DSL # _____ Expiration date _____ ☐ LWI shows wetlands or waters on parcel Wetland ID code _____
For Office Use Only	
DSL Reviewer: <u>JG</u> Fee Paid Date: ____/____/____ DSL WD # <u>2025-0007</u> Date Delineation Received: <u>01/08/2025</u> DSL App.# _____	

October 2021

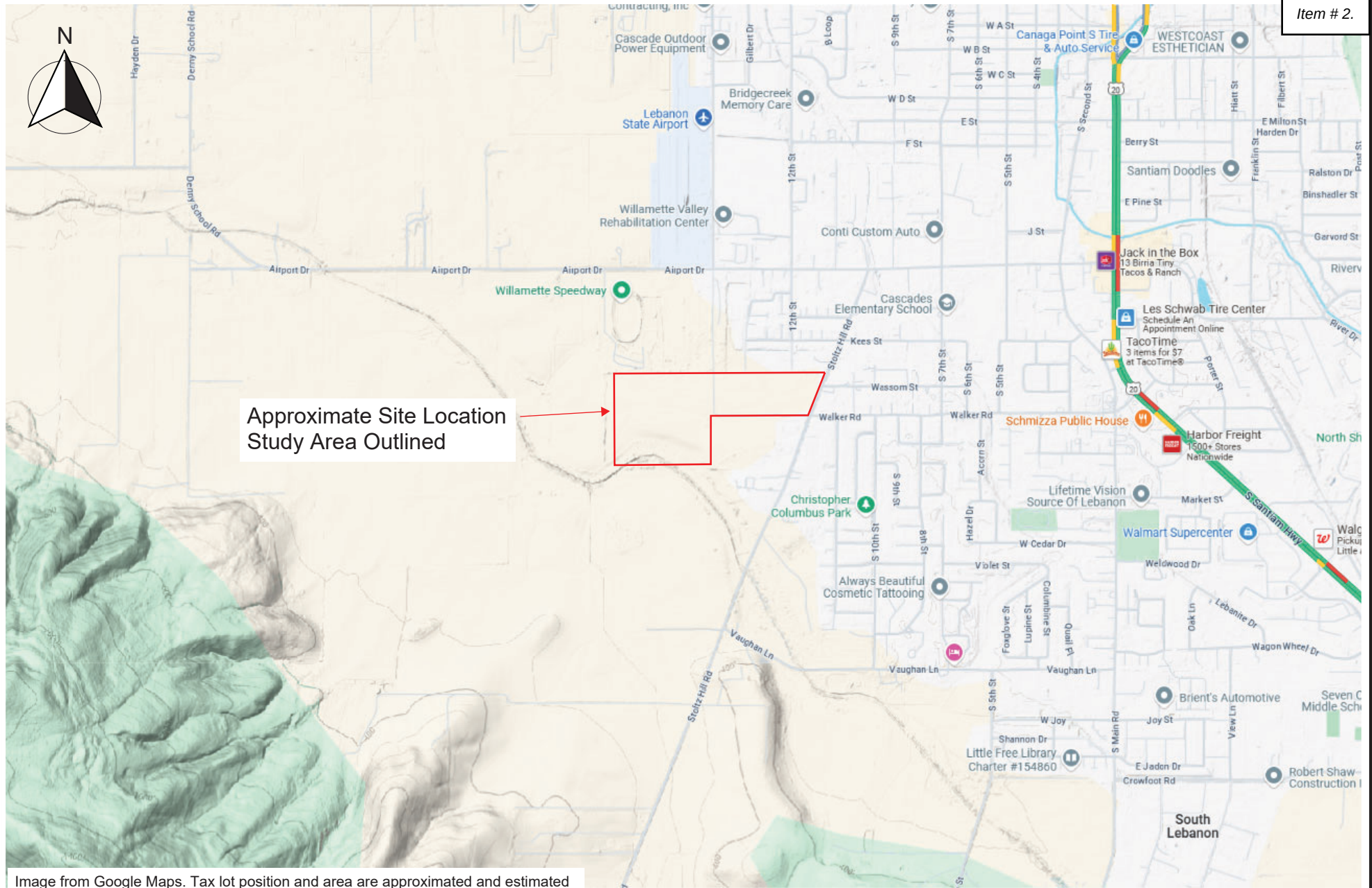
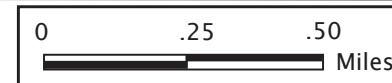


Image from Google Maps. Tax lot position and area are approximated and estimated



SITE LOCATION MAP
TAX MAP 12S-02W-16 TAX LOTS 02300 & 02305



APPROXIMATE SCALE

FIGURE-1

12-09-2024

BEI PROJECT NO. 24-3

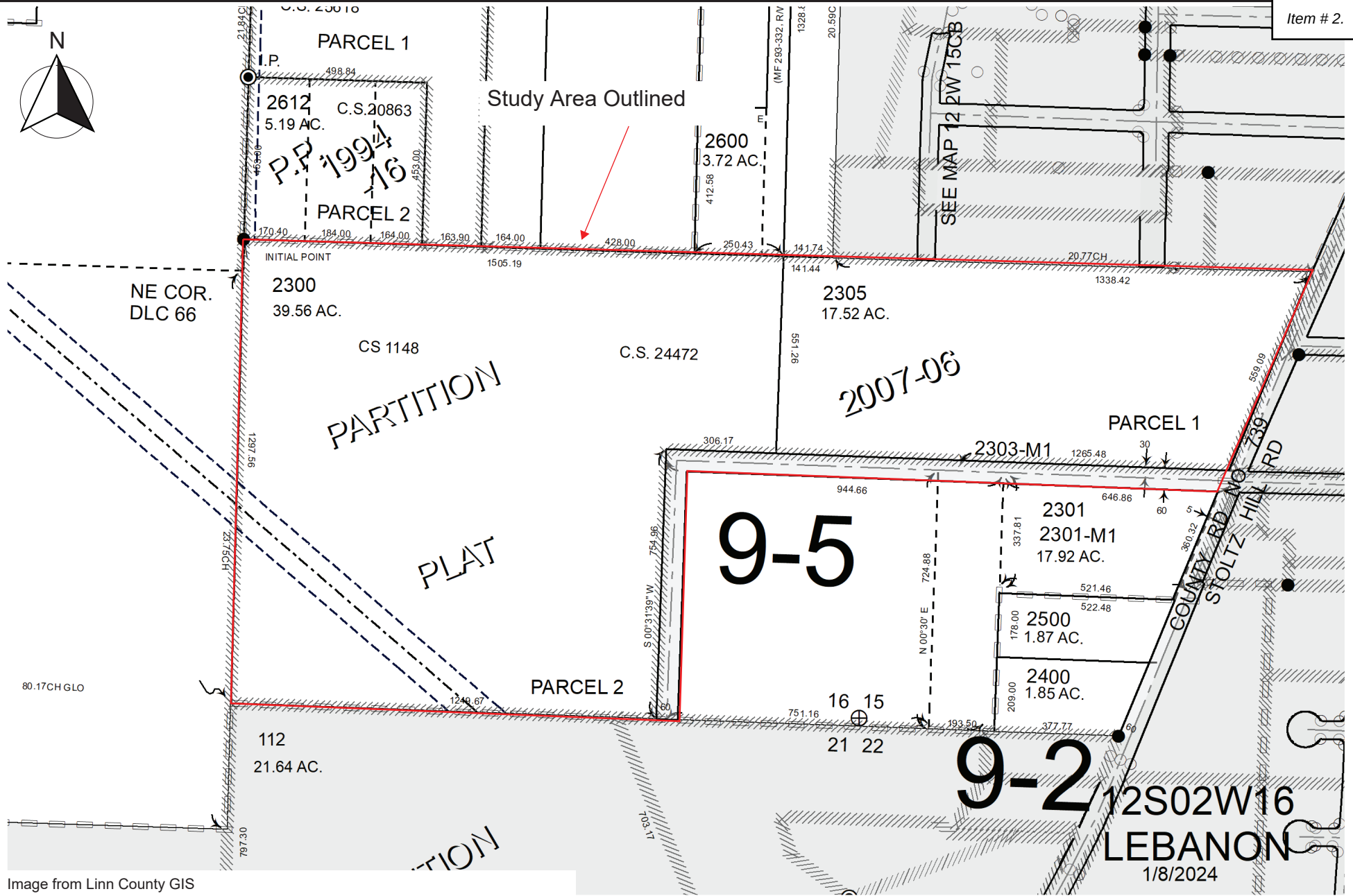
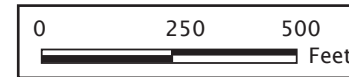


Image from Linn County GIS



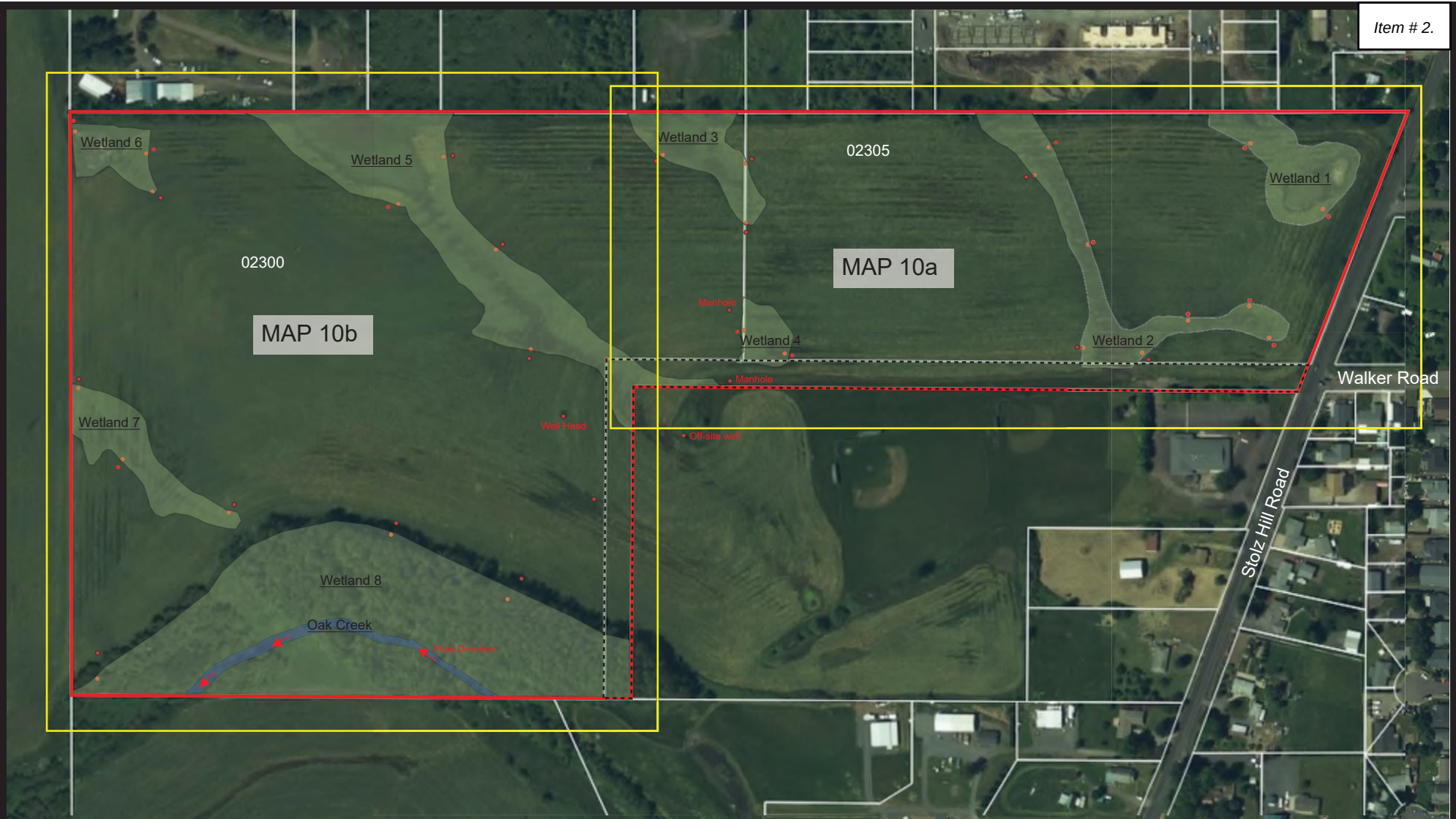
TAX LOTS AND STUDY AREA
TAX MAP 12S-02W-16 TAX LOTS 02300 & 02305



APPROXIMATE SCALE

FIGURE-2
12-09-2024

BEI PROJECT NO. 24-3



LEGEND

- Study area boundary
- Wetland areas
- Road ROW
- Sample Point

DSL WD # [2025-0007](#)

Approval Issued: [8/26/2025](#)

Approval Expires: [8/26/2030](#)

Approximate Scale



STUDY AREA WETLANDS MAP
TAX MAP 12S-02W-16 TAX LOTS 02300 & 02305

FIGURE-10

12-11-2024

BEI PROJECT NO. 24-3



LEGEND

- Study area boundary
- Wetland areas
- Road ROW
- Wetland Sample Point
- Upland Sample Point
- Photo Point

WETLAND ATTRIBUTES

Wetland 1

Area = 0.97-acres 42,280 SF

Cowardin Class - PEM1Ad

HGM Class - Mineral Soil Flats

Wetland 2

Area = 1.4-acres 58,843 SF

Cowardin Class - PEM1Ad

HGM Class - Mineral Soil Flats

Wetland 3

Area = 0.78-acres 33,916 SF

Cowardin Class - PEM1Ad

HGM Class - Mineral Soil Flats

Wetland 4

Area = 0.32-acres 13,895 SF

Cowardin Class - PEM1Ad

HGM Class - Mineral Soil Flats

DSL WD # 2025-0007

Approval Issued: 8/26/2025

Approval Expires: 8/26/2030

WETLAND BOUNDARIES SHOWN WERE DELINEATED AND DRAWN BY BEI STAFF ON NOVEMBER 3, 7, AND 10TH, 2024. WETLAND BOUNDARIES AND DATA POINTS WERE MAPPED WITH SUB-METER ACCURACY USING A JUNIPER SYSTEMS MESA 3 TABLET AND A GEODE GNSS RECEIVER.

PROPERTY BOUNDARIES AND STUDY AREA WERE OBTAINED FROM LINN COUNTY GIS. MULTIPLE PROPERTY PINS SURVEYED BY UDELL ENGINEERING AND LAND SURVEYING, LLC. AERIAL IMAGE FROM BING SATELLITE MAPS.



STUDY AREA WETLANDS AND WATERS DELINEATION MAP 1 TAX MAP 12S-02W-16 TAX LOTS 02300 & 02305

Approximate Scale

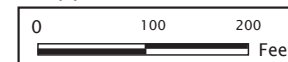
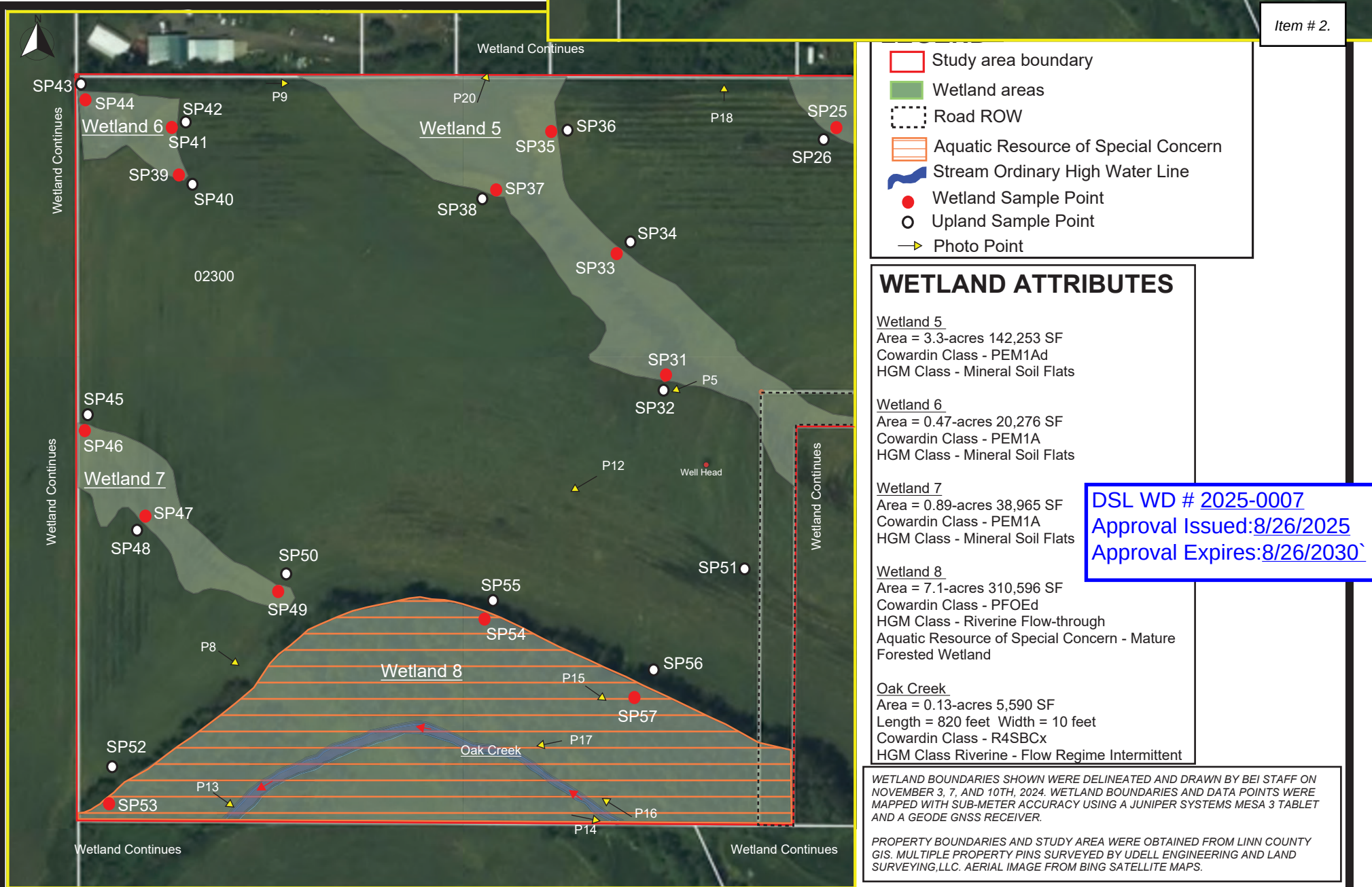


FIGURE-10a

12-11-2024

BEI PROJECT NO. 24-3



Environmental Science & Assessment, LLC

TECHNICAL MEMORANDUM

DATE: August 29, 2025

TO: Matthew J. Conser The Conser Group

FROM: Racine Robinson
Jack Dalton

RE: ESA Listed Species Assessment and Plant Survey - Stoltz Hills
Subdivision Lebanon, OR

This memo provides an environmental assessment of potential Endangered Species Act (ESA) listed species and habitat for the proposed Stoltz Hills Subdivision located at in Lebanon, OR (TL 122W16 2300 & 2305). This memo provides findings of a project site plant species survey and review of potential listed species within and immediately adjacent to the project site. This review uses the wetland delineation prepared by Branch Engineering Inc to Oregon Department of State Lands (DSL) defining the waters of the state/US (WD# 2024-0369).

Appendices

Appendix A Figures
Appendix B Additional Species List
Appendix C Vegetative Plot Data

PROJECT AREA HABITAT DESCRIPTION

Branch Engineering, Inc staff identified eight (8) wetlands totaling 15.4-acres and Oak Creek within the study area of the proposed subdivision (WD# 2024-0369). The remainder of the site is a planted ryegrass field.

Wetlands 1 – 7 are emergent wetlands located within the open field onsite. There is no tree or shrub canopy for most of each wetland, with an exception for Wetland 8 and the northern edge of Wetland 1. Overall, the herbaceous stratum is dominant, comprised of a monoculture crop of annual ryegrass (*Lolium multiflorum*) with presence of meadow foxtail (*Alopecurus pratensis*), tufted hairgrass (*Deschampsia cespitosa*), common velvet grass (*Holcus lanatus*), marsh meadow foxtail (*Alopecurus geniculatus*), toad rush (*Juncus bufonius*), spike rush (*Eleocharis sp*), soft brome (*Bromus hordeaceus*), sticky willie (*Galium aparine*), cut leaf geranium (*Geranium dissectum*), American vetch (*Vicia americana*), common dandelion (*Taraxacum officinale*), penny royal (*Mentha pulegium*), tall false fescue (*Schedonorus arundinaceus*), annual bluegrass (*Poa annua*), shiny geranium (*Geranium lucidum*), Canada bluegrass (*Poa compressa*), corn speedwell (*Veronica arvensis*), and slender beak sedge (*Carex authrostachys*) (V-1 -5, V-8).

Wetland 8 is a forested wetland located within the floodplain of Oak Creek. The canopy is comprised of Oregon ash (*Fraxinus latifolia*) and English hawthorn (*Crataegus monogyna*), with an understory of Douglas meadowsweet (*Spiraea douglasii*), Himalayan blackberry (*Rubus armeniacus*) and common snowberry (*Symphoricarpos albus*), and a sparse herbaceous stratum comprised of large-leaf avens (*Geum macrophyllum*), slough sedge (*Carex obnupta*), gray rush (*Juncus patens*), western meadow rue (*Thalictrum occidentale*), soft brome, and common velvet grass (V-6 & 7) (WD2024-0369).

The plant community within the upland herbaceous open fields is comprised of annual ryegrass monocultures, colonial bentgrass (*Agrostis capillaris*), false tall fescue, perennial ryegrass (*Lolium perenne*), and reed canarygrass (*Phalaris arundinacea*) (WD2024-0369).

According to the National Hydrology Dataset mapped by ODFW, the segment of Oak Creek within the project area flows northwest for 12 miles before there is a confluence with Calapooya River.

USFWS REGULATED SPECIES and ODFW Oregon Fish Habitat Distribution

A list of ESA species potentially present within the project vicinity was obtained through the USFWS on-line Information, Planning and Conservation System (IPaC) (USFWS 2019). The USFWS Endangered Species Program lists a total of nine (9) threatened or endangered species potentially occurring within the project vicinity, including three bird species, one reptile species, three insect species, and two plant species (Table 1).

Table 1. Potential Impact to Listed Species from Proposed Action - IPaC Biodiversity Report & ODFW Fish Distribution				
<i>Species</i>	<i>Status</i>	<i>Species data – Critical habitat requirements</i>	<i>Expected impacts</i>	<i>Comments</i>
Northern owl (<i>Strix occidentalis caurina</i>)	Threatened	Old growth coniferous forests	Forest area in south, does not meet requirements for old growth. No habitat opportunity onsite	No impacts to species is projected as no critical habitat is present onsite.
Streaked Horned lark (<i>Eremophila alpestris strigata</i>)	Threatened	Open dry grassland	Open herbaceous land used for agriculture, no habitat opportunity onsite.	Open herbaceous land does not meet critical habitat requirements, no impacts projected.
California Condor (<i>Gymnogyps californianus</i>)	Endangered	Open prairie, savannah, foothills, rocky and forested	No habitat opportunity onsite.	No impacts to species is projected as no critical habitat is present onsite.

		mountain landscapes		
Fender's blue butterfly (<i>Icaricia icarioides fenderi</i>)	Threatened	Wet and upland prairie and oak savannah	No habitat opportunity onsite due to agricultural use.	No impacts to species is projected as no critical habitat is present onsite.
Monarch butterfly (<i>Danaus Plexippus</i>)	Candidate threatened	No critical habitat requirements.	Habitat opportunity onsite.	Open space will be maintained in the south and small pockets within the north. No projected impacts.
Suckley bumblebee (<i>Bombus suckleyi</i>)	Proposed endangered	No critical habitat requirements.	Habitat opportunity present onsite.	Open space will be maintained in the south and small pockets within the north. No projected impacts.
Kincaid lupine (<i>Lupinus sulphureus</i>)	Threatened	Wet prairie, upland prairie, and oak woodland	Open herbaceous land used for agriculture, no habitat opportunity onsite.	Open herbaceous land does not meet critical habitat requirements, no impacts projected.
Willamette daisy (<i>Eriogonum decumbens</i> var <i>decumbens</i>)	Endangered	Wet prairie, upland prairie, and oak woodland	Open herbaceous land used for agriculture, no habitat opportunity onsite.	Open herbaceous land does not meet critical habitat requirements, no impacts projected.

ORBIC

The Oregon Biodiversity Information Center (ORBIC) provided data for rare, threatened, and endangered plant, animal, and fungi records for a two-mile radius surrounding the proposed Stoltz Hills subdivision parcel. Two (2) ESA listed species from the five (5) element occurrence records were noted within this area, all of which were individual species occurring near the project area (Appendix B).

Table 2. Expected Impact to Wildlife from Proposed Action from ORBIC Report

Species	Status	Habitat Requirements	ORBIC Observations	Expected Impacts
Winter steelhead (<i>Oncorhynchus mykiss</i>), pop. 33 Upper Willamette River ESU	Threatened	Streams and lakes	Observed in Santiam Canal in 2006, approximately 1 miles northeast of site. In 2010, fish passage to canal blocked.	Oak Creek is not mapped as ESH and there are no surface water connections between the two resources. No impacts proposed to Santiam Canal as part of this project.
Spring Chinook salmon (<i>Oncorhynchus tshawytscha</i>), pop. 23 Upper Willamette River ESU	Threatened	Streams and lakes	Observed in Albany Santiam canal in 2006, approximately 1 mile northeast of site. Classified as migratory use in 2009 by ODFW. In 2010, fish passage to canal blocked.	Oak Creek is not mapped as ESH and there are no surface water connections between the two resources. No impacts proposed to Santiam Canal as part of this project.

DSL does not map Essential Salmonid Habitat (ESH) within Oak Creek, however ESH is mapped within Calapooia River 12 miles northwest of the project area.

HABITAT ASSESSMENT

ES&A staff conducted a pedestrian survey on June 11th, 2025 of the entire site of ESA listed plant species as well as evaluate listed species habitat opportunities documented within the vicinity of the project area. Eight (8) vegetation plots were recorded at random locations adjacent to the eight wetland areas onsite to document the existing vegetative conditions of the wetlands.

The plant community onsite is dominated by herbaceous vegetation excluding the forested riparian area surrounding Oak Creek in the south of the site. No ESA-listed plant species (Willamette daisy, Kincaid lupine, Drooping bush, truffle species) were observed in or directly adjacent to site due to existing agricultural use and regular grass crop planting.

Overall, invasive and non-native graminoids and weedy forbs dominate the site. There is dense cover of non-natives of water foxtail (*Alopecurus geniculatus*), creeping bentgrass (*Agrostis stolonifera*), and annual ryegrass (*Lolium multiflorum*) as well as invasives such as common velvet grass (*Holcus lanatus*) and soft brome (*Bromus hordeaceus*). There are some native wetland species such as toad rush (*Juncus bufonis*) and Oregon bentgrass (*Agrostis oregonensis*), but most of the weedy forbs are invasive and non-native such as cut-leaf geranium (*Geranium dissectum*), shiny geranium (*Geranium lucidum*), marsh cudweed (*Gnaphalium uliginosum*), and mint (*Mentha pulegium*).

There is some scattered shrub cover onsite in the northeast along the property border and a forested riparian area in the south surrounding Oak Creek. The northeast has some cover of swamp rose (*Rosa pisocarpa*) but is mostly non-native with some cherry (*Prunus sp*) saplings

and invasive Himalayan blackberry (*Rubus armeniacus*). The forested southern area has a canopy of Oregon ash (*Fraxinus latifolia*).

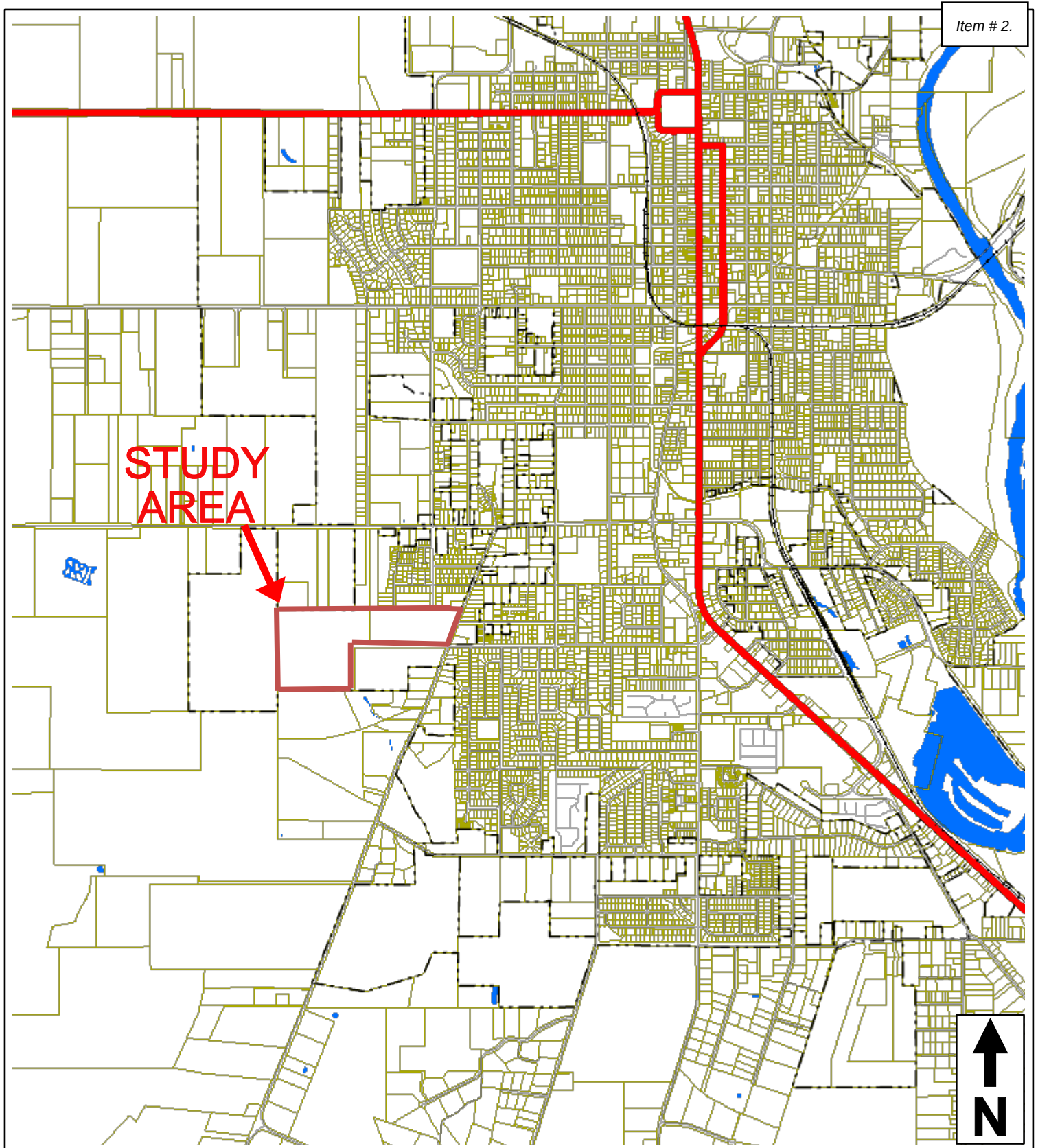
No habitat is present onsite for the northern spotted owl, streaked horned lark, or California condor. The forested riparian area in the south of the site is not coniferous old-growth forest and the wet prairie onsite is altered for agricultural use.

Because the wetland herbaceous areas are planted annually for agriculture, no habitat exists onsite for the endangered Fender's butterfly or the other candidate and proposed insect species in Table 1.

The species onsite within the Oak Creek riparian area (northwestern pond turtle, Freshwater mollusk, salmonid species, other fish species) will not be impacted by the proposed project as this area will be maintained as a separate protected tract in the proposed development. The City of Albany recorded a fish-passage barrier for the Albany Santiam Canal that restricts fish presence within the vicinity of the project area.

No listed ESA species were identified within the project area.

APPENDIX A. FIGURES



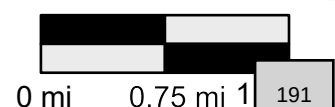
Source: Linn County Planning Application <https://gis.co.linn.or.us/portal/apps/webappviewer>

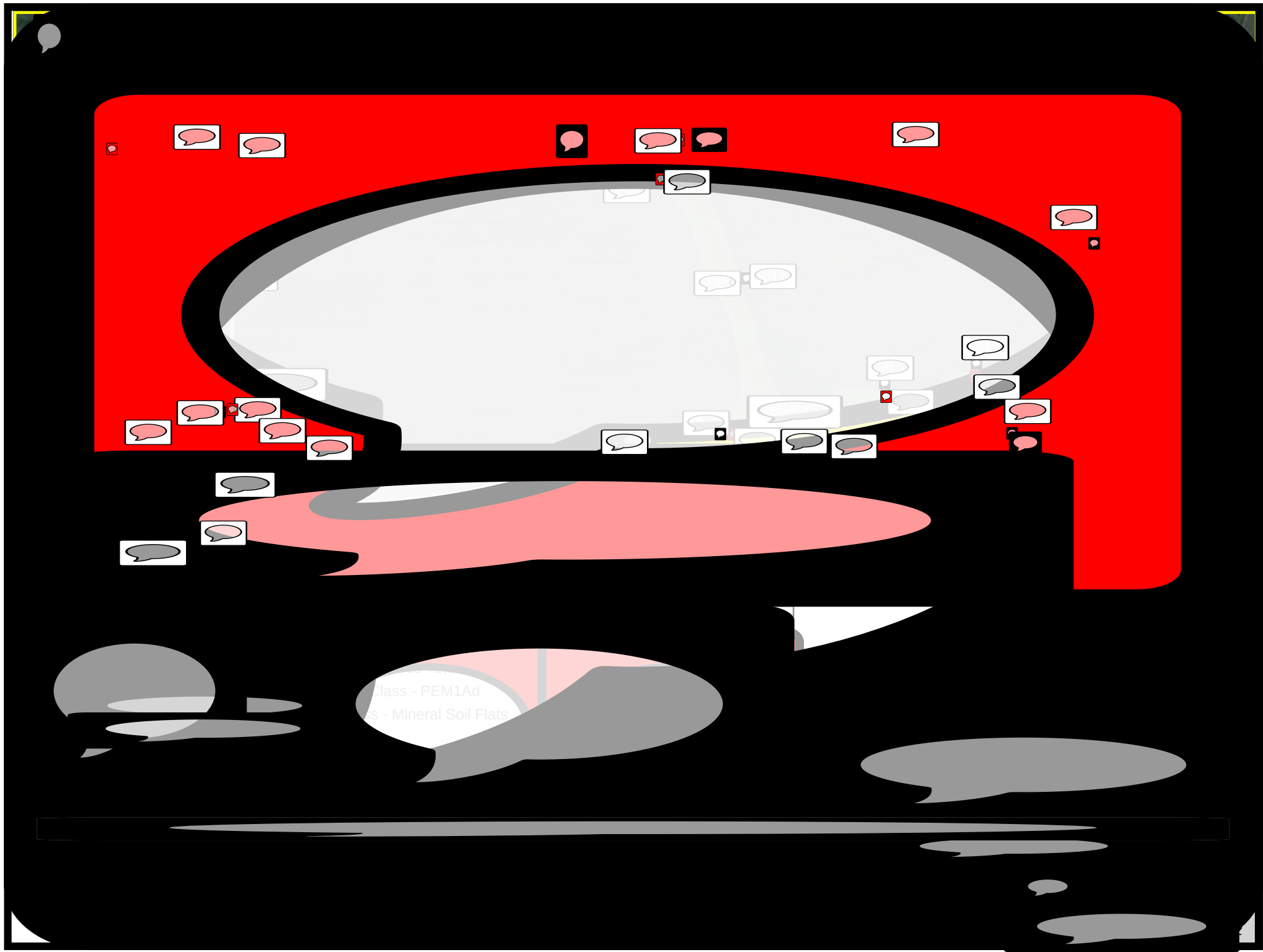
Environmental
Science &
Assessment, LLC

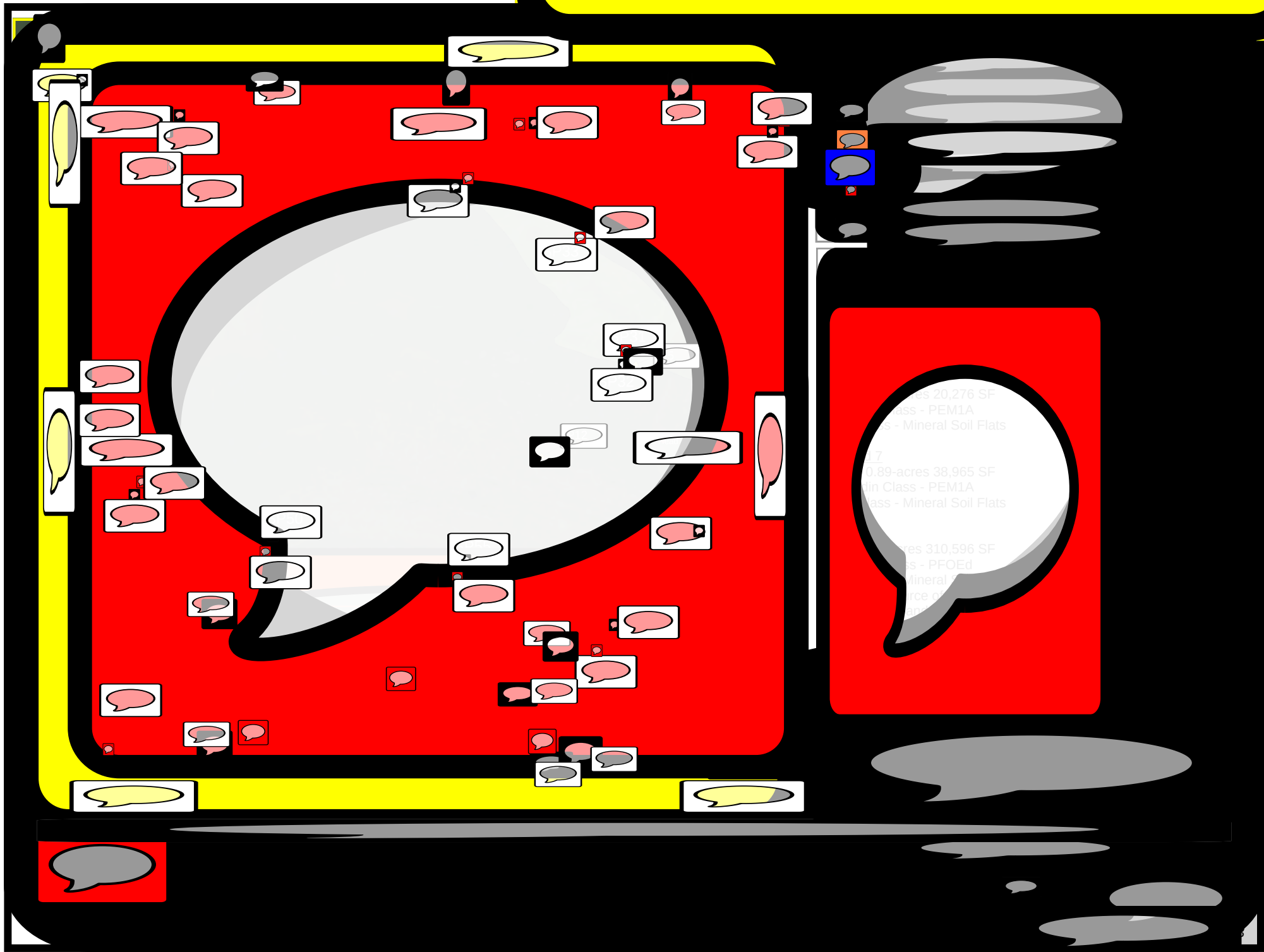


Vicinity Map Stoltz Hills Subdivision Lebanon, Oregon

Figure 1



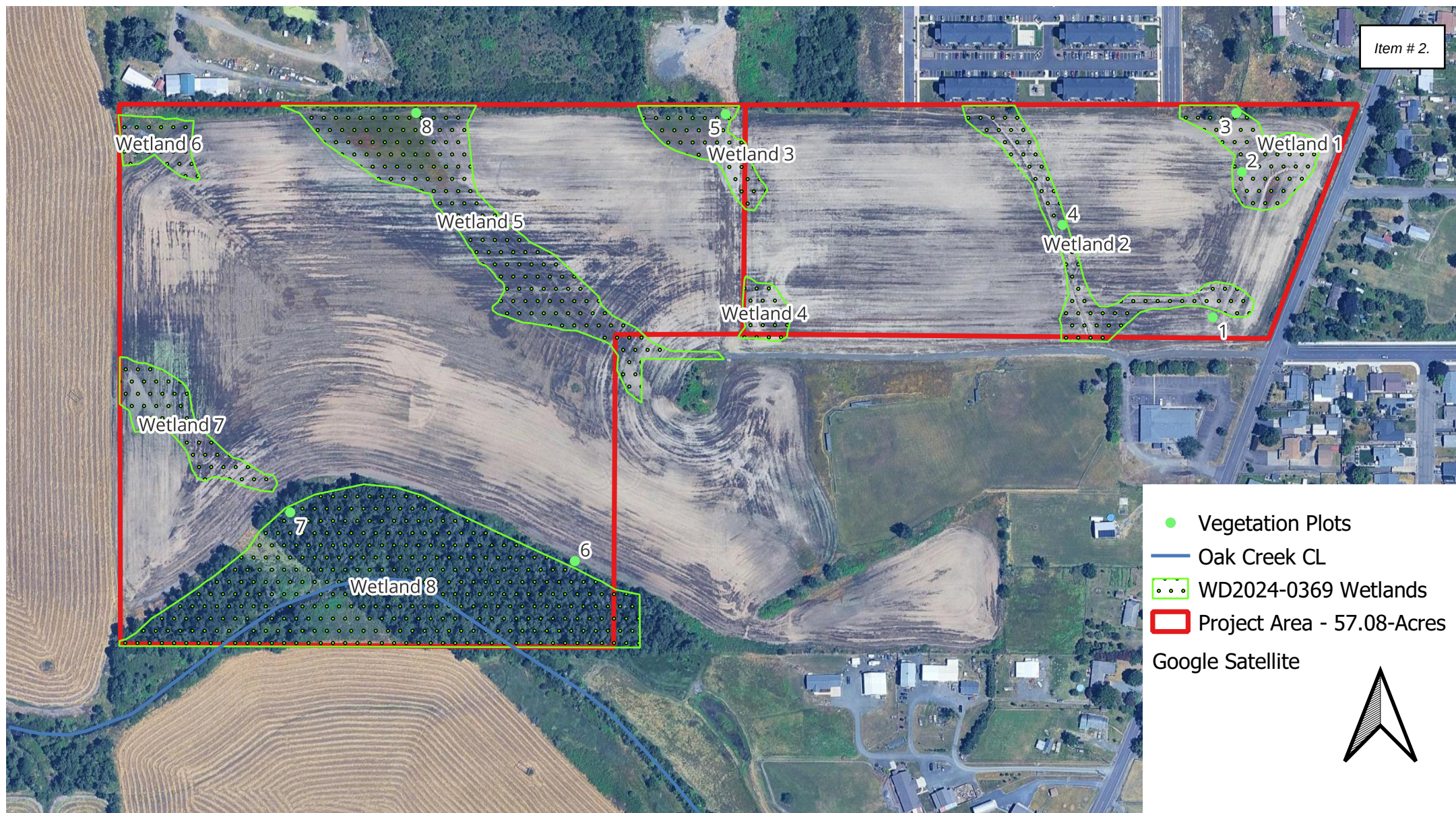




20,276 SF
Class - PEM1A
Mineral Soil Flats

0.89-acres 38,965 SF
Min Class - PEM1A
Mineral Soil Flats

310,596 SF
Class - PFOEd
Mineral Soil Flats



Vegetation Survey Stoltz Hill Subdivision Lebanon, OR

Figure 3

0 250 500 ft



APPENDIX B. ADDITIONAL SPECIES

IPaC – Non-listed Species:

Northwestern pond turtle (<i>Actinemys marmorata</i>)	Species of Concern	Aquatic habitats and adjacent terrestrial areas (streams, lakes, ponds, wetlands, grasslands & woodlands adjacent)	Oak Creek onsite likely contains habitat, Oak Creek and wetland to be preserved onsite.	Existing habitat will be preserved onsite, no impacts projected.
Coastal cutthroat trout (<i>Oncorhynchus clarkia</i>)	Not listed	Streams & lakes	Mapped by ODFW as resident with multiple uses within Oak Creek onsite	Existing habitat onsite (Oak Creek) however no impacts to the resource are projected at this time.
Small-mouth bass (<i>Micropterus dolomieu</i>)	Not listed	Streams & lakes	Mapped by ODFW outside of project site, use unknown	No impacts are expected at this time.
Brown bullhead (<i>Ameiurus nebulosus</i>)	Not listed	Streams & lakes	Mapped by ODFW outside of project site, resident multiple uses	No impacts are expected at this time.

ORBIC – Non-listed Species:

Western pearlshell (<i>Margaritifera falcata</i>)	Species of Concern	Streams	Observed in 2003 in Lebanon ditch near River Road, 2 miles northeast of the project site. 2008 ODFW recorded spatial data for mollusk.	No surface water connections between Oak Creek and Lebanon ditch where species was observed. No impacts expected from proposed project.
Drooping bush (<i>Scirpus pendulus</i>)	Not listed	Marshes, wet meadows, swamps, roadside ditches	Specimen observed near Lebanon in 1936.	Habitat for the species exists onsite, areas of habitat will be preserved onsite in open spaces.
<i>Tuber quercicola</i>	Not listed	Oregon White Oak in warm, dry sites	Specimen observed at Peterson's Butte in 1987, 2 miles east of the project site.	No habitat for the species exists onsite, no impacts are projected.

APPENDIX C. VEGETATIVE COVER PLOT DATA

	V-1	V-2	V-3	V-4	V-5	V-6	V-7	V-8
HERBS								
Holcus lanatus	30	5	25	5	15	15	20	
Lolium multiflorum	70	20	20	40	15	30		25
Alopecurus pratensis	5							
Mentha pulegium					15			
Galium aparine			3					
Geranium dissectum			2			10		
Cirsium arvense								
Bromus hordeaceus			10		15	30	25	
Juncus bufonis	1	20		45				
Vicia americana					10			
Alopecurus geniculatus		60			2			15
Gnaphalium uliginosum				20				2
Schedonorus arundinaceus					10			
Eleocharis sp.	1							40
Leotodon saxatilis					15			
Agrostis stolonifera			40		5		25	
Geranium lucidum							15	
Lactuca serriola						5		
Thalictrum occidentale							5	
Camassia quamash							5	
Poa annua							15	
Triteleia hyacinthina							1	
Agrostis oregonensis								20
Total Cover	107	105	100	110	102	90	111	102
SHRUBS								
Rosa pisocarpa			10					
Prunus sp.			10					
Rubus armeniacus			5			15		
Fraxinus latifolia							10	
Total Cover	0	0	25	0	0	15	10	0
TREES								
Fraxinus latifolia							80	
Total Cover	0	0	0	0	0	0	80	0

APPLICATION NARRATIVE
COMPREHENSIVE PLAN MAP AMENDMENT, ZONE MAP AMENDMENT,
PLANNED DEVELOPMENT, PRELIMINARY SUBDIVISION PLAT, FLOODPLAIN
DEVELOPMENT PERMIT

I. APPLICATION SUMMARY

Submitted to: City of Lebanon
Planning Division
925 S Main Street, Lebanon, Oregon 97355
541-258-4906 / [REDACTED]

Owner/Applicant: Stoltz Hill MJC LLC ET AL
1010 Airport Rd. SE, Albany, OR 97322
Matthew Conser
(541) 619-8004 / [REDACTED]

Applicant's Representative: Pathfinder Land Use Consulting, LLC
P.O. Box 484, Lebanon, OR 97355
Laura LaRoque
(503) 501-7197 / [REDACTED]

Civil Engineering: Udell Engineering and Land Survey, LLC
63 E. Ash Street, Lebanon, OR 97355
Brian Vandetta
(541) 451-5125 / [REDACTED]

II. PROJECT INFORMATION

Site Location: No Assigned Address

Assessor's Map & Tax Lot 12S-02W-16 Tax Lots 2300 and 2305

Site Size: 57.12-AC (TLS 2300 and 2305)

Existing Land Use: Unimproved

Zone Designation: Z-IND (TL 2300); Z-RM (TL 2305)

Comprehensive Plan Designation: C-IND (TL 2300); C-RM (TL 2305)

Surrounding Zoning/Uses: North: Z-RM, Z-IND, EFU
East: UGA-UGM-10
South: Z-RM, UGM-UGM-10, UGA-RR-1
West: Z-IND

Site History / Prior Use: None

III. PROJECT OVERVIEW

The applicant proposes a mixed-use development consisting of a phased subdivision and planned development on property located south of Airport Road and west of Stoltz Hill Road in the City of Lebanon, Oregon. The proposal includes a Comprehensive Plan Map Amendment, Zone Map Amendment, Planned Development, and a Preliminary Subdivision Plat. The applicant has requested that the Preliminary Subdivision Plat approval remain valid for ten (10) years, the maximum approval period allowed pursuant to ORS 92.040(3).

The Comprehensive Plan Map Amendment would redesignate the subject property from C-RM (Residential Mixed Density) and C-IND (Industrial) to C-MU (Mixed Use). Concurrently, the applicant proposes a Zone Map Amendment to rezone the property from Z-RM (Residential Mixed Density) and Z-IND (Industrial) to Z-MU (Mixed Use). The Mixed-Use designation is intended to accommodate a range of compatible residential, commercial, and integrated development within a cohesive urban framework and to support efficient urban land use patterns within the City's urban service area. The proposed amendment has been evaluated for consistency with the City's adopted Economic Opportunity Analysis (2023) and does not adversely affect the City's supply of employment land.

The Planned Development proposes a master-planned residential subdivision consisting of approximately 284 total lots, including one commercial or multi-dwelling residential lot, 223 smaller residential lots, 61 larger residential lots. The proposal also includes three tracts within the Airport Overlay Zone intended for open vehicle storage, stormwater management, and preservation of existing wetlands and areas within the FEMA-designated Special Flood Hazard Area (100-year floodplain).

The residential lots are designed to accommodate a range of housing types consistent with the Z-MU zoning district. Under this designation, the dimensional standards of the Residential Mixed Density (Z-RM) zone apply, as modified through the Planned Development process.

The Mixed-Use designation retains the ability to accommodate commercial and employment-generating uses, consistent with the City's economic development framework.

The subdivision is designed with an interconnected network of minor arterial, collector, and local streets, pedestrian pathways, a public access easement, and a multi-use trail connection linking the development to the surrounding transportation network. The development further incorporates open space areas and preserved natural features, including wetlands and drainage corridors, and floodplain areas, which contribute to the overall environmental integration and overall site functionality.

Environmental resources have been identified through a wetland delineation prepared for the site. These wetlands and associated drainage areas are generally located in the southern and central portions of the property and are incorporated into open space and tract areas within the development plan. The development has been designed to avoid or minimize disturbance of these resources where feasible, and any impacts will be addressed through applicable state and federal permitting requirements.

Portions of the site are also subject to the Flood Plain Overlay Zone (FP-OZ) and Riparian Protection Overlay Zone (RIP-OZ). These areas are identified on the submitted plans and will be preserved or developed in compliance with the applicable overlay zone standards of Lebanon Development Code Chapter 16.11. Riparian buffer areas will be maintained to protect water quality, habitat functions, and stream corridor stability.

The project is proposed to be constructed in multiple phases, allowing infrastructure and development to occur incrementally while maintaining adequate public services and utilities. Public improvements associated with the subdivision will include construction of streets, water and sanitary sewer extensions, stormwater management facilities, and pedestrian infrastructure consistent with the Lebanon Public Works Design Standards and the City's Transportation System Plan.

A Traffic Impact Study has been prepared by Kittelson & Associates to evaluate the transportation impacts associated with the proposed development and concludes that the surrounding transportation network can accommodate projected traffic volumes with identified improvements.

Overall, the proposed Planned Development is intended to create an integrated residential neighborhood that accommodates a range of housing opportunities while preserving natural resources, avoiding development within floodplain and sensitive areas, providing pedestrian connectivity, open space, and future mixed-use development opportunities consistent with the Mixed-Use Comprehensive Plan designation and Zone map designation.

IV. REVIEW CRITERIA

Findings must demonstrate that the proposed development complies with all applicable Comprehensive Plan amendment criteria, zoning amendment criteria, subdivision approval criteria, and the applicable development standards of the Lebanon Development Code (LDC).

A. Applicable Development Standards

In addition to the specific decision criteria addressed below, the proposed development must comply with the applicable development standards of the Lebanon Development Code, including but not limited to:

- Article Two – Land Use and Development Zones (LDC Chapters 16.05–16.10)
- Article Three – Community Design Standards
- Chapter 16.11 – Overlay Land Use Zones (including Flood Plain Overlay Zone (FP-OZ) and Riparian Protection Overlay Zone (RIP-OZ))
- Chapter 16.12 – Access and Circulation
- Chapter 16.13 – Off-Street Parking and Loading
- Chapter 16.14 – Public Improvements
- Chapter 16.15 – Landscaping and Street Trees
- Applicable Public Works Design Standards
- Oregon Fire Code access requirements

Compliance with these standards is demonstrated through the Preliminary Subdivision Plat, Planned Development Plan, and supporting engineering materials submitted with this application. Compliance with

applicable floodplain development standards, including LDC 16.11.070, and related environmental regulations is addressed in Section C of this narrative. Where specific standards are relevant to individual decision criteria, they are addressed in the findings below.

B. Statewide Planning Goals Compliance

The proposed Comprehensive Plan Map Amendment, Zone Map Amendment, Planned Development, and Preliminary Subdivision Plat must be consistent with the Oregon Statewide Planning Goals (ORS 197.175). The following findings address the goals applicable to the proposed development.

1. Goal 1 – Citizen Involvement

Goal 1 requires cities to develop and follow a citizen involvement program that ensures opportunities for public participation in land use planning decisions.

The proposed Comprehensive Plan Map Amendment, Zone Map Amendment, Planned Development, and Preliminary Subdivision will be processed through the City of Lebanon's Type III review procedures, which include public notice and public hearings before the Lebanon Planning Commission and potential review by the City Council. Public notice will be provided to surrounding property owners, interested parties, and applicable agencies consistent with the Lebanon Development Code and Oregon public notice requirements.

These procedures provide meaningful opportunities for public participation and input prior to any final decision on the proposal.

Conclusion

Therefore, the proposal is consistent with Statewide Planning Goal 1 (Citizen Involvement).

2. Goal 2 - Land Use Planning

Goal 2 requires land use decisions to be based on an acknowledged comprehensive plan and implementing land use regulations.

The proposed amendments and development application have been prepared in accordance with the City of Lebanon Comprehensive Plan and the Lebanon Development Code. The application includes findings addressing the applicable local criteria for Comprehensive Plan Map Amendments, Zone Map Amendments, Planned Development approval, and Preliminary Subdivision Plat approval.

The proposal also includes supporting technical materials, including a Traffic Impact Study and Wetland Delineation, to evaluate potential impacts and ensure that development of the property occurs in a coordinated and orderly manner.

The proposal will be reviewed by the City using the procedures and criteria established in the Lebanon Development Code, which implement the City's acknowledged Comprehensive Plan.

Conclusion

Therefore, the proposal is consistent with Statewide Planning Goal 2.

3. Goal 5 - Natural Resources, Scenic and Historic Areas, and Open Spaces

Statewide Planning Goal 5 requires local governments to conserve and protect significant natural resources, scenic resources, historic resources, and open space. Local jurisdictions implement Goal 5 through acknowledged comprehensive plans and land use regulations that identify and protect such resources.

The subject property contains several natural resource features, including wetlands and areas associated with the Oak Creek drainage corridor. These resources have been identified through the supporting materials submitted with this application, including a wetland delineation report prepared by a qualified environmental professional.

The conceptual development plan and tentative subdivision plat incorporate these natural resource areas into designated tract areas and open space corridors within the Planned Development. These tracts preserve wetlands, drainage features, and associated natural areas by separating them from residential lots and limiting disturbance within those areas.

Portions of the site are also subject to the Flood Plain Overlay Zone established in LDC 16.11.070, which regulates development within mapped flood hazard areas. The subdivision design identifies these floodplain areas and incorporates them into drainage corridors and open space tracts that avoid residential development.

The Oak Creek corridor and associated riparian areas are similarly preserved within open space tracts and drainage corridors that maintain natural drainage patterns and ecological functions. These areas will remain protected through tract ownership and development restrictions associated with the Planned Development approval.

Because these resources are identified on the submitted plans and preserved through the subdivision design and applicable overlay regulations, the development avoids impacts to significant natural resources to the greatest extent practicable.

Conclusion

Therefore, the proposal is consistent with Statewide Planning Goal 5. Additional discussion of floodplain regulations, permitting requirements, and ESA/habitat compliance is provided in Section C below.

4. Goal 6 – Air, Water, and Land Resources Quality

The proposed development has been designed to avoid and minimize impacts to natural resources, including wetlands, floodplain areas, and riparian corridors associated with Oak Creek. These areas are identified on the submitted plans and are preserved within designated tract areas and open

space corridors. No residential lots or structural development are proposed within these constrained areas.

Floodplain and habitat considerations are addressed in detail in Section C of this narrative. As described therein, the proposal avoids structural development within mapped floodplain areas and is designed to maintain floodplain storage capacity and natural drainage functions. Any limited improvements within or near the floodplain will be subject to review through the Floodplain Development Permit (FDP) process pursuant to LDC 16.11.070, which ensures compliance with applicable local, state, and federal standards.

The proposed development will incorporate stormwater management facilities designed to address both water quality and water quantity impacts associated with new impervious surfaces. Stormwater treatment and detention will be designed in accordance with applicable Oregon Department of Environmental Quality (DEQ) standards and implemented through the Joint Permit Application (JPA) process.

Based on the conceptual development plan and applicable regulatory framework, the proposed development can be designed to ensure that post-development runoff does not degrade water quality, exceed the capacity of receiving systems, or otherwise violate applicable state or federal environmental standards.

A detailed stormwater analysis, consistent with DEQ requirements, will be prepared at the time of final engineering. A certification letter prepared by a qualified engineer confirming compliance with applicable water quality and drainage standards will be submitted as part of the Final Planned Development Plan review.

In addition, an ESA Listed Species Assessment has been prepared for the project, which concludes that no impacts to ESA-listed species or critical habitat are anticipated and that higher-value habitat areas will be preserved within designated tract areas.

With implementation of these measures and compliance with applicable permitting requirements, the proposed development will not result in significant adverse impacts to air, water, or land resources.

Additional detailed analysis regarding floodplain, habitat, and environmental compliance is provided in Section C of this narrative.

Conclusion

Therefore, the proposal is consistent with Statewide Planning Goal 6.

5. Goal 7 – Areas Subject to Natural Hazards

Goal 7 requires that development be located and designed to avoid unreasonable risks to people and property from natural hazards, including flooding.

Portions of the subject property are located within mapped Special Flood Hazard Areas associated with Oak Creek and related drainage features. These areas are identified on the submitted plans and have been incorporated into designated tract areas and open space corridors within the Planned Development.

The proposed development avoids placement of structures and residential lots within floodplain areas and does not propose fill or alterations that would increase flood elevations or reduce flood storage capacity. Floodplain areas will be preserved in their natural condition, consistent with the purpose of the Flood Plain Overlay Zone (LDC 16.11.070) to minimize risks to life and property and maintain natural floodplain functions.

Compliance with applicable floodplain development standards is addressed in Section C of this narrative.

Conclusion

Therefore, the proposal is consistent with Statewide Planning Goal 7.

6. Goal 9 – Economic Development

Goal 9 requires cities to provide an adequate supply of land for employment uses consistent with identified economic needs. The City of Lebanon has adopted an Economic Opportunity Analysis (EOA) (2023) that evaluates the supply of land designated for employment and industrial uses.

The proposed Comprehensive Plan Map Amendment redesignates a portion of land from industrial to mixed use. However, the proposal does not result in a significant reduction of land available for industrial or employment uses and does not create or exacerbate a deficiency in the City's supply of such lands. The Mixed Use designation allows for a range of uses, including commercial and employment-generating activities, while also supporting residential development.

Given the scale of the subject property relative to the City's overall employment land inventory, the proposal will not negatively impact the City's ability to accommodate industrial or employment growth as identified in the adopted Economic Opportunity Analysis (2023).

Conclusion

Therefore, the proposal is consistent with Statewide Planning Goal 9.

7. Goal 10 – Housing

Goal 10 requires cities to provide opportunities for a variety of housing types and densities to meet the housing needs of residents.

The proposal includes development of a phased subdivision consisting of approximately 284 total lots capable of accommodating a range of housing types permitted within the Z-MU zoning district, including small-lot single-unit dwellings, duplexes, townhouses, and multi-family development.

In addition, the development includes a 3.39-acre tract designated for future mixed-use, commercial, or higher-density residential development consistent with the Z-MU designation.

By providing land capable of accommodating multiple housing types and densities, the proposal contributes to the City's housing supply and supports Comprehensive Plan policies encouraging a diversity of housing opportunities.

The City of Lebanon has adopted a Housing Needs Analysis (2018) and a Housing Production Strategy (2023), which identify an ongoing need for a range of housing types, including smaller lot and higher-density housing. The proposed Mixed Use designation and Planned Development implement these adopted housing strategies by allowing a variety of housing types and densities on the subject property.

The proposal provides a development-ready site supported by planned infrastructure and phased implementation, which facilitates housing production consistent with the City's housing policies.

The proposal does not reduce the supply of land designated for needed housing and does not exacerbate any identified housing deficiencies. Instead, it expands opportunities for housing production consistent with the City's adopted housing policies and strategies.

The proposal balances the need for additional housing with maintenance of the City's employment land supply, consistent with the City's adopted planning framework.

Conclusion

Therefore, the proposal is consistent with Statewide Planning Goal 10.

8. Goal 11 – Public Facilities and Services

Goal 11 requires that urban development be supported by adequate public facilities and services.

The proposed development will be served by public water, sanitary sewer, stormwater management facilities, and public streets. Infrastructure improvements will be constructed in accordance with the Lebanon Public Works Design Standards and applicable provisions of the Lebanon Development Code.

The subdivision plans prepared by Udel Engineering identify the extension of public streets, utilities, and stormwater infrastructure necessary to serve the proposed residential lots and mixed-use tract.

Public facilities and services are available or can be extended in a manner consistent with adopted facility plans and will not result in a deficiency of service.

The proposed development is consistent with the City's adopted facility master plans, including transportation, water, and sanitary sewer systems. The Transportation System Plan identifies required street improvements, which are addressed through the proposed street network and associated improvements. In addition, the City's adopted water and sanitary sewer master plans

demonstrate that adequate capacity is available to serve the proposed development, and City staff have confirmed that these systems are sufficient to accommodate the project. At this preliminary Planned Development stage, these adopted plans and staff confirmations establish that adequate public facilities are available or can be extended in a manner consistent with City standards.

At this preliminary Planned Development stage, reliance on adopted master plans and City staff confirmation is appropriate to demonstrate that adequate public facilities are available or can be extended in a manner consistent with City standards, without resulting in a deficiency of service. Final system design and construction will be reviewed for compliance with applicable City standards at the time of construction permitting.

Conclusion

Therefore, the proposal is consistent with Statewide Planning Goal 11.

9. Goal 12 – Transportation

Goal 12 requires transportation systems to be planned and developed to support the safe and efficient movement of people and goods. The goal also requires land use decisions to protect the function, capacity, and safety of transportation facilities identified in local transportation system plans.

The proposed development includes a connected network of public minor arterial, collector, and local streets, sidewalks, and pedestrian connections designed to provide internal circulation and connectivity to the surrounding transportation network. The development also includes multi-use pedestrian paths and public access easements, which provides a pedestrian connection to the City sidewalk system.

A Traffic Impact Study prepared by Kittelson & Associates evaluates projected trip generation and intersection operations associated with the proposed development. The study evaluates transportation system performance under existing conditions and future conditions, including the applicable planning horizon, and assesses the effects of the proposed development on surrounding facilities. The analysis demonstrates that, with the proposed street network and improvements, all studied intersections and roadway segments are expected to operate within applicable performance standards.

The subject property is also partially located within the Airport Overlay Zone (AP-OZ) established in LDC 16.11.020, which implements airport compatibility requirements for areas affected by airport operations. The subdivision design complies with the residential density limitations applicable to the airport approach surface and does not propose residential development within the Runway Protection Zone. As a result, the proposal maintains compatibility with operations at the Lebanon State Airport, which is a transportation facility identified in the City's transportation planning framework.

Residential development within the subdivision is primarily situated within the 1- and 2-units-per-acre airport density bands; these designations allow residential development at the densities proposed. Areas within the 4-unit density bands are preserved as tract areas and do not contain residential lots, ensuring compliance with the airport compatibility standards of LDC 16.11.020.B.5.

Consistent with the Transportation Planning Rule (OAR 660-012-0060), the proposed Comprehensive Plan Map Amendment and Zone Map Amendment will not significantly affect the functional classification, capacity, or performance of any existing or planned transportation facility.

Conclusion

Therefore, the proposal is consistent with Statewide Planning Goal 12 and the Transportation Planning Rule.

10. Goal 14 – Urbanization

Goal 14 requires cities to accommodate urban growth within Urban Growth Boundaries in an orderly and efficient manner.

The subject property is located within the City of Lebanon Urban Growth Area and planned urban service area. The proposed development includes urban residential development supported by public infrastructure and services consistent with the City's long-range planning framework.

The proposal represents the orderly urban development of land within the urban service area and is consistent with the City's Comprehensive Plan policies for urban growth and development.

Conclusion

Therefore, the proposal is consistent with Statewide Planning Goal 14.

C. Floodplain Development and ESA / Habitat Compliance

Finding

Portions of the subject property are located within the Flood Plain Overlay Zone (FP-OZ) and Riparian Protection Overlay Zone (RIP-OZ), as identified on the submitted plans and supporting materials. These areas are generally associated with Oak Creek, mapped wetlands, and drainage corridors located in the southern and central portions of the site. As shown on the conceptual development plan and tentative subdivision plat, these constrained areas have been incorporated into designated tract areas and open space corridors. No residential lots or structural development are proposed within these areas, and they are intended to remain protected as part of the Planned Development.

Pursuant to LDC 16.11.070, a Floodplain Development Permit (FDP) is required for development within Special Flood Hazard Areas. This application demonstrates that the proposed development can comply with the applicable requirements of LDC 16.11.070. Final compliance will be verified through the required Floodplain Development Permit at the time of detailed engineering and construction permitting.

The submitted materials, including the conceptual development plan, tentative subdivision plat, and supporting engineering information, identify the location of floodplain areas and demonstrate that development has been designed to avoid and minimize impacts to these areas to the extent practicable. No structural development is proposed within mapped floodplain areas. Limited improvements, such as portions of the multi-use path and stormwater facilities, may occur near or within the floodplain; however, these improvements are designed to avoid increases in flood elevations and will be subject to detailed evaluation for compliance with flood storage and conveyance standards at the FDP stage.

Any encroachments within the floodplain will be mitigated through compensatory excavation within the on-site detention facility. The detention area is located primarily outside the floodplain but is hydraulically connected and is expected to provide equal or greater flood storage capacity than any displaced volume, consistent with applicable floodplain management standards. Floodplain areas are instead preserved within designated tract areas, consistent with the purpose and standards of the Flood Plain Overlay Zone to minimize risks to life and property and maintain natural floodplain functions.

LDC 16.11.070 requires that all applicable local, state, and federal permits be obtained prior to or in conjunction with development within the floodplain. As part of FDP review, the Floodplain Administrator must verify compliance with applicable standards and confirm that necessary permits have been secured. Any additional federal, state, or local permitting requirements identified during FDP review shall be satisfied prior to development.

To support the application, the applicant has submitted an ESA Listed Species Assessment and Plant Survey prepared by Environmental Science & Assessment, LLC. This technical memorandum evaluates potential Endangered Species Act (ESA) listed species and habitat within and adjacent to the project site based on field surveys, wetland delineation data, and federal and state resource databases.

The ESA assessment identifies wetlands and a riparian corridor associated with Oak Creek within the project area. The report concludes that:

- No ESA-listed plant or wildlife species were identified within the project area;
- The site consists primarily of disturbed agricultural land with limited habitat suitability; and
- The areas providing the highest habitat value, including wetlands and riparian corridors, will be preserved within designated tract areas and avoided by development.

The assessment further concludes that no impacts to listed species or critical habitat are anticipated as a result of the proposed development.

Because the proposed development avoids disturbance to floodplain areas, wetlands, and riparian corridors, and does not propose activities that would impact listed species or critical habitat, the application demonstrates compliance with applicable environmental protection standards. The submitted ESA assessment indicates that the proposed development will not impact ESA-listed species or critical habitat.

Based on the submitted ESA assessment, the proposal will not result in significant impacts to protected habitat or ESA-listed species and is therefore consistent with applicable federal and local environmental protection requirements.

If future permitting results in a federal nexus, the applicant will comply with all applicable Endangered Species Act consultation requirements.

Future development within the site will be subject to detailed engineering review to ensure consistency with the approved plans and continued compliance with LDC 16.11.070, including verification of elevations, drainage, and floodplain protection measures as required by the City.

These findings support compliance with Statewide Planning Goal 6, as addressed in Section B.4.

D. Transportation Planning Rule (TPR) Analysis

Finding

OAR 660-012-0060 requires evaluation of whether a plan amendment would significantly affect an existing or planned transportation facility. The findings below further demonstrate compliance with the Transportation Planning Rule referenced under Goal 12.

The proposal includes a Comprehensive Plan Map Amendment and Zone Map Amendment to redesignate the subject property from C-RM (Residential Mixed Density) and C-IND (Industrial) to C-MU (Mixed Use) and to rezone the property from Z-RM and Z-IND to Z-MU (Mixed Use).

A Traffic Impact Study prepared by Kittelson and Associates, Inc. evaluates the transportation impacts associated with the proposed development. The study analyzes projected trip generation, intersection operations, and the capacity of the surrounding street network to accommodate traffic associated with the proposed development.

The proposed subdivision includes a connected internal street network, consisting of minor arterial, collector, and local streets designed to distribute traffic within the development and connect to the surrounding transportation system.

Sidewalks, pedestrian pathways, and multi-use connections are included in the development plan to support multimodal transportation consistent with the City's Transportation System Plan (TSP).

Based on the analysis contained in the Traffic Impact Study, the proposed Comprehensive Plan Map Amendment and Zone Map Amendment will not significantly affect the functional classification, capacity, or performance of any existing or planned transportation facility identified in the City's Transportation System Plan.

Conclusion

Therefore, the proposal is consistent with OAR 660-012-0060 (Transportation Planning Rule). The proposed Comprehensive Plan Map Amendment and Zone Map Amendment will not significantly affect the functional classification, capacity, or performance of any existing or planned transportation facility.

E. Comprehensive Plan Map Amendment (*LDC 16.27.050*)

11. Criterion (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 2007 Transportation System Plan (TSP), are based on the future site service demands according to the Comprehensive Plan Map designation and associated zoning; and

Finding

The applicant proposes a Comprehensive Plan Map Amendment redesignating the subject property from C-RM (Residential Mixed Density) and C-IND (Industrial) to C-MU (Mixed Use), along with a concurrent Zone Map Amendment from Z-RM (Residential Mixed Density) and Z-IND (Industrial) to Z-MU (Mixed Use).

The Mixed Use (MU) designation is intended to accommodate a range of compatible residential, commercial, and mixed-use development within an integrated urban development pattern. The proposal includes a phased subdivision with a tract designated for future mixed-use, commercial, or multi-family development, consistent with the intent of the Mixed-Use designation to support a combination of residential and neighborhood-serving commercial or higher-density residential uses.

The proposed redesignation also supports Comprehensive Plan policies that encourage efficient urban development, integration of compatible land uses, and the provision of housing opportunities within areas served by public infrastructure. The development advances these policy objectives by providing a phased subdivision, pedestrian connections, preserved open space areas, and a tract designated for future mixed-use or higher-density residential development consistent with the intent of the Comprehensive Plan.

The proposed development will be served by public streets, water and sanitary sewer extensions, stormwater facilities, and pedestrian connections, which will be constructed in accordance with the Lebanon Public Works Design Standards and reviewed through the City's public improvement permitting process. The proposed street network is designed to integrate with the surrounding transportation system and will be evaluated for consistency with the City's 2018 Transportation System Plan (TSP) during public works review.

Because the proposed Comprehensive Plan and Zone Map amendments establish a land use designation and zoning classification intended to support coordinated mixed-use and residential development within the urban service area, and because the development will be served by

infrastructure improvements consistent with the City's adopted facility plans, the proposal is consistent with the Lebanon Comprehensive Plan and applicable facility plans.

The Mixed Use designation is appropriate for this location as it provides a logical transition between surrounding uses, supports efficient urban land use patterns within the urban service area, and accommodates a mix of housing and neighborhood-serving uses consistent with Comprehensive Plan policies.

Conclusion

Therefore, the proposal is consistent with Criterion (1).

12. Criterion (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.; and

Finding

The applicant proposes a Comprehensive Plan Map Amendment to redesignate the subject property from C-RM (Residential Mixed Density) and C-IND (Industrial) to C-MU (Mixed Use). The proposal includes development of a phased subdivision with a mixed-use/commercial or multi-family tract, along with associated public infrastructure improvements.

The subject property is located within the City of Lebanon Urban Growth Area and service boundary, where municipal water, sanitary sewer, and transportation infrastructure are planned to support urban development. Public utilities and transportation facilities serving the site will be extended and constructed in accordance with the Lebanon Public Works Design Standards, the City's Transportation System Plan (TSP), and applicable utility master plans.

The proposed development will include construction of public streets, water and sanitary sewer extensions, stormwater management facilities, and pedestrian connections, which will be designed and reviewed through the City's public improvement permitting process to ensure consistency with adopted facility plans.

The City's adopted facility master plans, including the Transportation System Plan, water master plan, and sanitary sewer master plan, demonstrate that adequate capacity is available to serve the proposed development, and City staff have confirmed that these systems are sufficient to accommodate the project.

Based on the conceptual development plan, supporting engineering materials, and consistency with adopted facility master plans, the proposed Comprehensive Plan Map Amendment does not require amendments to the City's Transportation System Plan, sanitary sewer master plan, or water master

plan. The proposed development represents an extension of planned infrastructure rather than a change in service demand that would necessitate modification of those plans.

The proposal is also consistent with the City's adopted Economic Opportunity Analysis (2023) and does not result in a significant reduction of employment land or create or exacerbate a deficiency in the City's supply of industrial or employment lands.

Conclusion

Therefore, the proposal is consistent with Criterion (2).

13. Criterion (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; and

Finding

The applicant proposes a Comprehensive Plan Map Amendment to redesignate the subject property from C-RM (Residential Mixed Density) and C-IND (Industrial) to C-MU (Mixed Use). Concurrently, the applicant proposes a Zone Map Amendment to rezone the property from Z-RM (Residential Mixed Density) and Z-IND (Industrial) to Z-MU (Mixed Use).

The proposed Z-MU zoning district is the implementing zoning district corresponding to the C-MU Comprehensive Plan designation under the Lebanon Development Code. As such, the proposed zoning classification is consistent with the proposed Comprehensive Plan Map designation for the property.

The requested Zone Map Amendment therefore aligns the zoning designation with the Comprehensive Plan Map designation and establishes a zoning classification that implements the intended land use designation for the site.

Conclusion

Therefore, the proposal is consistent with Criterion (3).

F. Zone Map Amendment (LDC 16.27.050)

1. Criterion (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 2007 Transportation System Plan (TSP), are based on the future site service demands according to the Comprehensive Plan Map designation and associated zoning; and

Finding

The findings addressing Criterion (1) under the Comprehensive Plan Map Amendment section above demonstrate that the proposed map amendments are consistent with the City of Lebanon Comprehensive Plan and adopted facility plans. Those findings are incorporated herein by reference.

2. Criterion (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.; and

Finding

As discussed in the findings for the Comprehensive Plan Map Amendment, the proposed redesignation to C-MU (Mixed Use), together with the corresponding Z-MU zoning designation, is supported by and consistent with the City's facility plans, including the Transportation System Plan and utility master plans. These findings are incorporated herein by reference.

3. Criterion (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; and

Finding

The applicant proposes to redesignate Comprehensive Plan Map designation the subject property from C-RM (Residential Mixed Density) and C-IND (Industrial) to C-MU (Mixed Use) and concurrently rezone the property from Z-RM and Z-IND to Z-MU (Mixed Use). The Z-MU zoning district implements the C-MU Comprehensive Plan designation, ensuring consistency between the Comprehensive Plan and zoning classifications.

The proposed Z-MU zoning is appropriate for the subject property given its location within the urban service area, availability of public services, and the site's suitability for urban development. Constrained areas, including wetlands, riparian corridors, and floodplain areas, are excluded from development and preserved in compliance with applicable overlay zone standards.

G. Planned Development (LDC 16.23.010)

The following findings address the Planned Development approval criteria of LDC Chapter 16.23. Planned Development allows modification of certain dimensional standards where the overall design and amenities of the development outweigh potential impacts to surrounding properties.

1. Planned Development Modifications Summary

The subject property is zoned Mixed Use (Z-MU), which applies the dimensional standards of the Residential Mixed Density (Z-RM) zone to residential development pursuant to LDC Chapter 16.06. The Z-RM zone establishes baseline dimensional standards for detached residential development, including minimum lot width, lot area, and height limitations.

The proposed Planned Development modifies select dimensional standards applicable to detached single-unit residential lots, including minimum lot width, minimum lot area, yard setbacks, and

maximum building height for small-lot dwellings. Standard detached residential lots are proposed with minimum widths of approximately 45 feet and minimum lot areas of approximately 4,500 square feet, which are reduced from the base Z-RM standards of 50 feet and 5,000 square feet, respectively.

Small-lot residential lots are also incorporated into the development. The Development Code defines Small Lot Single-Unit dwellings as occurring on lots no larger than 2,500 square feet. The Planned Development modifies this standard by establishing a minimum lot area of 2,500 square feet, with typical lot sizes of approximately 2,700 square feet, thereby allowing modestly larger lots while maintaining the intent and scale of small-lot residential development. Proposed lot widths for small-lot dwellings meet the minimum 30-foot standard.

The Planned Development also proposes to increase the maximum building height for small-lot dwellings from 25 feet to 40 feet, consistent with the height standard applicable to standard detached residential lots. This modification is appropriate for several reasons. First, the increased height allowance applies only to internal lots within the subdivision and will not affect adjacent properties, thereby minimizing potential off-site impacts. Second, the Lebanon Development Code measures building height to the average of the highest roof surface, which can result in lower effective building envelopes compared to jurisdictions that measure height to the midpoint of the roof. Third, the increased height allowance provides flexibility in building design, including the use of modern roof forms such as mono-slope roofs, which are commonly used in contemporary residential development but may otherwise be constrained under a lower height limit.

In addition, larger residential lots are provided in select locations, including along the project perimeter, with increased lot widths and areas that meet or exceed base Z-RM standards. These larger lots provide variation in housing types and support compatibility with adjacent development patterns.

The tentative plat demonstrates that the proposed lot configuration is consistent with the Planned Development standards and results in a coordinated and integrated neighborhood layout. The modifications to dimensional standards, including building height, are balanced by the provision of a range of lot sizes, preservation of open space and natural features, and the development of an interconnected street and pedestrian network.

Based on the foregoing, the proposed modifications to dimensional standards, including adjustments to small-lot size limitations and building height, are consistent with the intent of the Z-RM zoning district as applied within the Z-MU zone and are appropriate through the Planned Development process. The proposal provides flexibility in design while maintaining overall compatibility and achieving an integrated and functional development pattern.

The Planned Development provides a superior design outcome compared to conventional subdivision standards by clustering development outside of constrained areas, preserving wetlands and floodplain corridors, providing an interconnected street and pedestrian network, and accommodating a range of housing types within an integrated site design.

Table 1 - Planned Development Dimensional Standards (Z-RM/Z-MU vs. Proposed PD)

A. Detached Single-Unit / Small-Lot Residential			
Development Standard	Z-RM/Z-MU Standards	Proposed Planned Development	Modification
Minimum Lot Width – Detached Dwellings	50 ft	45 ft minimum	Reduced
Minimum Lot Area – Detached Dwellings	5,000 sq ft	4,500 sq ft minimum	Reduced
Minimum Lot Width – Small Lot Dwellings	30 ft	30 ft minimum	None
Minimum Lot Area – Small Lot Dwellings	2,500 sq ft	2,500 sq ft minimum (typ. ~2,700 sq ft)	Increased
Front Yard Setback	10 ft	10 ft	None
Garage / Vehicle Access	20 ft	20 ft	None
Rear Yard Setback	10 ft (small lot); 15 ft (duplex w/ parking); 20 ft (standard)	Same as Z-RM/Z-MU	None
Interior Side Yard Setback	5 ft	3 ft	Reduced
Street Side Yard Setback (Corner Lots)	15 ft (10 ft small lot)	7 ft minimum	Reduced
Interior Side Yard – Townhouse	0 ft	0 ft	None
Maximum Lot Coverage	60% (standard/small); 70% (zero-lot line); 80% (townhouses)	Same as Z-RM	None
Maximum Height	40 ft (standard); 25 ft (small lot)	40 ft maximum (all lots)	Increased (small lots only)

No modifications are proposed to the dimensional standards applicable to multi-family development types, which may be considered in the future within the mixed-use tract.

2. Planned Development Applicability and Review Criteria (LDC Chapter 16.23)

a. Planned Development Eligibility (LDC 16.23.010(1):

An applicant may elect to develop a project as a Planned Development in compliance with the requirements of this Chapter; and

b. **Applicability to Development Types** (*LDC 16.23.010(2)*):

Planned Development applies to development identified for such review in the Lebanon Development Code, including Table 16.05-1 through Table 16.10-1.; and

c. **Circumstances Requiring Planned Development Review** (*LDC 16.23.010(2)*):

The City may require that the following development types be processed as Planned Developments:

- i. Mixed-use development integrated horizontally or vertically.
- ii. Development on property subject to a zoning map amendment within the previous two years.
- iii. Development requiring an exception or amendment to an adopted facility master plan.
- iv. Development potentially causing adverse impacts to public land or facilities.
- v. Development of one acre or more located within a floodplain or on steep slopes (15% or greater).

Finding

The applicant has elected to process the proposed development as a Planned Development, consistent with the provisions of LDC 16.23.010(1). The proposal includes the coordinated development of approximately 57.12 acres consisting of a phased subdivision, open vehicle storage, open space and wetland preservation tracts, public streets and utilities, pedestrian connections, and a tract designated for future mixed-use, commercial, or multi-family development.

The Planned Development process allows the City to evaluate the project as an integrated development plan, including the subdivision layout, circulation system, open space areas, and future mixed-use tract.

The proposal also includes Comprehensive Plan and Zone Map Amendments redesignating the site from C-RM (Residential Mixed Density) and C-IND (Industrial) to C-MU (Mixed Use) and rezoning the property from Z-RM and Z-IND to Z-MU (Mixed Use). Because the development is being processed concurrently with a zoning map amendment and includes a mixed-use component, the City may require review of the project as a Planned Development pursuant to LDC 16.23.010(3).

The Planned Development process provides a framework for evaluating the development as a coordinated project that integrates residential development, open space preservation, transportation infrastructure, and future mixed-use development.

Conclusion

Therefore, the proposal is consistent with the Planned Development applicability standards.

3. Planned Development General Submittal Requirements (LDC 16.23.020(A))

a. Development Proposal Statement (LDC 16.23.020(A))

A statement detailing the development proposal.

Finding

The Planned Development process allows flexibility in lot layout and dimensional standards in exchange for coordinated site design, open space preservation, and integrated infrastructure planning

The applicant proposes a Planned Development and Preliminary Subdivision Plat for approximately 57.12 acres located on Linn County Assessor's Map 12S-02W-16, Tax Lots 2300 and 2305. The proposal includes the phased development of a subdivision consisting of lots and tracts designed to support a range of housing types, together with areas designated for open vehicle storage and a potential commercial, mixed-use, or multi-family parcel, and associated public streets, utilities, stormwater facilities, open space areas, and pedestrian connections.

The development plan includes a connected network of public minor arterial, collector, and local streets providing access and circulation throughout the subdivision. The plan also identifies open space and wetland preservation tracts and other designated tract areas, which preserve natural features on the site and provide environmental and recreational amenities within the development. Certain tract areas within the Airport Overlay Zone are also designated for open vehicle storage, consistent with applicable overlay zone standards and integrated with the overall site design.

A 20-foot Public Access Easement located along the south side of Lots 35 through 121 accommodates a multi-use pedestrian trail that connects the subdivision to the surrounding sidewalk and street network.

The development also includes a 3.39-acre tract designated for future mixed-use, commercial, or multi-family development, consistent with the Z-MU (Mixed Use) zoning district.

The subdivision is proposed to be constructed in multiple phases, with public infrastructure and utilities installed in coordination with each phase of development.

Conclusion

Therefore, the proposal complies with LDC 16.23.020(A).

b. Development Schedule (LDC 16.23.020(A)(2))

A schedule identifying anticipated construction start dates and completion timelines for the Planned Development and its phases.

Finding

The conceptual development plan identifies Planned Development as being constructed in multiple phases. The tentative subdivision plat illustrates the development organized into ten phases, with each phase containing a defined group of residential lots and associated public infrastructure improvements.

The applicant requests that the preliminary plat approval period be established at ten (10) years, consistent with the maximum allowance under ORS 92.040(3). The scale and phased nature of the development warrant the requested approval period.

The phasing plan allows the development to proceed in successive stages, with streets, utilities, stormwater facilities, and other infrastructure constructed as needed to serve each phase of development. The phasing structure ensures that each phase can function independently while remaining integrated with the overall street and infrastructure network.

The phasing plan identifies Phase 5 as the commercial/mixed-use or multi-family tract, which may be developed independently of the residential phases depending on market demand and development timing.

Detailed construction timing and sequencing will be determined by the developer and will be subject to the City's public improvement permitting and subdivision construction requirements.

Conclusion

Therefore, the proposal complies with LDC 16.23.020(A)(2).

c. Ownership and Management Plan (LDC 16.23.020(A)(3))

A statement describing long-term ownership and management of the development.

Finding

The proposed Planned Development establishes a development pattern consisting of individually owned residential lots and common tract areas. The tentative subdivision plat identifies residential lots to be created as individually owned fee-simple parcels.

The development also includes several tract areas designated for open space preservation, wetlands, drainage facilities, and pedestrian corridors, including a multi-use trail corridor and public access easements identified on the development plan. These common areas will require ongoing ownership and maintenance to ensure their continued function and appearance.

Long-term ownership and management of these common tract areas and shared improvements will be established through a homeowners' association or other legal ownership structure acceptable to the City, established prior to final plat approval. The HOA or other legal ownership structure will be responsible for the operation, maintenance, and management of common tracts, landscaping, drainage facilities, open space areas, and other shared improvements that are not dedicated to the public.

Public infrastructure improvements, including public streets, utilities, and other public facilities, will be dedicated to and maintained by the appropriate public agencies following construction and acceptance by the City.

The ownership and management structure will be formalized through recorded and related governing documents established prior to final plat approval to ensure long-term maintenance of the common areas and facilities within the Planned Development.

Conclusion

Therefore, the proposal complies with LDC 16.23.020(A)(3).

d. **Special Studies** (*LDC 16.23.020(A)(4)*)

Special studies prepared by qualified professionals addressing potential impacts such as traffic, geologic hazards, noise, environmental conditions, and natural resources.

Finding

The applicant has submitted several technical studies prepared by qualified professionals to evaluate potential impacts associated with the proposed Planned Development.

A Traffic Impact Study has been prepared to evaluate the potential effects of the proposed development on the surrounding transportation network. The study evaluates anticipated trip generation, intersection operations, and roadway capacity, and identifies any transportation improvements necessary to accommodate projected traffic volumes consistent with City and State transportation standards.

A wetland delineation report prepared by a qualified environmental professional has been submitted as part of the application materials. The delineation identifies the location and extent of jurisdictional wetlands located on the subject property.

The conceptual development plan incorporates these wetland areas into designated tract areas and open space corridors that avoid residential development and maintain the ecological function of the wetlands. These areas are preserved as part of the Planned Development open space network and will remain separate from residential lots.

By incorporating the delineated wetlands into tract areas, the subdivision design avoids direct impacts to wetland resources to the greatest extent practicable. Preservation of these areas also supports stormwater management and natural drainage patterns on the site.

Any future activities that could affect jurisdictional wetlands will remain subject to applicable State and Federal regulations, including review by the Oregon Department of State Lands (DSL) and the U.S. Army Corps of Engineers, as applicable.

These studies provide the City with sufficient information to evaluate the potential transportation and environmental impacts associated with the Planned Development and to ensure that the project is designed to comply with applicable regulatory standards.

Conclusion

Therefore, the proposal complies with LDC 16.23.020(A)(4).

e. Preliminary Mitigation Plan (LDC 16.23.020(A)(5))

A mitigation plan addressing known or anticipated project impacts.

Finding

The conceptual development plan, tentative subdivision plat, and supporting engineering materials collectively function as the Preliminary Mitigation Plan for Planned Development. These materials identify design measures incorporated into the project to address potential impacts associated with drainage, natural resources, transportation, and site access.

The development plan identifies several elements intended to address site constraints and potential impacts, including the preservation of wetlands and open space areas, the integration of stormwater drainage facilities, and the provision of a connected street and pedestrian circulation system. These design elements function to minimize impacts related to drainage, environmental resources, and site access.

In addition, detailed engineering plans addressing stormwater management, utilities, and grading will be prepared and submitted for City review prior to construction to ensure compliance with the Lebanon Public Works Design Standards and applicable provisions of the Lebanon Development Code.

Because the potential impacts associated with the development are addressed through the site design, preserved open space areas, and required engineering review of infrastructure improvements, a separate mitigation plan is not necessary to evaluate the Planned Development at this stage.

Conclusion

Therefore, the proposal complies with LDC 16.23.020(A)(5).

f. Additional Application Materials (LDC 16.23.020(A)(6))

Submittal materials identified in LDC 16.21.050.

Finding

LDC 16.23.020(A)(6) references the additional application materials identified in LDC 16.21.050. However, LDC 16.21.050 outlines specific submittal requirements for Conditional Use applications,

including items such as Public Facilities and Services Impact Studies and Traffic Impact Studies required for Conditional Use hearings.

The proposed application is for a Planned Development and Preliminary Subdivision Plat, not Conditional Use. Therefore, the Conditional Use-specific submittal requirements identified in LDC 16.21.050(B) are not applicable to this application.

The applicant has submitted the materials necessary to evaluate the Planned Development proposal, including the conceptual development plan, tentative subdivision plat, narrative findings addressing the applicable approval criteria, engineering drawings, traffic impact study, and supporting exhibits. These materials provide sufficient information for the City to review the Planned Development under the applicable provisions of LDC Chapter 16.23 and Chapter 16.22.

Conclusion

Because the Conditional Use-specific submittal requirements of LDC 16.21.050 do not apply to this Planned Development application, and the applicant has provided the materials necessary to evaluate the proposal under the applicable Planned Development and subdivision standards, this criterion is satisfied.

4. Additional Design and Program Elements (LDC 16.23.020(A)(7))

a. Development Plan Elements (LDC 16.23.020(A)(7)(a))

Additional Design and Program Elements: The PD submittal shall include (where determined applicable by the Planning Official) any or all of the additional materials listed below. a. Additional Elements of the Plan (1) Parks, playgrounds, recreational facilities, trails and open spaces. (2) Proposed method of solid waste disposal. (3) Proposed method for provisions of water and sewage disposal. (4) Proposed method for the handling of surface water drainage. (5) Proposed grading patterns. (6) A shadow projection, for developers incorporating solar design features.

Finding

The Planned Development application includes a conceptual development plan, tentative subdivision plat, and supporting engineering materials that illustrate the design and program elements applicable to the proposed development.

The development plan identifies open space tracts, preserved wetlands, and a public trail corridor that provide recreational and pedestrian amenities within the subdivision. A 20-foot Public Access Easement located along the south side of Lots 35 through 121 accommodates a multi-use pedestrian trail connecting residents to the surrounding sidewalk and street network.

Public utilities will be provided to the development through the extension of municipal water and sanitary sewer services, which will be designed and constructed in accordance with the Lebanon Public Works Design Standards and applicable City infrastructure requirements.

Surface water drainage will be managed through stormwater facilities and drainage corridors integrated into the development plan, including designated tracts and drainage areas that accommodate stormwater conveyance and detention.

Solid waste disposal will be provided through standard municipal waste collection services serving individual residential lots.

The conceptual development plan and supporting engineering drawings also identify grading and drainage patterns necessary to accommodate the subdivision layout and infrastructure improvements.

Shadow projections related to solar design features are not applicable, as the proposed development does not incorporate solar-oriented building design requiring such analysis.

Conclusion

Because the Planned Development submittal includes the applicable design and program elements identified in LDC 16.23.020(A)(7)(a), including open space areas, a public trail corridor, utility service provisions, stormwater management facilities, and grading information, the proposal complies with this standard.

b. Ownership Structure (LDC 16.23.020(A)(7)(b)(1))

Proposed ownership patterns.

Finding

The proposed Planned Development establishes a subdivision ownership structure consisting of individually owned residential lots and commonly owned tract areas. The tentative subdivision plat illustrates residential lots, which will be created as individually owned fee-simple parcels. The development also includes a tract designated for future commercial, mixed-use, or multi-family development, which may be separately owned and maintained by the future property owner or developer.

The development also includes several tract areas designated for open space, preserved wetlands, drainage facilities, pedestrian corridors, and other shared improvements. These common tract areas will be owned and maintained by a homeowners' association or other legal ownership structures acceptable to the City, as appropriate to the type and function of the facility.

The homeowners' association or other approved ownership entity will be responsible for the ownership, operation, management, and maintenance of the identified common tracts and shared facilities within the development. Public infrastructure improvements, including public streets, utilities, and associated public facilities, will be dedicated to and maintained by the appropriate public agencies.

This ownership structure establishes a clear division between privately owned residential lots, commonly owned tract areas, privately held development tracts, and publicly dedicated infrastructure and open space, ensuring long-term maintenance and management of the development.

Conclusion

Therefore, the proposal complies with LDC 16.23.020(A)(7)(b)(1).

c. **Operations and Maintenance Plan** (LDC 16.23.020(A)(7)(b)(2))

Operation and maintenance proposal, such as condominium, co-op, or Homeowners Association.

Finding

The conceptual development plan identifies several common tracts and shared improvements within the Planned Development, including open space areas, preserved wetlands, drainage facilities, pedestrian corridors, and the public trail easement. These areas will require ongoing maintenance to ensure their continued function and appearance.

These common areas and shared facilities will be owned and maintained by a homeowners' association or other legal ownership structure acceptable to the City, to be established as part of the final plat approval process. The homeowners' association or other legal ownership structure will be responsible for the operation and maintenance of common tracts, landscaping, drainage facilities, and pedestrian trail areas, as well as any other shared improvements within the Planned Development that are not dedicated to the public.

The ownership structure and maintenance responsibilities will be established through recorded governing documents as part of the final plat approval process. These documents will run with the land and ensure long-term maintenance of the common areas and shared improvements.

Public infrastructure improvements, including public streets, utilities, and associated public facilities, will be dedicated to and maintained by the appropriate public agencies.

Conclusion

Therefore, the proposal complies with LDC 16.23.020(A)(7)(b)(2).

d. **Commercial or Community Facilities** (LDC 16.23.020(A)(7)(b)(3))

Commercial facilities such as shopping, community facilities such as schools or parks.

Finding

The conceptual development plan identifies several community-oriented features within the Planned Development, including public open space areas and a public trail corridor that provide recreational and pedestrian connections throughout the development.

The subdivision includes preserved wetland and open space tracts and other designated tract areas, which maintain natural features on the site and provide open space amenities for residents. These areas are integrated with the development layout and contribute to the environmental and recreational character of the Planned Development.

In addition, the development plan includes a 20-foot Public Access Easement located along the south side of Lots 35 through 121, which accommodates a multi-use pedestrian trail connecting the subdivision to the surrounding sidewalk and street network. This trail corridor provides a public recreational and pedestrian facility that enhances neighborhood connectivity.

Certain tract areas within the Airport Overlay Zone are also designated for open vehicle storage, consistent with applicable overlay zone standards. These areas are located and designed to avoid impacts to wetlands and floodplain areas and are integrated with the overall site plan.

The development plan also includes a 3.39-acre tract designated for future mixed-use, commercial, or multi-family development, which may accommodate neighborhood-serving commercial or community-oriented uses permitted within the Z-MU zoning district.

Conclusion

Therefore, the proposal complies with LDC 16.23.020(A)(7)(b)(3).

e. **Energy Impact Statement** (*LDC 16.23.020(A)(7)(b)(4)*)

A statement regarding the energy impacts of the proposed development.

Finding

The proposed development consists of a residential subdivision designed to efficiently utilize existing and planned public infrastructure and services within the City of Lebanon. The project represents an infill and urban expansion development pattern consistent with the City's Comprehensive Plan and urban growth policies, which are intended to reduce overall energy consumption associated with transportation, utilities, and building operations.

The subdivision will be served by existing public streets and planned internal local streets that connect to the surrounding street network. This layout promotes efficient vehicle circulation and supports alternative modes of transportation such as walking and bicycling by providing interconnected local streets and pedestrian access. The location of the development within the urban growth area allows residents to access employment, commercial services, schools, and public facilities within relatively short travel distances, thereby reducing transportation-related energy consumption.

All future homes constructed within the subdivision will be required to comply with the applicable provisions of the Oregon Residential Specialty Code and Oregon Energy Efficiency Specialty Code in effect at the time of building permit issuance. These codes establish minimum standards for

insulation, building envelope performance, heating and cooling systems, lighting efficiency, and other energy-related building components designed to reduce long-term energy consumption.

In addition, the development will utilize municipal water, sanitary sewer, and other public utilities that are designed and operated for efficient service delivery. Street lighting, utility infrastructure, and other public improvements will be installed in accordance with City standards intended to promote energy-efficient public facilities.

Conclusion:

Therefore, the proposal complies with LDC 16.23.020(A)(7)(b)(4).

f. Noise Impact Statement (*LDC 16.23.020(A)(7)(b)(5)*)

A statement regarding the noise impacts of the proposed development (and proposed mitigation as part of the Preliminary Mitigation Plan).

Finding

The proposed development is a residential subdivision located within an urbanizing area of the City of Lebanon. Primary noise sources affecting the site are typical urban and suburban activities, including traffic on nearby public streets and occasional aircraft activity associated with the Lebanon State Airport.

The subdivision is designed with internal local streets and residential land uses that are consistent with surrounding development patterns. As a result, noise generated by the development will be typical of standard residential neighborhoods and is not expected to create adverse impacts on surrounding properties.

The most notable potential external noise source affecting the site is aircraft activity associated with the Lebanon State Airport. Portions of the development area fall within the Airport Overlay Zone where aviation-related noise exposure may occur. The proposed development complies with the applicable density limitations and land use restrictions established for areas surrounding the airport, including the reduced residential densities within the Approach Surface and areas beyond the Runway Protection Zone (RPZ). No residential lots are proposed within the RPZ area.

Future dwellings constructed within the subdivision will be required to comply with applicable building code standards for noise attenuation where required. In addition, the development will include recorded disclosures informing future property owners that the property is located within the airport influence area where aircraft overflight and associated noise may occur.

Conclusion:

Therefore, the proposal complies with LDC 16.23.020(A)(7)(b)(5).

g. Land Use Allocation Tables (LDC 16.23.020(A)(7)(b)(6))

Tables showing the total number of acres and the percentage of the total area that is designated for each type of use including each dwelling type, off-street parking, streets, parks, playgrounds, schools, open spaces, and so on as shown on the proposed development plan.

Finding

The Planned Development application includes a Land Use Allocation Table prepared by Udell Engineering, which identifies the distribution of land uses across the approximately 57.12-acre project site. The table identifies the total acreage and percentage of the total site area allocated to residential development, public streets, open space tracts, preserved wetlands, and the mixed-use/commercial or multi-family tract shown on the conceptual development plan.

The land use allocation table is provided on Sheet C2.0 of the plan set, prepared by Udell Engineering and includes a detailed breakdown of acreage allocated to residential uses, commercial and multi-family development, open vehicle storage, public street right-of-way, and open space areas, including wetlands, trails, floodplain, and stormwater facilities.

This exhibit demonstrates that the Planned Development includes a coordinated distribution of residential development, transportation infrastructure, and preserved open space areas across the site.

Conclusion

Therefore, the proposal complies with LDC 16.23.020(A)(7)(b)(6).

h. Density Calculations (LDC 16.23.020(A)(7)(b)(7))

Tables showing the overall density of the proposed residential development and showing density by dwelling types and any proposals for the limitation of density.

Finding

The subject property is partially located within the Airport Approach Surface associated with Lebanon State Airport, which establishes residential density limitations in portions of the approach surface beyond the Runway Protection Zone (RPZ). As illustrated on the conceptual development plan and Figure 16.11.020-4 of the Lebanon Development Code, the site spans portions of the 1-unit, 2-units, and 4-units-per-acre airport density bands, as well as areas outside the airport overlay.

The portion of the site located within the one dwelling unit per acre density band is designated as Tract A, which consists of wetland and open space preservation areas. Two residential lots are proposed within this density band.

Similarly, the portion of the site located within the four dwelling units per acre density band is also designated as a tract area associated with wetlands, drainage corridors, and open space, and no residential lots are proposed within this density band.

Residential lots are located primarily within the two dwelling units per acre density band, where development is distributed in a manner consistent with the density limitations applicable to that portion of the airport approach surface.

Portions of the subdivision located outside the Airport Approach Surface are not subject to the airport density limitations and are instead governed by the Z-MU (Mixed Use) zoning district, which applies to the Z-RM (Residential Mixed Density) dimensional standards. These standards regulate development through minimum lot size and dimensional requirements rather than a maximum dwelling units per acre standard.

Conclusion

Therefore, the proposal complies with LDC 16.11.020.B.5.

i. **Draft Covenants and Maintenance Documents** (*LDC 16.23.020(A)(7)(b)(8)*)

Drafts of appropriate restrictive covenants, including those regarding the maintenance of landscape and drafts of documents providing for the maintenance of any common open space, or required dedications or reservations of public open spaces and of any dedications of development rights.

Finding

The conceptual development plan identifies several common tracts and shared improvements, including open space areas, drainage facilities, pedestrian access corridors, and utility infrastructure that will serve the Planned Development. These areas will require ongoing maintenance to ensure their continued function and appearance.

Prior to final plat approval, the applicant will prepare and record covenants, conditions, and restrictions (CC&Rs) or other maintenance agreements that establish responsibility for the maintenance of common tracts, landscaping, open space areas, drainage facilities, and shared improvements within the subdivision. These documents will also address the ownership and maintenance obligations associated with any shared access easements or common facilities within the development.

The recorded documents will run with the land and will ensure that the identified common areas and improvements are permanently maintained by the responsible entity, such as a homeowners' association or similar ownership structure, consistent with the Planned Development approval.

Conclusion

Therefore, the proposal complies with LDC 16.23.020(A)(7)(b)(8).

j. **Utility and Drainage Installation Schedule** (*LDC 16.23.020(A)(7)(b)(9)*)

A timetable indicating when utility and drainage facilities intended to serve the development are to be installed. If the development is to be constructed in stages, the timetable shall reflect this.

Finding

The proposed Planned Development will be constructed in multiple phases, as illustrated on the conceptual phasing plan. Public infrastructure necessary to serve the development, including water, sanitary sewer, stormwater drainage facilities, and associated utility infrastructure, will be installed in coordination with the development phases.

Utility extensions and drainage improvements will be constructed as part of the public improvement plans prepared by a licensed engineer and reviewed by the City for compliance with the Lebanon Public Works Design Standards and LDC Chapter 16.14 (Public Improvements).

As each development phase proceeds, the utilities and drainage facilities necessary to serve that phase will be installed or extended to ensure that adequate services are available. Construction of these improvements will occur prior to or concurrent with development of each phase, and the improvements will be subject to City review and inspection before final plat approval for the applicable phase.

Conclusion

Therefore, the proposal complies with LDC 16.23.020(A)(7)(b)(9)

k. **Development Phasing Schedule** (*LDC 16.23.020(A)(7)(b)(10)*)

Timetable of the development, including expected starting dates, projection of completion time and project phasing, if anticipated.

Finding

The applicant has submitted a conceptual phasing plan for the Planned Development. As illustrated on the conceptual development plan, the subdivision is anticipated to be constructed in multiple phases, allowing the development to occur in stages while coordinating the installation of public infrastructure and utilities.

The phasing plan identifies ten development phases, which may be constructed as market conditions allow. These phases may occur independently provided that the necessary public infrastructure and utilities are installed to adequately serve each phase of development.

The phasing schedule also identifies Phase 5 as the mixed-use commercial or multi-family development tract, which is intended to accommodate future development consistent with the Z-MU zoning district. Development of this tract may occur independently of the residential phases depending on market demand and development timing.

Public infrastructure, including streets, utilities, and stormwater facilities, will be installed in coordination with the development phases to ensure that adequate services are available to support the proposed uses.

Conclusion

Therefore, the proposal complies with LDC 16.23.020(A)(7)(b)(10).

I. Public Improvement Financing (LDC 16.23.020(A)(7)(b)(11))

Method of public improvements financing, if any.

Finding

The proposed Planned Development will require the construction of public streets, water and sanitary sewer extensions, stormwater facilities, sidewalks, and associated utility infrastructure necessary to serve the development. These improvements will be constructed in accordance with the Lebanon Public Works Design Standards and LDC Chapter 16.14 (Public Improvements).

Public improvements associated with the subdivision will be financed and constructed by the developer as part of the development process. Construction of these improvements will occur in conjunction with the phased development of the subdivision. Required public infrastructure will be installed prior to final plat approval for each phase or otherwise guaranteed through the City's public improvement assurance process (e.g., bonding or other financial security), consistent with City requirements. All public improvements will be subject to review, inspection, and acceptance by the City prior to final approval.

The City of Lebanon has identified improvements to 12th Street, including the Walker Road/Stoltz Hill Road/12th Street intersection, within its 2026–2027 budget and capital planning framework. These planned improvements support the long-term transportation network serving the site and are consistent with the City's Transportation System Plan. The proposed development is designed to function with existing conditions and required frontage improvements and does not rely on the timing or completion of these future capital improvements for compliance with applicable approval criteria.

To the extent that any required public improvements exceed the proportionate share of impacts attributable to the development, such improvements may be eligible for System Development Charge (SDC) credit or reimbursement, consistent with applicable City ordinances and Capital Improvement Plan provisions. Any such credit or reimbursement would be determined through the City's established SDC and public improvement review processes.

Conclusion

Therefore, the proposal complies with LDC 16.23.020(A)(7)(b)(11).

5. Planned Development Design Standards (LDC 16.23.020(B))

a. Minimum Site Area (LDC 16.23.020(B)(1))

The minimum size for a Planned Development is one (1) acre.

Finding

The subject property consists of approximately 57.12 acres, including Tax Lot 2300 and Tax Lot 2305. Planned Development encompasses the entirety of these properties and proposes a coordinated residential subdivision and mixed-use commercial or multi-family development tract.

Because the Planned Development site area substantially exceeds the minimum one-acre requirement, the proposal satisfies the minimum site area requirement for Planned Developments.

Conclusion

The proposed Planned Development site exceeds the minimum site area requirement of LDC 16.23.020(B)(1). Therefore, the proposal complies with this standard.

b. Integrated Development Plan (LDC 16.23.020(B)(2))

The development plan shall present an organized arrangement of buildings, service facilities, open space, and site improvements.

Finding

The applicant has submitted a conceptual development plan and tentative subdivision plat illustrating the overall layout and design of the Planned Development. The plan presents an integrated arrangement of residential lots, public streets, open space areas, utility infrastructure, and pedestrian facilities designed to function as a coordinated development.

The subdivision plan establishes a connected network of public minor arterial, collector, and local streets that provide access and circulation throughout the development. The street network organizes residential blocks and provides connections to the surrounding transportation system while accommodating pedestrian and bicycle travel through sidewalks and multi-use path connections.

The development plan also identifies open space tracts, drainage corridors, and wetland preservation areas, which preserve natural features on the site and provide visual open space within the development. These areas are integrated with the street system and pedestrian connections to ensure accessibility for residents.

In addition to the residential subdivision, the plan includes a mixed-use/commercial or multi-family development tract, which is intended to accommodate future development consistent with the Z-MU zoning district. This tract is located and configured to integrate with the surrounding residential development and the internal street network.

Public utilities, including water, sanitary sewer, and stormwater management facilities, will be extended throughout the development in accordance with the City's Public Works Design

Standards. The location of these facilities is coordinated with the proposed street system and development layout.

Together, the conceptual development plan, subdivision plat, and supporting engineering plans demonstrate an organized and coordinated arrangement of development components, including buildings, infrastructure, open space, and circulation facilities.

Conclusion

Therefore, the proposal complies with LDC 16.23.020(B)(2).

c. **Periphery Yard Requirements** (*LDC 16.23.020(B)(3)*)

Periphery yards of a PD shall be at least as deep as those required by the yard requirements of the underlying zone, unless the Planning Commission finds that specific features of the proposed development would mitigate as well as the specified yard requirements vis-à-vis identified “negative impacts” to the surrounding neighborhood and/or the community as a whole after mitigation.

Finding

For the purposes of Planned Development review, periphery yards refer to setback areas located along the outer boundary of the Planned Development where the development abuts property outside the development site. Pursuant to LDC 16.23.020(B)(3), the Planning Commission may approve modified periphery yard dimensions where the design of the Planned Development mitigates potential impacts to adjacent properties.

The underlying Z-RM zoning standards establish a 20-foot rear yard setback for residential development. For duplex development, the rear yard setback may be reduced to 15 feet where on-site parking is provided in excess of the minimum required. For Small Lot Single-Unit dwellings, the rear yard setback may be reduced to 10 feet.

The periphery yard along the northern boundary is not reduced and remains consistent with applicable Development Code standards. Potential impacts to adjacent properties are further minimized through site design features, including the orientation of residential lots toward internal public streets and the overall scale of the proposed development. The development is limited to low-scale residential structures consistent with the surrounding residential character, with a maximum building height of 40 feet for all residential building types.

In addition, other portions of the project perimeter include public streets, open space tracts, and drainage areas, which provide separation between the Planned Development and surrounding properties.

These design elements provide sufficient buffering and separation to mitigate potential impacts related to building placement, visual scale, and privacy.

Conclusion

Therefore, the proposal complies with LDC 16.23.020(B)(3).

d. Building Height and Lot Coverage (*LDC 16.23.020(B)(4)*)

Lot coverage and building height shall be no greater than for the underlying zone unless the Planning Commission finds that an exception is warranted in terms of the design and amenities proposed in the total development, and there are no identified “negative impacts” to the surrounding neighborhood and/or the community as a whole after mitigation.

Finding

The subject property is proposed to be rezoned to the Z-MU (Mixed Use) zoning district, which applies the dimensional standards of the Residential Mixed Density (Z-RM) zone pursuant to LDC Chapter 16.06.

The Lebanon Development Code establishes the following building height standards for residential development in the Z-RM zone:

- Small Lot Single-Unit Dwellings and Cottage Clusters: maximum building height 25 feet
- All Other Residential Building Types: maximum building height 40 feet.

The proposed Planned Development includes residential lots designed for small lot single-unit dwellings and other residential dwelling types permitted in the Z-MU zone. The Planned Development modifies the maximum building height for small-lot single-unit dwellings to allow a maximum height of 40 feet, consistent with the height standard applicable to other residential building types.

This modification is warranted based on the design and amenities of the overall development and does not result in negative impacts to the surrounding neighborhood. The increased height allowance applies primarily to internal lots within the subdivision and will not adversely affect adjacent properties. In addition, the Lebanon Development Code measures building height based on the average height of the highest roof surface, which can result in more restrictive building envelopes compared to jurisdictions that measure height to the midpoint of the roof. The proposed height standard allows flexibility in building design, including roof pitch and contemporary architectural forms, while maintaining compatibility with surrounding residential development.

The Planned Development does not propose an increase in maximum lot coverage. Building coverage will remain subject to the applicable standards of the Lebanon Development Code. Although reduced interior side and rear yard setbacks of 3 feet are proposed for certain residential lot types, the development maintains functional building envelopes and open areas through lot design and overall site layout.

Specific building footprints are not established at the Planned Development stage; however, building coverage will be limited by applicable code standards and individual lot dimensions. Because building coverage calculations are based on building footprint area and do not include other impervious surfaces, future development will remain consistent with typical residential development patterns in the Z-RM zone.

In addition, the Planned Development incorporates open space tracts, preserved natural areas, pedestrian connections, and a coordinated street network, which collectively maintains visual openness, separation between development areas, and integrated site design.

Conclusion

Therefore, the proposal complies with LDC 16.23.020(B)(4).

e. Open Space Requirements (*LDC 16.23.020(B)(5)*)

Open space in a Planned Development means the land area to be used for scenic or open space recreational purposes within the development. a. Open space does not include street right-of-way, driveways, parking areas, required setbacks, or public service easements unless these areas have some special recreational design or purpose. b. Open space shall be adequately designed for the recreational and leisure use of the population occupying the Planned Development. c. Designated open space must be accessible and usable year-around. d. Before an area can be considered a designated open space it shall have the following required minimum dimensions and minimum area: (1) Length: 20 feet; (2) Width: 20 feet; and, (3) shall have a minimum Area of 400 square feet. e. To the maximum extent possible, the open space plan shall demonstrate that natural features of the open space are preserved and complimentary landscaping is provided. f. The ongoing provision and maintenance of designated and approved open space areas are a permanent obligation of the Basic Land Use approval of the Planned Development.

Finding

The conceptual development plan identifies several areas within the Planned Development that function as designated open space, including wetland preservation areas, drainage corridors, and associated open space tracts distributed throughout the development. These areas preserve natural features on the site while providing scenic open space and environmental protection within the subdivision.

The designated open space areas exceed the minimum dimensional standards established in LDC 16.23.020(B)(5)(d), which require a minimum length of 20 feet, minimum width of 20 feet, and minimum area of 400 square feet. The open space areas are substantially larger than these minimum requirements and are integrated into the subdivision layout.

The open space areas include preserved wetland and drainage corridors that provide scenic and environmental benefits to the development. These areas function as natural open space features

and are integrated with pedestrian connections and the overall site design. A 20-foot Public Access Easement located along the south side of Lots 35 through 121 provides a multi-use pedestrian corridor that connects residents to the internal street and sidewalk system and enhances access to the open space network.

The conceptual development plan preserves existing natural features, including wetland areas and associated drainage features, while incorporating landscaping and stormwater facilities that complement the open space network.

Ownership and maintenance of the designated open space areas will be established through the final subdivision plat and associated homeowners' association or tract ownership provisions, ensuring that the open space areas are permanently maintained as part of the Planned Development.

Conclusion

Therefore, the proposal complies with LDC 16.23.020(B)(5).

f. Lot Dimension Flexibility (*LDC 16.23.020(B)(6)*)

The Planning Commission may approve a reduction in the minimum area, width, depth and frontage requirements for subdivision lots in a PD, if the overall design and amenities of the proposed project outweigh any adverse impacts that may result from reduction in the minimum area, width, depth and frontage requirements for the lots.

Finding

The proposed Planned Development incorporates a residential development pattern that includes both standard and small-lot residential lots. Standard detached residential lots are proposed with minimum widths of 45 feet and minimum lot areas of 4,500 square feet, which are reduced from the base Z-RM standards. Small-lot residential development is also proposed with minimum lot widths of 30 feet, consistent with the underlying zone.

The Planned Development proposes a reduced interior side yard setback of 3 feet for all residential lots, while rear yard setbacks remain consistent with the underlying Z-RM standards. These dimensional adjustments allow the development to achieve an efficient and coordinated neighborhood layout while maintaining functional building envelopes across the site.

The Planned Development includes several design features and amenities that offset the reduced lot dimensions, including a connected public street network, pedestrian and multi-use path connections, open space areas, and integrated stormwater facilities. The subdivision layout also incorporates a tract intended for future commercial, mixed-use, or multi-family development that supports neighborhood-serving uses.

Because the Planned Development provides coordinated infrastructure, connectivity, and open space amenities that mitigate potential impacts associated with reduced lot dimensions, the overall design of the development outweighs any potential adverse impacts resulting from the reduced lot widths, lot areas, and interior side yard setbacks.

Conclusion

Based on the foregoing, the proposed reductions to minimum lot width, lot area, and interior side yard setback standards are supported by the overall design and amenities of the Planned Development and will not result in adverse impacts. Therefore, the proposal complies with LDC 16.23.020(B)(6).

g. Development Phasing (LDC 16.23.020(B)(7))

Required Phasing

- i. **As noted in Subsection 16.23.010.C, the applicant may elect to develop the site in successive phases in a manner indicated in the Development Design and Program.**
- ii. **In addition, the Planning Commission may require that development be done in stages if public facilities are not adequate to service the entire development initially.**

Finding

The conceptual development plan identifies the proposed Planned Development as a phased development consisting of ten phases. The majority of phases include residential lots and the associated public infrastructure necessary to serve those lots, including public streets, utilities, stormwater facilities, and pedestrian connections.

Phase 5 of the development is designated for a mixed-use/commercial or multi-family development tract, consistent with the proposed Z-MU zoning designation. This phase is intended to accommodate future mixed-use, commercial, or multi-family development permitted within the zoning district and will be served by the public street and utility infrastructure constructed as part of the surrounding development phases.

Each phase is designed to function independently and will include the public improvements necessary to serve the lots or development area within that phase. The phasing plan allows the development to proceed incrementally while ensuring that adequate infrastructure and public services are provided as each phase is constructed. Development of the mixed-use tract may occur concurrently with or subsequent to surrounding residential phases and will be subject to applicable development standards at the time of development.

Conclusion

Therefore, the proposal complies with LDC 16.23.020(B)(7).

6. Planned Development Step 1 Review Criteria (LDC 16.23.040)

a. Conformance with Applicable Standards (LDC 16.23.040(A)(1))

The proposed Planned Development is in conformance with:

- i. Basic decision criteria in this Chapter (e.g., Section 16.23.020.B).
- ii. Standards for development in the underlying zones noted Chapters 16.05 – 16.11, or as modified pursuant to the provisions Subsection 16.23.010.F.2.
- iii. Other applicable development requirements, such as parking, and access (see Community Design Standards, Article Three of this Development Code).

Finding

The proposed Planned Development has been designed in accordance with the requirements of LDC Chapter 16.23, including applicable submittal requirements and general development standards for Planned Developments. The application includes a conceptual development plan, subdivision layout, phasing plan, and supporting materials describing the proposed land use pattern, infrastructure improvements, and development program consistent with the requirements of LDC 16.23.020.

The subject property is proposed to be redesignated to C-MU (Mixed Use) and rezoned to the Z-MU (Mixed Use) zoning district concurrent with approval of the Planned Development. Pursuant to LDC Chapter 16.06, development within the Z-MU zone applies the dimensional standards of the Residential Mixed Density (Z-RM) zone, unless modified through the Planned Development process.

The proposed development complies with the dimensional standards of the Z-RM zone, except as modified through the Planned Development process. The Planned Development establishes reduced minimum lot width and lot area standards for detached residential lots and maintains a 10-foot front yard setback along public streets. The proposal also includes a reduced interior side yard setback of 3 feet for residential dwelling types, while rear yard setbacks remain consistent with underlying Z-RM standards.

As described in the findings for LDC 16.23.040(A)(2), these modifications are justified by the design and amenities incorporated into the Planned Development and do not create negative impacts to surrounding properties.

The proposed Planned Development also incorporates applicable requirements of Article Three – Community Design Standards, including provisions related to access and circulation, public improvements, utilities, landscaping, and stormwater infrastructure. The subdivision layout provides a connected network of public minor arterial, collector, and local streets, pedestrian connections including multi-use paths, and the public utilities and stormwater facilities necessary to serve the development.

Compliance with specific design and infrastructure standards, including access, utilities, drainage, landscaping, and fire access requirements, is addressed in the findings for the applicable subdivision and development criteria elsewhere in this narrative.

Conclusion

Therefore, the proposal complies with LDC 16.23.040(A)(1).

b. Justification for Exceptions (*LDC 16.23.040(A)(2)*)

Exceptions from the standards of the underlying zone may be warranted by the design and amenities incorporated into the Development Design and Program, and provided there are no identified “negative impacts” or “hardships” to the surrounding neighborhood and/or the community as a whole after mitigation.

Finding

The Planned Development proposes limited modifications to certain dimensional standards applicable to residential development within the project area. The subject property is proposed to be rezoned to the Z-MU (Mixed Use) zoning district. Pursuant to LDC Chapter 16.06, residential development within the Z-MU zone applies the dimensional standards of the Residential Mixed Density (Z-RM) zone unless modified through the Planned Development process.

Under the Z-RM standards applied within the Z-MU zone, the minimum lot width for detached single-unit dwellings is 50 feet and the minimum lot area is 5,000 square feet. The Z-RM standards also establish minimum yard setbacks of generally 10 feet for front yards, 5 feet for side yards, and 20 feet for rear yards, with reduced rear yard setbacks permitted for certain small-lot housing types. Corner lots are typically required to maintain a 15-foot street-side yard setback, or 10 feet for small-lot residential development.

As part of the Planned Development design, the proposal allows reduced minimum lot widths of approximately 45 feet and minimum lot areas of approximately 4,500 square feet for standard detached residential lots.

The Planned Development also establishes minimum yard setbacks of 3 feet for all residential lots, while rear yard setbacks remain consistent with underlying Z-RM standards. For townhouse and zero-lot-line housing, attached units may maintain zero-foot interior side yard setbacks.

The Planned Development also modifies the street-side yard setback applicable to corner lots. Under the Z-RM standards applied in the Z-MU zone, corner lots are typically required to maintain a 15-foot street-side setback (10 feet for small-lot housing). The Planned Development establishes a reduced street-side setback of 7-foot-street-side yard setback, which allows consistent building placement and efficient layouts while maintaining adequate space for utilities, visibility and access at street intersections.

These dimensional adjustments support a range of residential lot sizes, including small-lot development with minimum lot widths of 30 feet, while maintaining separation between structures and preserving the overall block and street layout established in the Planned Development. Reduced setbacks and flexible lot dimensions are common in small-lot neighborhood

developments and remain compliant with applicable building and fire code separation requirements. The subdivision design incorporates a coordinated street network, pedestrian connections, open space areas, and stormwater facilities that help offset the dimensional reductions and maintain compatibility within the development.

The proposed dimensional adjustments occur primarily within the interior of the Planned Development and will not create adverse impacts to surrounding properties. Adjacent properties outside the development area are separated by streets, open space tracts, or larger residential lots that maintain typical residential development patterns. Future building construction will also be required to comply with the Oregon Fire Code and applicable building code requirements for fire separation and emergency access, ensuring that the proposed dimensional adjustments do not create fire safety concerns.

Conclusion

Therefore, the proposed exceptions to underlying dimensional standards are justified by the overall design and amenities of the Planned Development and do not result in negative impacts to the surrounding neighborhood or community. Accordingly, the proposal complies with LDC 16.23.040(A)(2).

c. Development Completion Timeline (*LDC 16.23.040(A)(3)*)

The proposed Planned Development, or a unit thereof, can be substantially completed within the approved timeline.

Finding

The conceptual development plan identifies the proposed subdivision as a phased development consisting of multiple construction phases, each including a defined number of residential lots and associated public infrastructure improvements. The phasing plan illustrates development occurring in approximately ten phases distributed throughout the site, with each phase containing between approximately 25 and 40 residential lots and the associated street, utility, and stormwater infrastructure necessary to serve that phase.

Each phase is designed to function independently and will include the public improvements necessary to serve the lots within that phase, including local streets, utility extensions, stormwater facilities, and pedestrian connections. The phasing plan allows the development to proceed in logical increments while maintaining adequate infrastructure capacity and access for each phase of development.

Development timing will be determined by the developer, subject to market conditions, and will occur in compliance with applicable City requirements for infrastructure installation, public improvements, and service provision.

Because the development may proceed incrementally through these identified phases, each phase represents a unit of the Planned Development capable of substantial completion within the approved development timeline.

Conclusion

Therefore, the proposal complies with LDC 16.23.040(A)(3).

d. Transportation Adequacy (*LDC 16.23.040(A)(4)*)

The streets are adequate to support the anticipated traffic and that the Planned Development will not overload the streets within or outside the Planned Development area. [See Mitigation Plan.]

Finding

The proposed Planned Development includes a connected network of public minor arterial, collector, and local streets designed to accommodate anticipated traffic generated by the development. The internal street system provides multiple points of access and circulation throughout the site, supporting efficient traffic flow and emergency access.

Access to the development is provided via existing and proposed public streets and surrounding collector facilities. These connections are designed to distribute traffic and minimize congestion at any single access point.

A traffic analysis has been prepared to evaluate anticipated trip generation and roadway capacity. The analysis demonstrates that, with implementation of recommended improvements and mitigation measures, the surrounding transportation network will continue to operate within acceptable levels of service.

Public street improvements, intersection upgrades, and other transportation-related mitigation measures will be constructed or implemented in accordance with applicable City standards and conditions of approval. These improvements ensure that both on-site and off-site transportation facilities are adequate to support the proposed development.

Based on the proposed street network design, access configuration, and implementation of required mitigation measures, the Planned Development will not overload streets within or outside the development area.

Conclusion

Therefore, the proposal complies with LDC 16.23.040(A)(4).

e. Utility and Drainage Capacity (*LDC 16.23.040(A)(5)*)

The proposed utility and drainage facilities are adequate for the population densities and type of development proposed and will not create a drainage or pollution problem within or outside the Planned Development area. [See Mitigation Plan.]

Finding

The proposed Planned Development will be served by the City of Lebanon municipal water and sanitary sewer systems, which are available in adjacent public rights-of-way. As shown on the tentative subdivision and utility plans prepared by Udel Engineering, the project includes the extension of public water and sanitary sewer lines throughout the development to serve the proposed residential lots and the mixed-use development tract.

Stormwater generated by the development will be managed through a designed stormwater management system, including storm drainage conveyance, detention facilities, and water quality treatment facilities, shown on the preliminary engineering plans. The stormwater system is designed to control runoff generated by the development and discharge it in a manner that prevents adverse impacts to surrounding properties and public infrastructure.

The proposed utilities and stormwater facilities will be constructed in accordance with the Lebanon Public Works Design Standards and will be reviewed and approved by the City during the public improvement and engineering plan review process. In addition, any applicable components of the stormwater system affecting jurisdictional wetlands or waters will be subject to review and permitting by the Oregon Department of State Lands and the U.S. Army Corps of Engineers, as applicable.

Conclusion

Therefore, the proposal complies with LDC 16.23.040(A)(5).

7. Planned Development Step 2 Review Authority

a. Step 2 Review Options

The Lebanon Development Code provides multiple procedures for Planned Development Step 2 review, including Ministerial Review (Option 2A), Administrative Review (Option 2B), and Planning Commission Review (Option 2C). The appropriate review procedure is determined based on the level of discretion required to evaluate the detailed development plans.

In this case, the Planned Development Step 1 approval establishes the overall development concept, including land use designations, subdivision layout, phasing framework, circulation system, open space configuration, and applicable dimensional standards and modifications. The Step 1 approval also includes the applicable approval criteria and findings that govern subsequent development of the site.

Because Step 2 review is limited to verification that detailed construction and site development plans are consistent with the approved Planned Development, no additional discretionary land use decisions are required, provided that the submitted plans conform to the approved Step 1 design and conditions of approval.

As a result, Step 2 review functions as a compliance review rather than a discretionary land use decision. Accordingly, Ministerial Review by the Planning Official (Option 2A) is appropriate, as it allows the City to confirm consistency with the approved Planned Development without requiring additional public hearings or discretionary review.

If the detailed development plans deviate from the approved Planned Development or require additional modifications to approved standards, the City may require Administrative or Planning Commission review, as applicable under the Lebanon Development Code.

H. Preliminary Subdivision Plat - General Criteria (LDC 16.22.090(A)(1)-(7))

1. Criterion (1):

The proposed preliminary plat complies with the applicable Development Code Sections and adopted Master Plans. At a minimum, the provisions of this Chapter, and the applicable Chapters and Sections of Article Two (Land Use and Land Use/Development Zones) and Article Three (Community Development and Use Standards) of this Code shall apply. Where a variance is necessary to receive preliminary plat approval, the application shall also comply with the relevant Sections of Chapter 16.29.

Finding

The proposed preliminary subdivision plat subdivides approximately 57.12 acres into residential lots, a tract designated for future mixed-use/commercial or multi-family development, open space tracts, and associated public streets and utilities.

Concurrent with the subdivision application, the applicant proposes a Comprehensive Plan Map Amendment from C-RM (Residential Mixed Density) and C-IND (Industrial) to C-MU (Mixed Use) and a Zone Map Amendment from Z-RM and Z-IND to Z-MU (Mixed Use). Pursuant to LDC Chapter 16.06, development within the Z-MU zoning district applies the dimensional standards of the Residential Mixed Density (Z-RM) zone, unless modified through the Planned Development process.

The proposed development is reviewed as a Planned Development under LDC Chapter 16.23, which allows the Planning Commission to modify certain dimensional standards where the overall design and amenities of the development outweigh potential impacts. The Planned Development approval may allow modifications to certain standards, such as reduced side and rear yard setbacks, while maintaining compliance with fire code access, building separation, and overall site design standards.

The subdivision layout also complies with the applicable provisions of Article Three – Community Development and Use Standards, including Chapter 16.12 (Access and Circulation), Chapter 16.14 (Public Improvements), and Chapter 16.15 (Landscaping and Street Trees), as demonstrated by the proposed street network, pedestrian facilities, and infrastructure improvements shown on the tentative plat.

No variances pursuant to Chapter 16.29 are requested as part of the subdivision application.

Conclusion

Therefore, the proposal complies with LDC 16.22.090(A)(1).

2. Criterion (2):

The proposed plat name is not already recorded for another subdivision, and satisfies the provisions of ORS Chapter 92 and the County Surveyor.

Finding

The applicant proposes the subdivision name Emerald Crossing for the preliminary subdivision plat. A review of the Linn County subdivision records and assessor's maps indicates that the proposed plat name is not currently used by any recorded subdivision within Linn County.

The subdivision plat will be prepared by a licensed professional surveyor in accordance with the requirements of ORS Chapter 92, which establishes the legal requirements for subdivision plats in Oregon, including monumentation, survey accuracy, and plat certification.

Prior to recording, the final subdivision plat will be reviewed and approved by the Linn County Surveyor, who will verify compliance with ORS Chapter 92, applicable survey standards, and county platting requirements.

Conclusion

Therefore, the proposal complies with LDC 16.22.090(A)(2).

3. Criterion (3):

The proposed streets, roads, sidewalks, bicycle lanes, pathways, utilities, and surface water management facilities are laid out so as to conform or transition to the plats of subdivisions and of partitions already approved for adjoining property as to width, general direction and in all other respects. All proposed public improvements and dedications are identified on the preliminary plat.

Finding

The tentative subdivision plat establishes a coordinated system of public minor arterial, collector, and local streets designed to provide internal circulation and connect to the surrounding street network. The proposed street alignments, widths, and classifications are consistent with the City's transportation planning framework and are designed to allow for future connections to adjacent properties where appropriate.

The subdivision includes minor arterial, collector, and local streets constructed to City standards, including sidewalks and pedestrian circulation facilities that will connect to the surrounding transportation system. The street layout forms a connected block pattern and allows for future extension of streets where adjoining properties develop.

In addition to the public street network, the subdivision includes pedestrian and bicycle facilities, which accommodates a multi-use path connecting internal streets and residential areas to the City sidewalk system.

The preliminary plat also identifies public utility corridors and easements necessary to extend water, sanitary sewer, and stormwater infrastructure to serve the subdivision. Surface water management facilities and associated drainage easements are shown on the plans and are designed to integrate with the City's stormwater system.

All proposed public improvements, right-of-way dedications, utility easements, drainage easements, and public access easements are identified on the preliminary subdivision plat.

Conclusion

Therefore, the proposal complies with LDC 16.22.090(A)(3).

4. Criterion (4):

All proposed private common areas and improvements (e.g., homeowner association property) are identified on the preliminary plat.

Finding

The tentative subdivision plat identifies several tracts and easement areas intended to serve shared functions within the development. These include open space and wetland tracts, stormwater management areas, and pedestrian access facilities that will serve multiple lots within the subdivision.

These areas are shown on the preliminary plat as separate tract designations, which are not proposed as individual residential lots. Such tracts are intended to function as common areas and shared infrastructure, including stormwater facilities, natural resource areas, and pedestrian connections.

The preliminary plat also identifies public access easements and utility easements that provide shared circulation and infrastructure serving multiple properties within the subdivision. These areas are clearly delineated on the plans and will be recorded with the final subdivision plat.

Ownership and long-term maintenance responsibilities for the common areas and shared improvements will be addressed through the subdivision conditions of approval and recorded plat documents, which may include dedication to a homeowners' association or other entity responsible for maintenance.

Conclusion

Therefore, the proposal complies with LDC 16.22.090(A)(4).

5. Criterion (5):

Evidence that all City, County, State and Federal regulatory agency identified or mapped special management areas have been accurately and effectively identified on the appropriate maps and plans submitted to the City for review.

Finding

The preliminary subdivision plat and supporting materials identify the special management areas applicable to the subject property, including floodplain areas, wetlands, and airport overlay areas.

A wetland delineation has been prepared for the site and identifies jurisdictional wetlands and associated resources. These areas are shown on the subdivision plans and are incorporated into designated tract areas and open space corridors, ensuring that development avoids or appropriately addresses these environmentally sensitive areas.

The wetland delineation has been reviewed and approved by the Oregon Division of State Lands (DSL) and the Army Corp of Engineers (USACE). The majority of delineated wetland areas, including those associated with the Oak Creek corridor, are proposed to be avoided and preserved within designated tract areas as part of the Planned Development.

Portions of the subject property are located within areas identified on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) as subject to floodplain regulations and are therefore subject to the provisions of the Flood Plain Overlay Zone (FP-OZ) established in LDC 16.11.070.

The submitted preliminary subdivision plat and supporting plans identify the floodplain areas associated with the Oak Creek drainage corridor. These areas are incorporated into designated tract areas and open space corridors that avoid residential lot development and minimize disturbance within flood-prone areas.

Development proposed within the subdivision is located outside the mapped floodplain areas to the greatest extent practicable. Where infrastructure improvements may occur within regulated floodplain areas, those improvements will be designed and constructed in accordance with the City of Lebanon floodplain development standards and applicable FEMA regulations.

Prior to construction, any development activities within the floodplain will require review and approval through the City's floodplain development permit process to ensure compliance with flood hazard reduction standards and to prevent increases in flood risk.

In addition, portions of the property are located within the Lebanon State Airport overlay area, including areas subject to Runway Protection Zone (RPZ) and approach surface related regulations. The subdivision design recognizes these constraints and identifies tracts and development areas consistent with the applicable airport overlay standards, including the housing density limitations applicable to areas near the RPZ.

These special management areas are illustrated on the submitted plans and supporting technical studies, allowing the City to evaluate the proposed subdivision layout relative to the applicable environmental and safety constraints.

Conclusion

Therefore, the proposal complies with LDC 16.22.090(A)(5).

6. Criterion (6):

Evidence that improvements or conditions required by the City, road authority, Linn County, special districts, utilities, and/or other service providers, as applicable to the project, have been or can be met.

Finding

The proposed subdivision will be served by public streets, water, sanitary sewer, stormwater infrastructure, and other utilities necessary to support urban residential development. The preliminary engineering plans prepared by Udell Engineering identify the layout and extension of public infrastructure required to serve the development.

Public streets within the subdivision will be constructed to City of Lebanon standards, including minor arterial, collector, and local streets with sidewalks and pedestrian connections. The street network will connect to the existing and planned transportation system and will be reviewed for compliance with the City's Public Works Design Standards and Transportation System Plan.

The development will also include the extension of public water and sanitary sewer facilities, which will be designed and constructed in accordance with the requirements of the City of Lebanon and applicable utility providers. Stormwater management facilities will be constructed to manage surface water runoff generated by the development and will comply with the City's stormwater design standards.

Public improvements, including streets, utilities, stormwater facilities, sidewalks, and associated infrastructure, will be reviewed through the City's public improvement permitting process. Final engineering plans must be approved by the City and applicable service providers prior to construction.

Through these review processes and conditions of approval, the applicant will be required to demonstrate compliance with the requirements of the City, road authority, Linn County, and applicable service providers.

Conclusion

Therefore, the proposal complies with LDC 16.22.090(A)(6).

7. Criterion (7)

If any part of the site is located within a Special Area Plan or District, Overlay Zone, or previously approved Planned Development, it shall conform to the applicable regulations and/or conditions.

Finding

The subject property was reviewed for applicability of the overlay zones established in LDC Chapter 16.11, including the Airport Overlay Zones (AP-OZ), Riparian Protection Overlay Zone (RIP-OZ), Steep Slope Development Overlay Zone (SSD-OZ), Special Transportation Area Overlay Zone (STA-OZ), Limited Use Overlay Zone (LU-OZ), Flood Plain Overlay Zone (FP-OZ), and Bioscience and Technology Overlay Zone (BST-OZ).

Portions of the site are located within the Airport Overlay Zones (AP-OZ) associated with the Lebanon State Airport. The subdivision design identifies the applicable airport safety areas and incorporates tract areas and density limitations consistent with the airport overlay regulations.

A portion of the subject property is located within the Riparian Protection Overlay Zone (RIP-OZ) associated with the Oak Creek corridor. The Riparian Protection Overlay Zone is intended to protect riparian vegetation, water quality, wildlife habitat, and streambank stability along waterways within the City of Lebanon.

The submitted conceptual development plan and tentative subdivision plat identify the location of the Oak Creek corridor and the associated riparian protection area. These areas are incorporated into designated tract areas and open space corridors within the Planned Development and are not proposed for residential lot development.

The riparian corridor and associated buffers are preserved within open space tracts that are separate from residential lots and will remain protected from future development. The preservation of these areas ensures that riparian vegetation, natural drainage functions, and wildlife habitat associated with the Oak Creek corridor are maintained.

The Planned Development design integrates the riparian corridor into the overall open space network of the subdivision, allowing the area to function as both an environmental resource and a natural open space amenity within the development. The preservation of these areas also contributes to the stormwater management and drainage strategy for the site by maintaining natural drainage pathways and limiting disturbance within the riparian corridor.

Floodplain areas associated with the creek corridor are also identified on the subdivision plans and will be regulated in accordance with the Flood Plain Overlay Zone (FP-OZ) and applicable floodplain development standards.

The property is not located within the Steep Slope Development Overlay Zone (SSD-OZ), Special Transportation Area Overlay Zone (STA-OZ), Limited Use Overlay Zone (LU-OZ), or Bioscience and Technology Overlay Zone (BST-OZ).

Conclusion

Therefore, the proposal complies with LDC 16.22.090(A)(7).

I. Preliminary Subdivision Plat – Streets, Blocks, and Lots (LDC 16.22.090(B)(1)-(7))

1. Criterion (1):

All lots shall comply with the lot area, setback, and dimensional requirements of the applicable land use zone (Chapters 16.05 – 16.10), and the standards of Chapter 16.12 (Subsection 16.12.030.K, Street Connectivity and Formation of Blocks).

Finding

The subject property is proposed to be redesignated to C-MU (Mixed Use) and rezoned to the Mixed Use zoning district (Z-MU) concurrent with approval of the Planned Development and subdivision. Pursuant to LDC Chapter 16.06, development within the Z-MU zoning district applies the dimensional standards of the Residential Mixed Density (Z-RM) zone, unless modified through the Planned Development process.

Table 16.05-7 of the Lebanon Development Code establishes dimensional standards for residential development in the Z-RM zone for a range of housing types, including single-unit detached dwellings, small lot single-unit dwellings, duplexes, townhouses/rowhouses, zero-lot-line dwellings, cottage clusters, and multi-family development. The table establishes minimum lot area and lot width standards for these housing types.

The applicable dimensional standards include:

- Single-Unit Detached / Duplex: minimum lot area 5,000 sq ft, minimum lot width 50 ft
- Small Lot Single-Unit Dwellings: maximum lot area 2,500 sq ft (per definition), minimum lot width 30 ft
- Townhouse / Rowhouse: minimum lot area 2,500 sq ft per unit, minimum lot width 20 ft
- Zero Lot Line Housing: minimum lot area 3,500 sq ft, minimum lot width 40 ft
- Cottage Cluster: minimum site area 7,000 sq ft, minimum site width 50 ft
- Multi-Family / Triplex: minimum lot area 9,000 sq ft, minimum lot width 60 ft

As demonstrated in Table 1 and the tentative subdivision plat, the proposed subdivision includes a combination of small-lot and standard residential lots. The Planned Development establishes modified minimum lot width and lot area standards for detached residential lots of 45 feet and 4,500 square feet, respectively, and a reduced interior side yard setback of 3 feet, while rear yard setbacks remain consistent with Z-RM standards.

Small-lot residential lots are proposed with minimum widths of 30 feet and minimum lot areas of 2,500 square feet, with typical lot sizes exceeding this minimum. These lots maintain the functional characteristics of small-lot development while allowing flexibility through the Planned Development process.

Except as modified through the Planned Development, all lots comply with the applicable dimensional standards of the Z-RM zone. The proposed modifications are addressed in the Planned Development findings and are justified based on the design and amenities of the overall development.

The subdivision also includes a tract designated for future commercial, mixed-use, or multi-family development, which is not divided into individual residential lots. The tract contains sufficient area to accommodate future development consistent with applicable dimensional standards of the Z-MU zoning district.

The standards for street connectivity and formation of blocks pursuant to LDC 16.12.030.K are addressed separately in the findings related to access and circulation.

Conclusion

Therefore, the proposal complies with LDC 16.22.090(B)(1).

2. Criterion (2):

Setbacks shall be as required by the applicable land use zone (Chapters 16.05 – 16.10).

Finding

The subject property is proposed to be redesignated to C-MU (Mixed Use) and rezoned to the Mixed Use zoning district (Z-MU) concurrent with approval of the Planned Development and subdivision. Pursuant to LDC Chapter 16.06, development within the Mixed-Use zoning district applies the dimensional standards of the Residential Mixed Density (Z-RM) zone, unless modified through the Planned Development process.

The Z-RM zone establishes the following minimum yard setbacks:

- Front (Dwelling) Yard: 10 feet
- Front (Garage/Vehicle Access) Setback: 20 feet
- Interior Side Yard: 5 feet
- Streetside Yard (Corner Lots): 15 feet (10 feet for Small Lot Single-Unit dwellings)
- Rear Yard: 20 feet (15 feet for duplexes with qualifying parking; 10 feet for Small Lot Single-Unit dwellings)

For corner lots, both the front and street-side setbacks are required. If one yard setback is 15 feet, the other may be reduced but not less than 10 feet. For irregularly shaped corner lots, the average street and street-side setback may be 7.5 feet, provided that no portion of the setback is less than 5 feet.

The applicable setbacks for the subdivision are as modified through the Planned Development approval. The Planned Development establishes a reduced interior side yard setback of 3 feet for all residential lots and a minimum street-side yard setback of 7 feet, while front and rear yard setbacks remain consistent with Z-RM standards.

These modified standards are applied consistently across the subdivision and provide functional building envelopes while maintaining compatibility with the overall development pattern. Typical interior lots provide adequate width and depth to accommodate required setbacks and building envelopes under the Planned Development standards.

Final verification of setback compliance will occur during building permit review, when individual building footprints and site plans are submitted.

Conclusion

Therefore, the proposal complies with LDC 16.22.090(B)(2).

3. Criterion (3):

Each lot shall conform to the standards of Chapter 16.12 (Access and Circulation).

Finding

Chapter 16.12 of the Lebanon Development Code establishes standards for transportation access, driveway design, and circulation to ensure safe and efficient vehicular and pedestrian movement. These standards require parcels to obtain legal access to a public street and establish minimum frontage and driveway width requirements.

The proposed subdivision includes a connected network of public minor arterial, collector, and local streets that provide direct access to the majority of proposed lots and provide adequate vehicular circulation throughout the development.

Several lots are configured as flag lots, including Lots 35, 141, 142, 170, and 182 (subject to final plat verification), where access is provided by a flag stem connecting the buildable portion of the lot to the public street. The tentative plat indicates that these access stems provide sufficient frontage and driveway width to meet the minimum requirements of LDC Chapter 16.12, including the minimum 14-foot frontage and 12-foot driveway width standards.

In addition, select lots are served by shared access and utility easements, are served by a proposed 30-foot non-exclusive access and utility easement, which provides shared vehicular access from the public street and exceeds the minimum shared access width required by the Development Code.

These facilities create pedestrian and bicycle connections between internal streets, residential lots, and adjacent public streets, enhancing neighborhood connectivity and supporting multimodal circulation consistent with the objectives of LDC Chapter 16.12 and the City's transportation planning policies.

Sidewalks along the proposed public street network will further provide safe pedestrian circulation throughout the subdivision and connect the multi-use path facilities to the surrounding street system.

Conclusion

Therefore, the proposal complies with LDC 16.22.090(B)(3).

4. Criterion (4):

Landscape or other screening may be required to maintain privacy for abutting uses. See Chapters 16.05 – 16.10 (Land Use Zones), and Chapter 16.15 (Landscaping, Street Trees, etc.).

Finding

The tentative subdivision plat primarily consists of residential lots that abut other residential lots and public streets. As a result, land use conflicts requiring privacy screening between differing uses are limited within the proposed subdivision.

The tentative plat also identifies a mixed-use development tract within the subdivision. Future development of this tract is intended to accommodate mixed-use, commercial, or multi-family uses permitted within the Z-MU zoning district, which may abut residential lots located to the north. In such cases, landscaping or screening will be required pursuant to LDC 16.15.030 (Landscaping Standards) to provide visual buffering and maintain privacy between residential and non-residential uses.

The tentative subdivision plat does not specifically propose landscape screening areas as part of the subdivision approval. However, street trees will be installed along public streets pursuant to LDC 16.15.040 (Street Trees) as part of the required public improvements.

Future development of individual lots and the mixed-use tract within the subdivision will also be required to comply with the landscaping standards of LDC Chapter 16.15.

Conclusion

Therefore, the proposal complies with LDC 16.22.090(B)(4).

5. Criterion (5):

In conformance with the Oregon Fire Code, a 20-foot width fire apparatus access drive shall be provided to serve all portions of a building that are located more than 150 feet from a public or private road or approved access drive. See Chapter 16.12 (Access and Circulation).

Finding

The proposed subdivision includes a network of public minor arterial, collector, and local streets together with an emergency access lane connecting two cul-de-sacs designed to provide vehicular circulation and emergency access throughout the development. The preliminary street sections show local streets with approximately 36 feet of paved width and collector streets with approximately 50 feet of paved width, both exceeding the minimum 20-foot fire apparatus access width required by the Oregon Fire Code.

Several lots within the subdivision are configured as flag lots, where access is provided by a flag stem or access easement connecting to a public street. These access configurations will be required to meet

applicable fire apparatus access standards. Final building placement and compliance with fire apparatus access requirements will be verified during building permit review in coordination with the Lebanon Fire District.

Certain lots are served by a proposed 30-foot-wide non-exclusive access and utility easement, which provides shared vehicular and emergency access from the adjacent public street. The width of this easement exceeds the minimum 20-foot fire apparatus access width required by the Oregon Fire Code. The easement will be recorded with the final subdivision plat to ensure permanent access and shared maintenance responsibilities.

Lots with direct frontage on public streets will be served by approved fire apparatus access routes. The depth of these lots allows future structures to be located within 150 feet of a public street or approved access, consistent with Oregon Fire Code requirements.

Conclusion

Therefore, the proposal complies with LDC 16.22.090(B)(5).

6. Criterion (6):

Where a common drive is to be provided to serve more than one lot, a reciprocating access easement and maintenance agreement shall be recorded with the approved subdivision or partition plat.

Finding

The proposed subdivision is designed with an internal network of public local and collector streets that provide direct street frontage and vehicular access to the majority of proposed lots. The tentative plat illustrates a system of publicly dedicated streets and utility easements that provide adequate circulation throughout the development.

Most lots obtain vehicular access directly from public streets. However, the tentative plat also identifies areas where shared access is provided through common access easements serving multiple lots. These shared access facilities function as common drives connecting individual lots to adjacent public streets.

Consistent with LDC 16.22.090(B)(6), reciprocal access and maintenance easements will be recorded with the final subdivision plat for all common access drives. These easements will establish perpetual access rights and shared maintenance responsibilities among the benefiting properties.

Pedestrian access easements, including public access easements associated with multi-use path connections, are also identified on the plan and will be recorded with the final plat; however, these facilities are separate from vehicular common drives and do not require reciprocal driveway maintenance agreements.

Final verification of all access easements and maintenance provisions will occur at the time of final plat approval.

Conclusion

Therefore, the proposal complies with LDC 16.22.090(B)(6).

7. Criterion (7):

All applicable engineering design standards for streets, utilities, surface water management, and easements shall be met.

Finding

The Lebanon Development Code and the City's Public Works Design Standards (PWDS) establish engineering requirements for the design and construction of public streets, utilities, stormwater management facilities, and easements serving new development. Applicable provisions include LDC Chapter 16.14 (Public Improvements) and the City's adopted Public Works Design Standards, which regulate roadway construction, water and sanitary sewer extensions, stormwater conveyance and detention, and utility easements.

As shown on the tentative subdivision plans prepared by Udell Engineering, the proposed subdivision includes the construction of public minor arterial, collector, and local streets, extension of public water and sanitary sewer utilities, stormwater management facilities, and associated utility and public access easements necessary to serve the development. The plans identify proposed street alignments, utility corridors, and drainage facilities that will serve the residential lots and the commercial/multiple-family development tract.

Detailed engineering drawings for these improvements will be prepared by a licensed engineer and submitted to the City for review and approval prior to construction. These plans will demonstrate compliance with the Lebanon Public Works Design Standards, LDC Chapter 16.14, and the requirements of applicable utility providers.

All required public utility easements, drainage easements, and access easements will be shown on the final plat to ensure permanent access and maintenance of public infrastructure.

Conclusion

Therefore, the proposal complies with LDC 16.22.090(B)(7).

V. CONCLUSION

Based on the foregoing findings and supporting materials, the proposed Comprehensive Plan Map Amendment, Zone Map Amendment, Planned Development, and Preliminary Subdivision Plat comply with the applicable provisions of the Lebanon Development Code, the City of Lebanon Comprehensive Plan, and relevant Statewide Planning Goals.

The proposed Comprehensive Plan Map Amendment and Zone Map Amendment appropriately redesignate and rezone the subject property to Mixed Use (C-MU / Z-MU), establishing a land use framework that supports

an integrated mix of residential, commercial, and future mixed-use development consistent with the City's long-range planning policies and urban growth objectives. The proposal is also consistent with the City's adopted Economic Opportunity Analysis (2023) and does not negatively impact the City's supply of employment land.

The Planned Development provides a coordinated and unified development plan for the site, incorporating a range of housing types, flexible lot dimensions, and modifications to dimensional standards that are justified by the overall design, amenities, and infrastructure improvements included in the proposal. These modifications, including adjustments to lot size, setbacks, and building height, are balanced by the provision of open space, preservation of natural resources, and an interconnected transportation and pedestrian network, and do not result in negative impacts to surrounding properties or the community.

The Preliminary Subdivision Plat demonstrates compliance with applicable subdivision standards, including provisions related to access and circulation, public infrastructure, utilities, drainage, and lot configuration. The subdivision is designed to be constructed in phases, with each phase capable of functioning independently while maintaining consistency with the overall development plan.

The proposal further demonstrates compliance with applicable overlay zones, including the Floodplain Overlay Zone, Riparian Protection Overlay Zone, and Airport Overlay Zone, through the preservation of environmentally sensitive areas, adherence to density limitations, and integration of these constraints into the overall site design. Compliance with applicable floodplain management standards is addressed in Section C of this narrative.

Public facilities and services, including transportation, water, sanitary sewer, and stormwater infrastructure, are adequate to serve the proposed development and will be constructed in accordance with applicable City standards and reviewed through the public improvement permitting process.

Long-term ownership and maintenance of common areas, including open space tracts, drainage facilities, and pedestrian connections, will be ensured through the establishment of a homeowners' association or other approved ownership structure, together with recorded covenants and maintenance agreements implemented at the time of final plat approval.

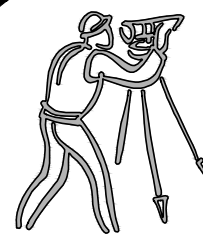
Based on the above findings, the applicant respectfully requests approval of the Comprehensive Plan Map Amendment, Zone Map Amendment, Planned Development, and Preliminary Subdivision Plat, with the preliminary plat approval period established at ten (10) years, consistent with ORS 92.040(3), subject to any applicable conditions of approval.

VI. EXHIBITS

A. Civil Plan Set

1. Existing Conditions/Demo Plan, Sheet C1.0
2. Proposed Street Vacation, Sheet C1.1
3. Preliminary Zone Change, Sheet C1.2

4. Proposed Preliminary Wetland Disturbance, Sheet C1.3
 5. Overall Tentative Subdivision Plat, Sheet C2.0
 6. Enlarged Tentative Subdivision Plat, Sheet C2.1
 7. Enlarged Tentative Subdivision Plat, Sheet C2.2
 8. Enlarged Tentative Subdivision Plat, Sheet C2.3
 9. Enlarged Tentative Subdivision Plat, Sheet C2.4
 10. Conceptual Commercial Mixed-Use Site Plan, Sheet C2.5
 11. Preliminary Street Sections, Sheet C2.6
 12. Intersection Detail, Sheet C2.7
 13. Intersection Option Two, Sheet C2.8
 14. Corner Lot Layout Examples, Sheet C2.9
 15. Preliminary Overall Grading and Drainage Plan, Sheet C3.0
 16. Preliminary Grading and Drainage, Sheet C3.1
 17. Preliminary Grading and Drainage, Sheet C3.2
 18. Preliminary Grading and Drainage, Sheet C3.3
 19. Preliminary Grading and Drainage, Sheet C3.4
 20. Water Quality Pond Section, Sheet C3.5
 21. Preliminary Overall Utility Plan, Sheet C4.0
 22. Preliminary Utility Plan, Sheet C4.1
 23. Preliminary Utility Plan, Sheet C4.2
 24. Preliminary Utility Plan, Sheet C4.3
 25. Preliminary Utility Plan, Sheet C4.4
- B. Traffic Impact Study prepared by Kittelson & Associates, Inc.
- C. ESA Listed Species Assessment and Plant Survey (Environmental Science & Assessment, LLC, August 29, 2025)



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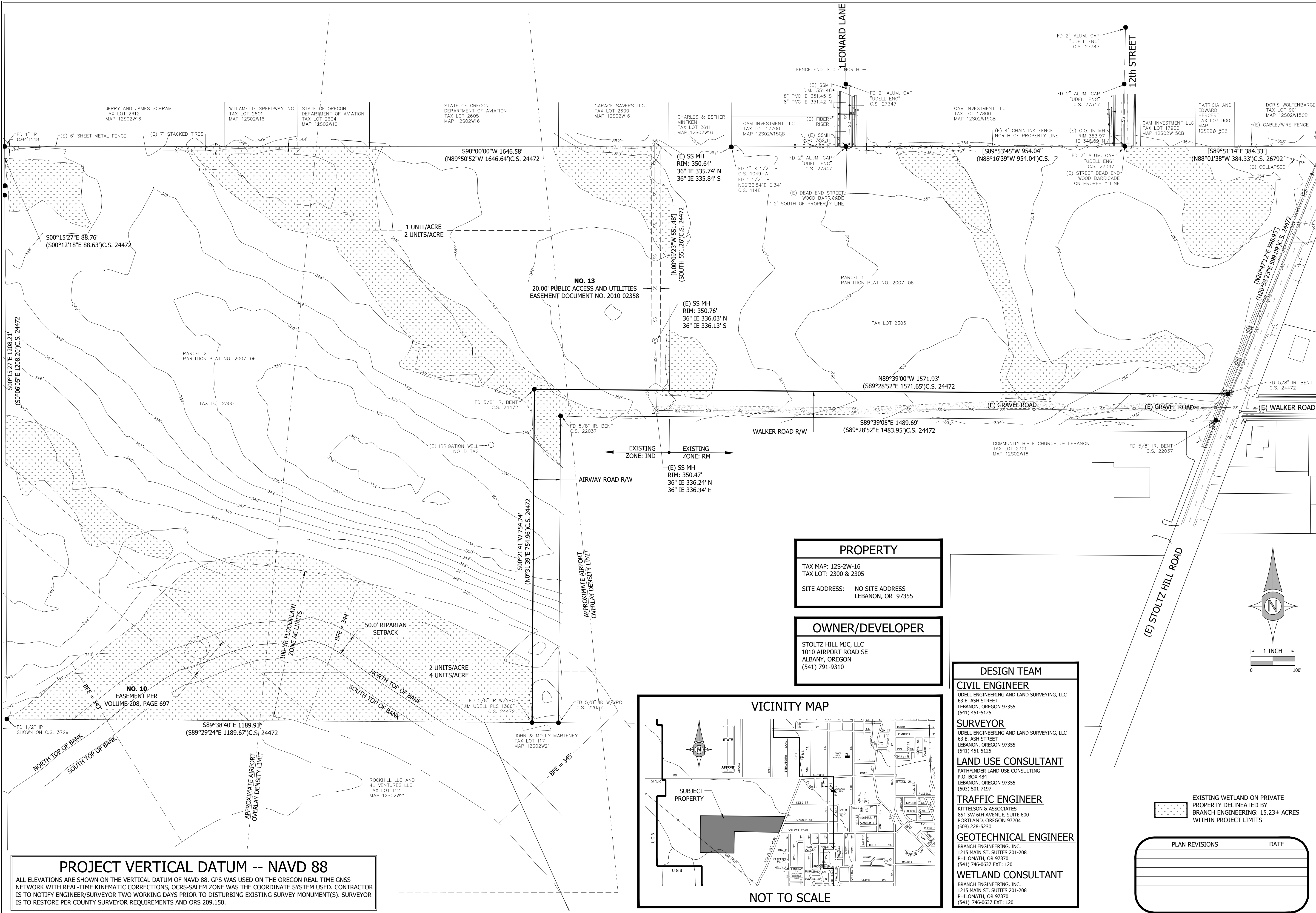
EXISTING CONDITIONS/DEMO PLAN
PLANNED DEVELOPMENT/
TENTATIVE SUBDIVISION
EMERALD CROSSING
MAP 12S-2W-16 TAX LOTS 2300 & 2305
LEBANON, OREGON

DATE: APRIL 28, 2026
PROJECT: 24-098 CONSER STOLTZ HILL
DRAWN BY: MUM
CHECKED BY: BSV

THIS MAP WAS
PREPARED FOR
PLANNING
PURPOSES ONLY

Sheet **C1.0**

SCALE: SEE BARS SCALE



PROPERTY
TAX MAP: 12S-2W-16
TAX LOT: 2300 & 2305
SITE ADDRESS: NO SITE ADDRESS
LEBANON, OR 97355

OWNER/DEVELOPER
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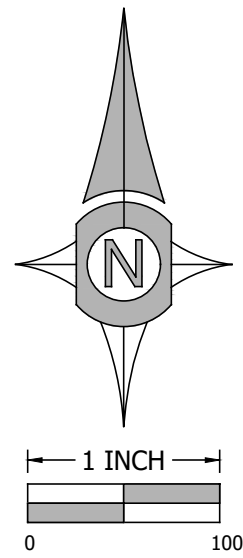
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TRAFFIC ENGINEER
KITTELSON & ASSOCIATES
851 SW 6TH AVENUE, SUITE 600
PORTLAND, OREGON 97204
(503) 228-5230
GEOTECHNICAL ENGINEER
BRANCH ENGINEERING, INC.
1215 MAIN ST., SUITES 201-208
PHILOMATH, OR 97370
(541) 746-0637 EXT: 120
WETLAND CONSULTANT
BRANCH ENGINEERING, INC.
1215 MAIN ST., SUITES 201-208
PHILOMATH, OR 97370
(541) 746-0637 EXT: 120

EXISTING WETLAND ON PRIVATE
PROPERTY DELINEATED BY
BRANCH ENGINEERING: 15.23± ACRES
WITHIN PROJECT LIMITS

PLAN REVISIONS	DATE

PROJECT VERTICAL DATUM -- NAVD 88
ALL ELEVATIONS ARE SHOWN ON THE VERTICAL DATUM OF NAVD 88. GPS WAS USED ON THE OREGON REAL-TIME GNSS NETWORK WITH REAL-TIME KINEMATIC CORRECTIONS, OCRS-SALEM ZONE WAS THE COORDINATE SYSTEM USED. CONTRACTOR IS TO NOTIFY ENGINEER/SURVEYOR TWO WORKING DAYS PRIOR TO DISTURBING EXISTING SURVEY MONUMENT(S). SURVEYOR IS TO RESTORE PER COUNTY SURVEYOR REQUIREMENTS AND ORS 209.150.

TOTAL AREA
AFFECTED BY VACATION = 27.29 AC±

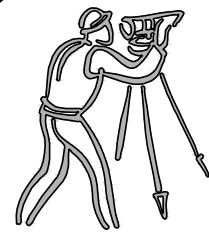


Sheet **C1.1**

SCALE: SEE BARSCALE

DATE:	APRIL 28, 2026
PROJECT:	24-098 CONSER STOLTZ HILL
DRAWN BY:	
MLM	
CHECKED BY:	
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CLIENT:
STOLTZ HILL MJC, LLC
1010 AIRPORT ROAD SE
ALBANY, OREGON
(541) 791-9310

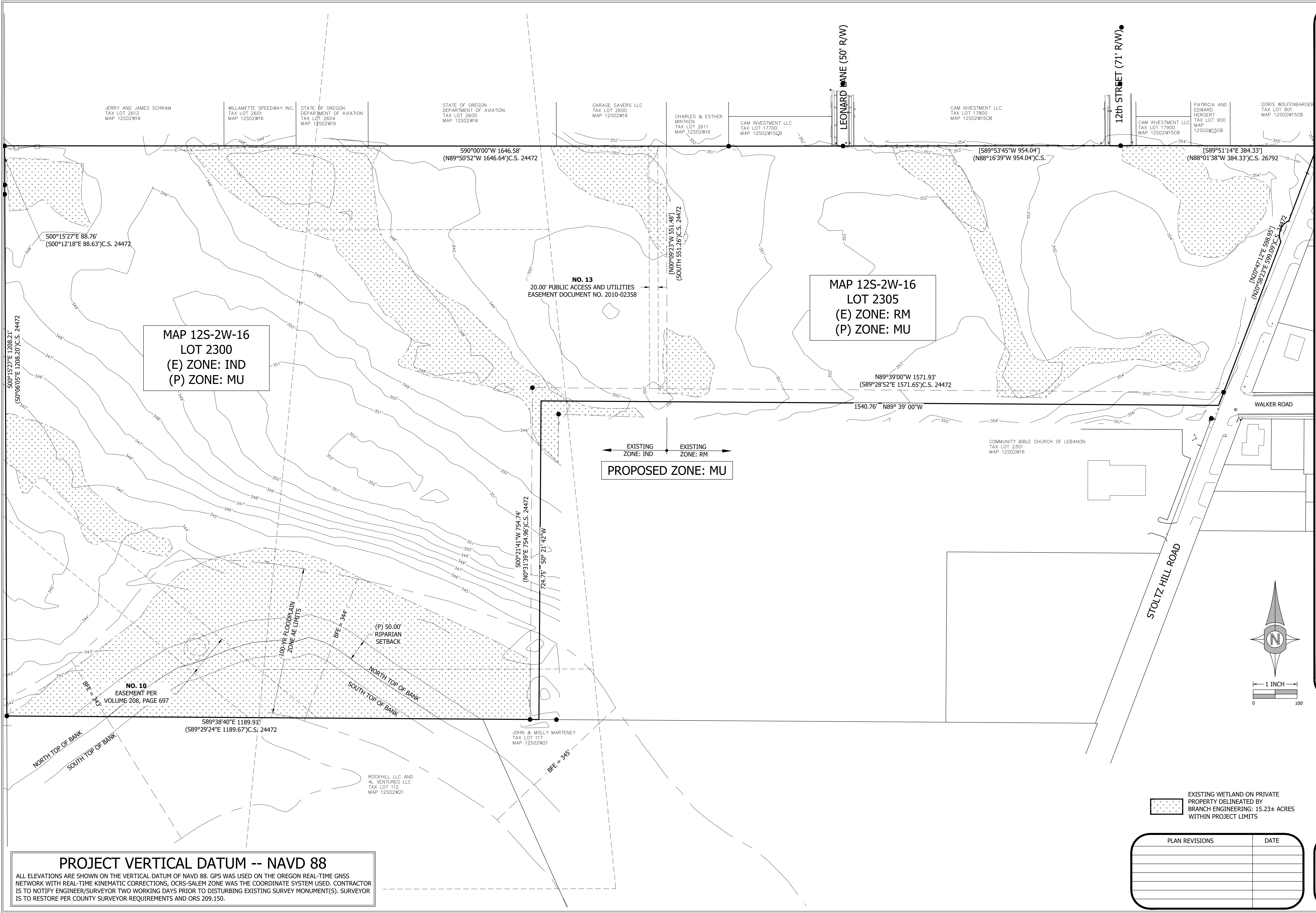
UDELL ENGINEERING
AND
LAND SURVEYING, LLC
63 EAST ASH ST.
LEBANON, OREGON 97355
(541) 451-5125 PH.
(541) 451-1366 FAX

PRELIMINARY ZONE CHANGE
PLANNED DEVELOPMENT/
TENTATIVE SUBDIVISION
EMERALD CROSSING
MAP 12S-2W-16 TAX LOTS 2300 & 2305
LEBANON, OREGON

DATE:
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PROJECT:
24-098 CONSER STOLTZ HILL
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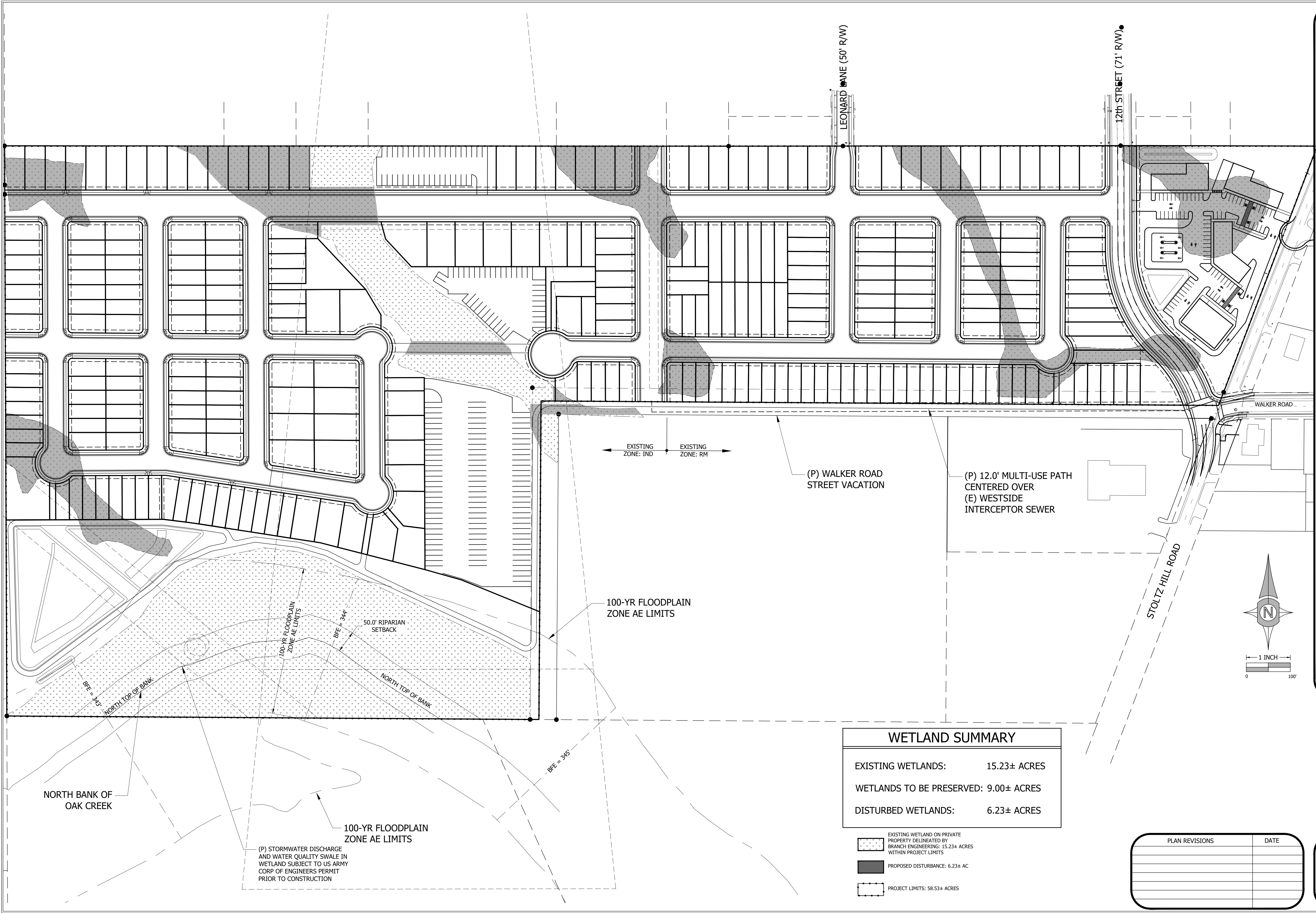
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SCALE: SEE BARSCALE



PROJECT VERTICAL DATUM -- NAVD 88
ALL ELEVATIONS ARE SHOWN ON THE VERTICAL DATUM OF NAVD 88. GPS WAS USED ON THE OREGON REAL-TIME GNSS NETWORK WITH REAL-TIME KINEMATIC CORRECTIONS, OCRS-SALEM ZONE WAS THE COORDINATE SYSTEM USED. CONTRACTOR IS TO NOTIFY ENGINEER/SURVEYOR TWO WORKING DAYS PRIOR TO DISTURBING EXISTING SURVEY MONUMENT(S). SURVEYOR IS TO RESTORE PER COUNTY SURVEYOR REQUIREMENTS AND ORS 209.150.

EXISTING WETLAND ON PRIVATE
PROPERTY DELINEATED BY
BRANCH ENGINEERING: 15.23± ACRES
WITHIN PROJECT LIMITS

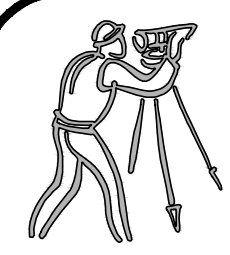
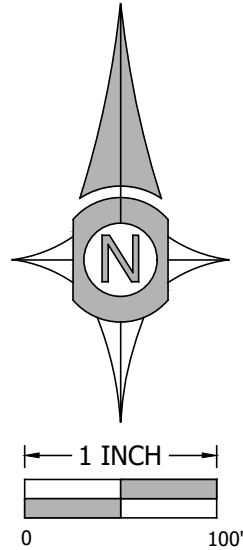
PLAN REVISIONS	DATE



WETLAND SUMMARY

EXISTING WETLANDS:	15.23± ACRES
WETLANDS TO BE PRESERVED:	9.00± ACRES
DISTURBED WETLANDS:	6.23± ACRES

- EXISTING WETLAND ON PRIVATE PROPERTY DELINEATED BY BRANCH ENGINEERING: 15.23± ACRES WITHIN PROJECT LIMITS
- PROPOSED DISTURBANCE: 6.23± AC
- PROJECT LIMITS: 58.53± ACRES



CLIENT:
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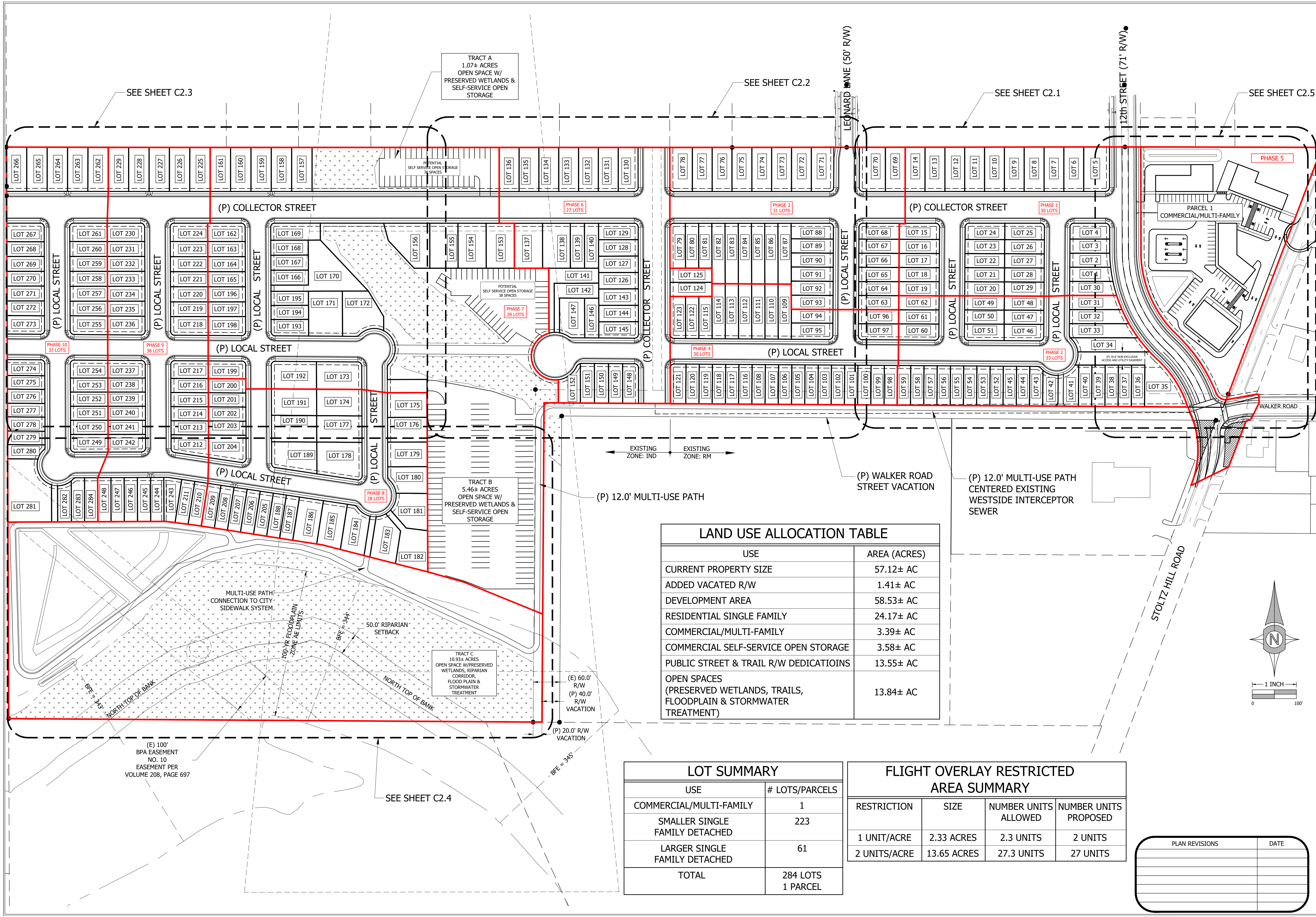
PROPOSED PRELIMINARY WETLAND DISTURBANCE
PLANNED DEVELOPMENT/
TENTATIVE SUBDIVISION
EMERALD CROSSING
MAP 12S-2W-16 TAX LOTS 2300 & 2305
LEBANON, OREGON

DATE: APRIL 28, 2026
PROJECT: 24-098 CONSER STOLTZ HILL
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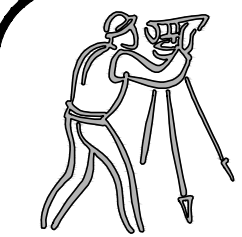
Sheet **C1.3**
SCALE: SEE BARSCALE



LAND USE ALLOCATION TABLE	
USE	AREA (ACRES)
CURRENT PROPERTY SIZE	57.12± AC
ADDED VACATED R/W	1.41± AC
DEVELOPMENT AREA	58.53± AC
RESIDENTIAL SINGLE FAMILY	24.17± AC
COMMERCIAL/MULTI-FAMILY	3.39± AC
COMMERCIAL SELF-SERVICE OPEN STORAGE	3.58± AC
PUBLIC STREET & TRAIL R/W DEDICATIONS	13.55± AC
OPEN SPACES (PRESERVED WETLANDS, TRAILS, FLOODPLAIN & STORMWATER TREATMENT)	13.84± AC

LOT SUMMARY	
USE	# LOTS/PARCELS
COMMERCIAL/MULTI-FAMILY	1
SMALLER SINGLE FAMILY DETACHED	223
LARGER SINGLE FAMILY DETACHED	61
TOTAL	284 LOTS 1 PARCEL

FLIGHT OVERLAY RESTRICTED AREA SUMMARY			
RESTRICTION	SIZE	NUMBER UNITS ALLOWED	NUMBER UNITS PROPOSED
1 UNIT/ACRE	2.33 ACRES	2.3 UNITS	2 UNITS
2 UNITS/ACRE	13.65 ACRES	27.3 UNITS	27 UNITS



CLIENT:
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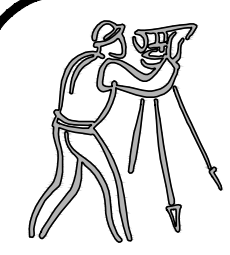
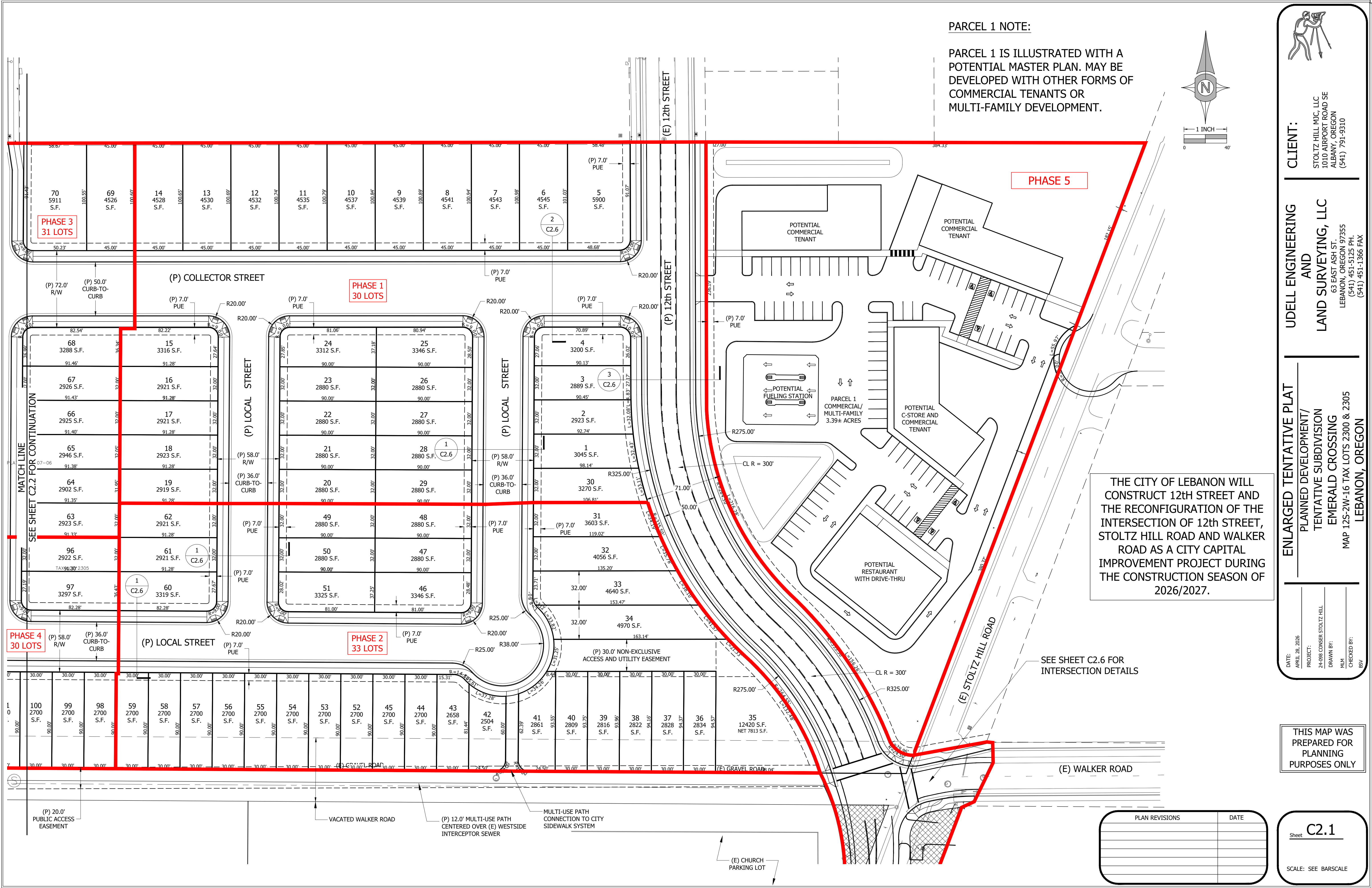
OVERALL TENTATIVE PLAT
PLANNED DEVELOPMENT/
TENTATIVE SUBDIVISION
EMERALD CROSSING
MAP 12S-2W-16 TAX LOTS 2300 & 2305
LEBANON, OREGON

DATE:
APRIL 28, 2026
PROJECT:
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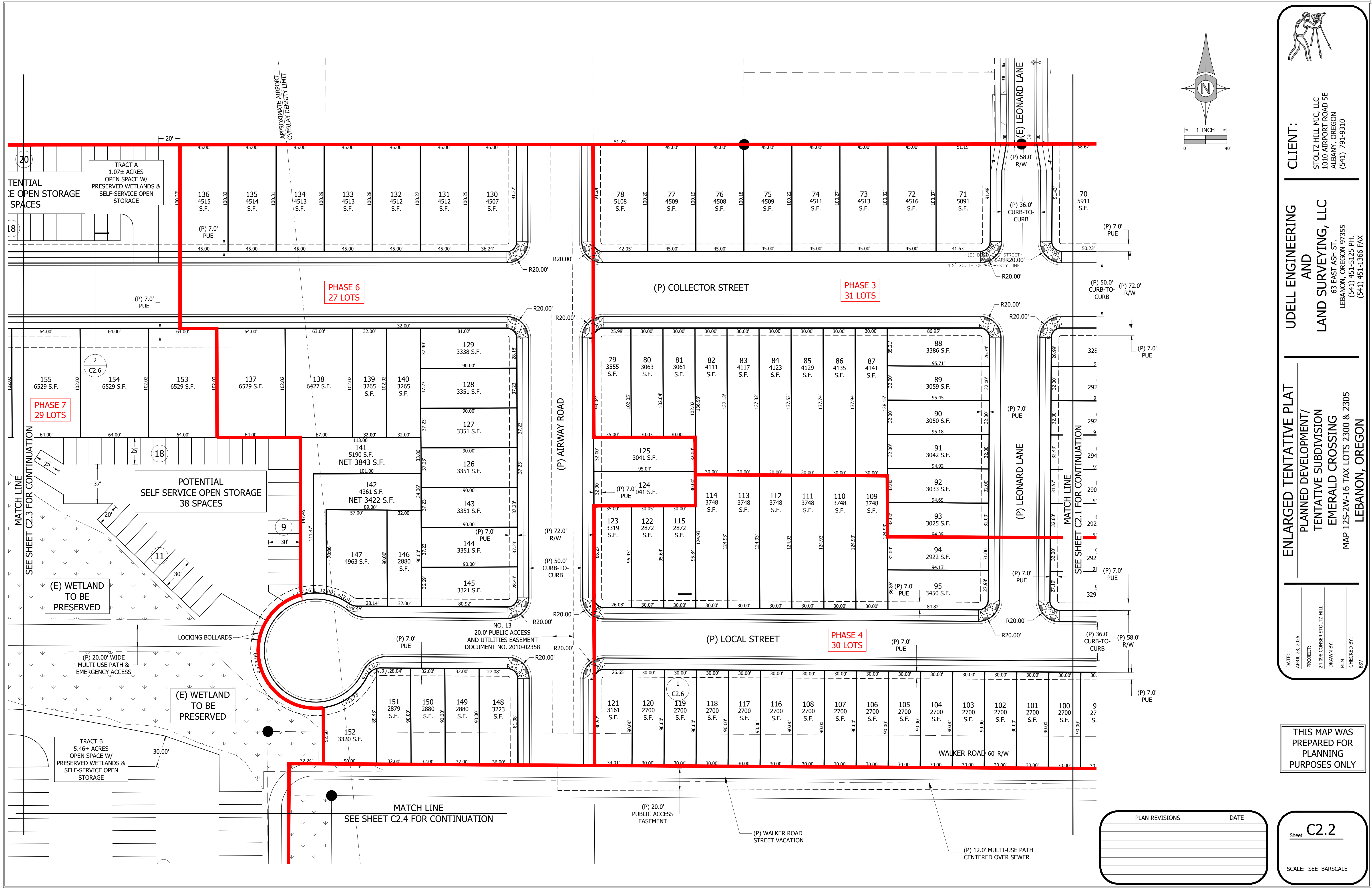
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PLANNED DEVELOPMENT/
TENTATIVE SUBDIVISION
EMERALD CROSSING
MAP 12S-2W-16 TAX LOTS 2300 & 2305
LEBANON, OREGON

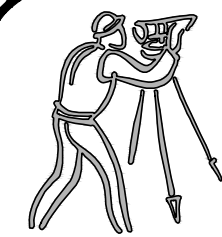
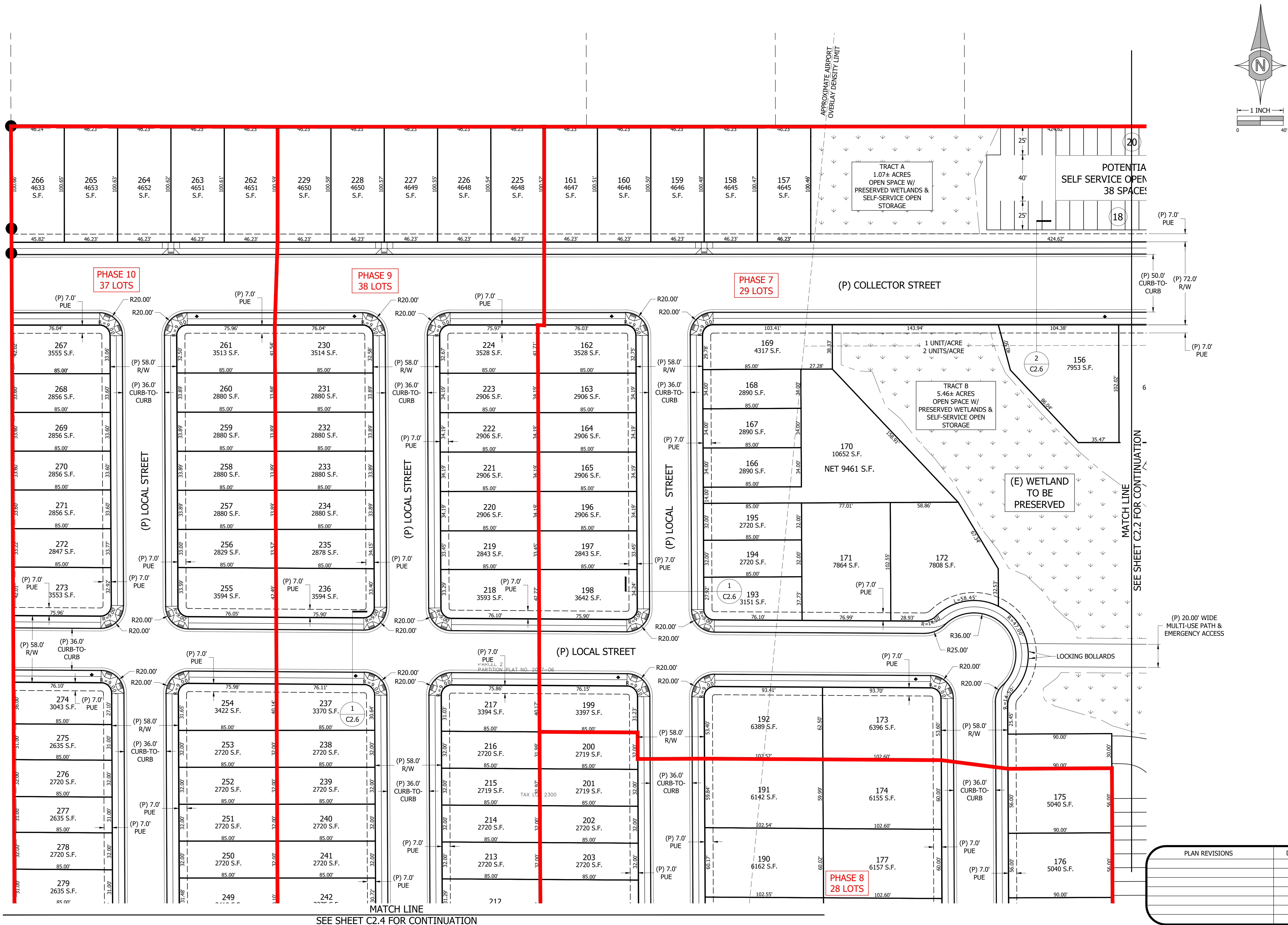
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PLAN REVISIONS	DATE





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LAND SURVEYING, LLC
63 EAST ASH ST.
LEBANON, OREGON 97355
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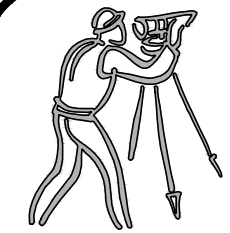
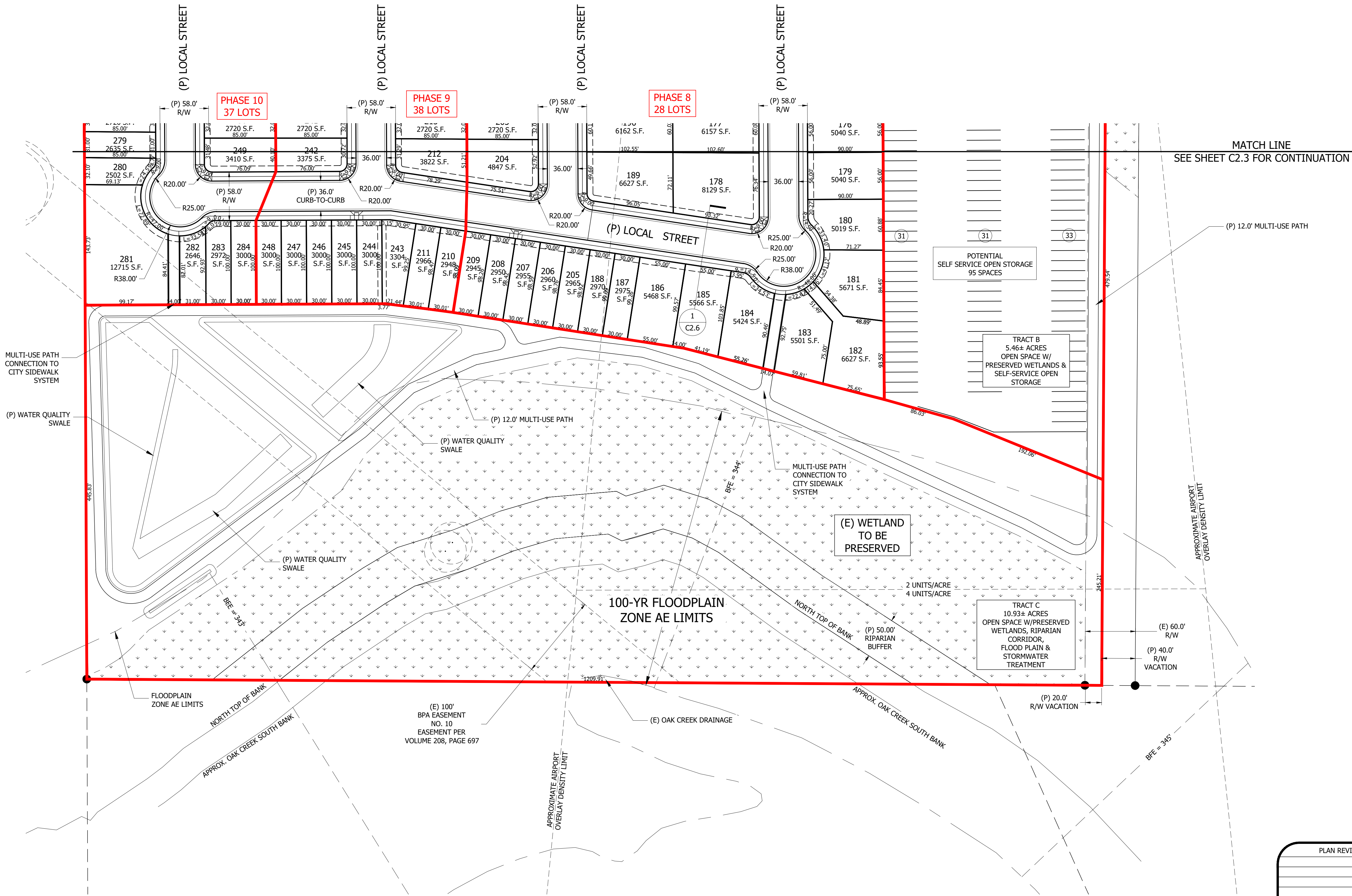
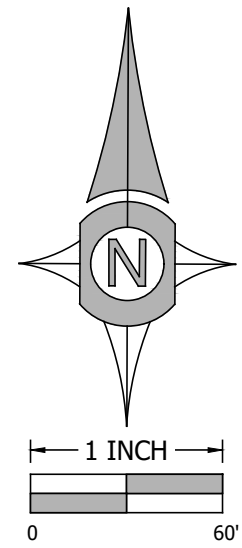
ENLARGED TENTATIVE PLAT
PLANNED DEVELOPMENT/
TENTATIVE SUBDIVISION
EMERALD CROSSING
MAP 12S-2W-16 TAX LOTS 2300 & 2305
LEBANON, OREGON

DATE:
APRIL 28, 2026
PROJECT:
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Sheet **C2.3**

SCALE: SEE BARSCALE



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AND
LAND SURVEYING, LLC
63 EAST ASH ST.
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ENLARGED TENTATIVE PLAT
PLANNED DEVELOPMENT/
TENTATIVE SUBDIVISION
EMERALD CROSSING
MAP 12S-2W-16 TAX LOTS 2300 & 2305
LEBANON, OREGON

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PLAN REVISIONS	DATE

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SCALE: SEE BARSCALE



**UDELL ENGINEERING
AND
LAND SURVEYING, LLC**
63 EAST ASH ST.
LEBANON, OREGON 97355
(541) 451-5125 PH.
(541) 451-1366 FAX

CONCEPTUAL COMMERCIAL SITE PLAN

PLANNED DEVELOPMENT/
TENTATIVE SUBDIVISION
EMERALD CROSSING
MAP 12S-2W-16 TAX LOTS 2300 & 2305
1 FRANKLIN, OREGON

DATE:
APRIL 28, 2026

PROJECT:
24-098 CONSER STOLTZ HILL

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MLM

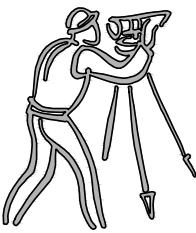
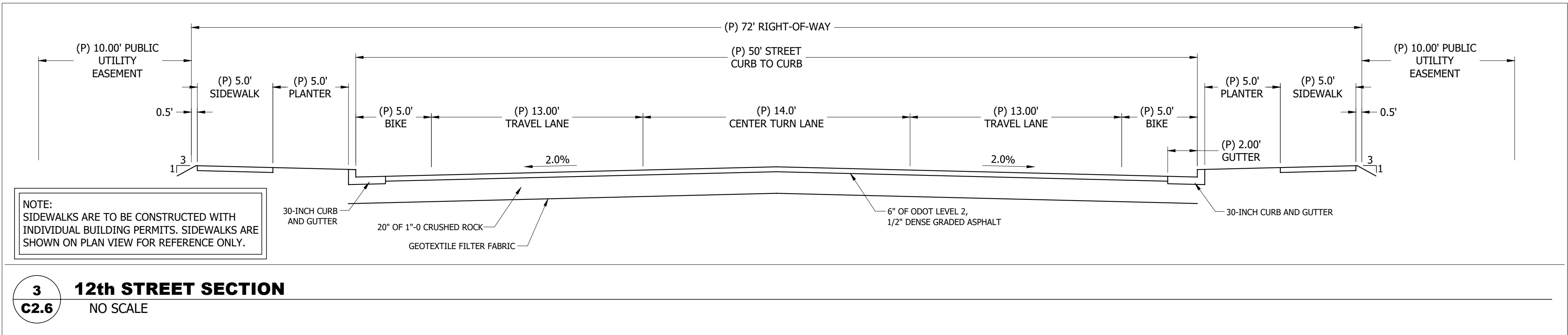
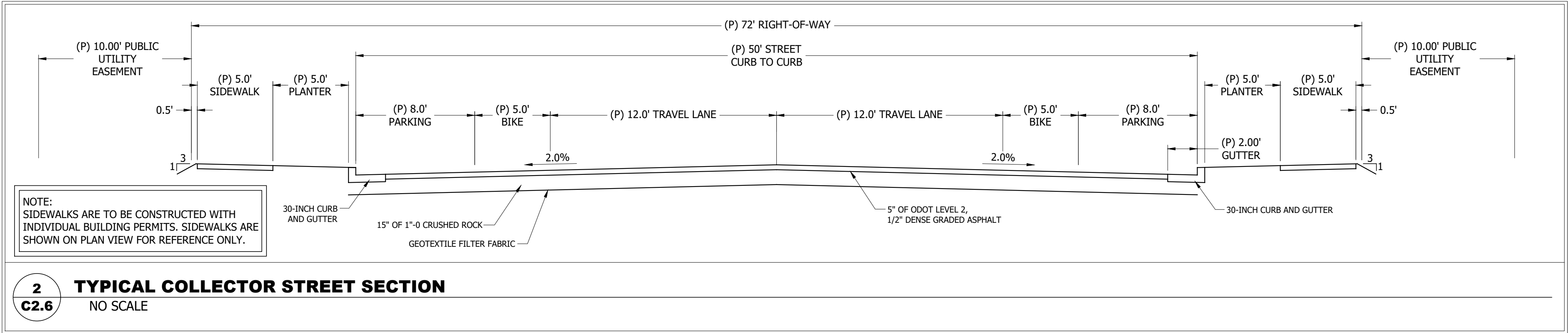
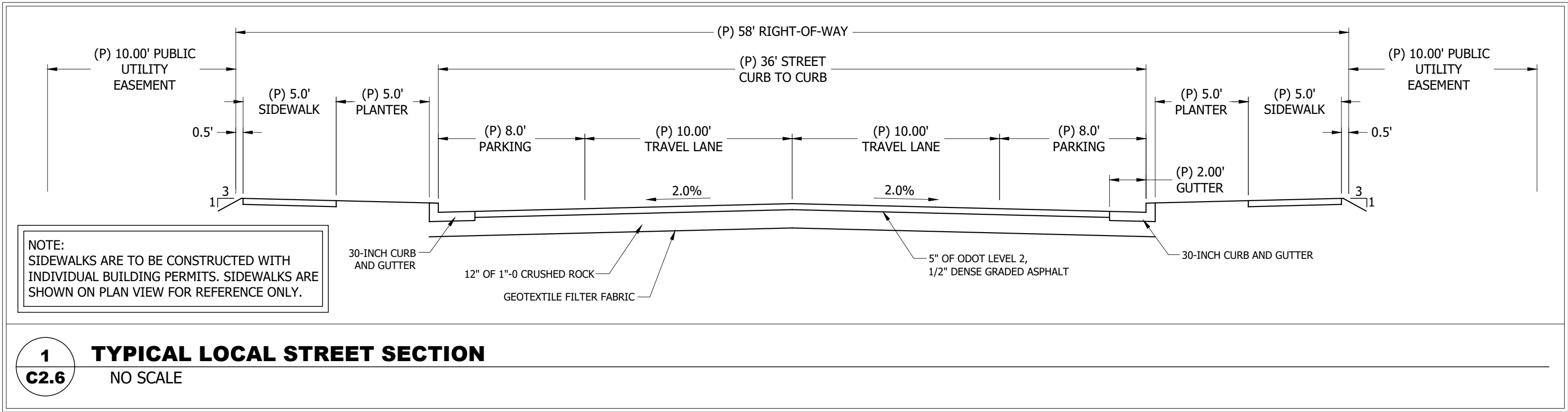
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PLAN REVISIONS	DATE

Sheet **C2.5**

SCALE: SEE BARSCALE



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PRELIMINARY STREET SECTIONS
PLANNED DEVELOPMENT/
TENTATIVE SUBDIVISION
EMERALD CROSSING
MAP 12S-2W-16 TAX LOTS 2300 & 2305
LEBANON, OREGON

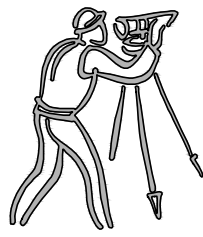
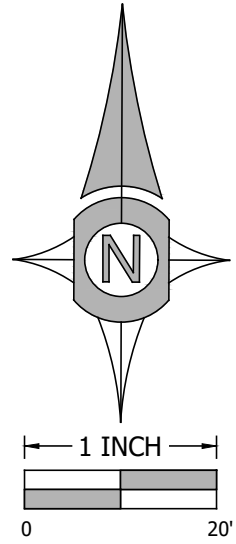
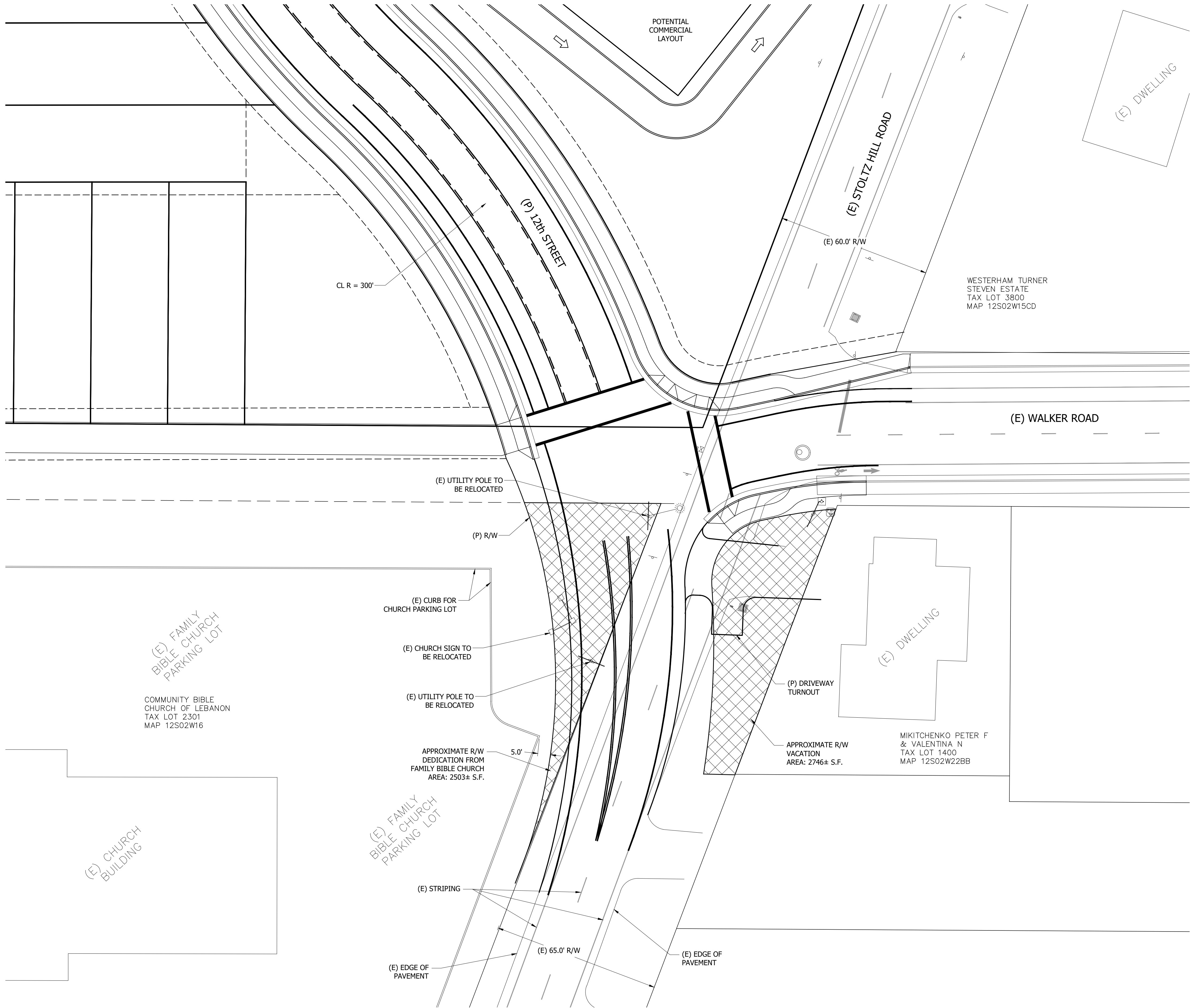
DATE: APRIL 28, 2026
PROJECT: 24-098 CONSER STOLTZ HILL
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PLAN REVISIONS	DATE

Sheet **C2.6**

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CLIENT:
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AND
LAND SURVEYING, LLC
63 EAST ASH ST.
LEBANON, OREGON 97355
(541) 451-5125 PH.
(541) 451-1366 FAX

INTERSECTION DETAIL
PLANNED DEVELOPMENT/
TENTATIVE SUBDIVISION
EMERALD CROSSING
MAP 12S-2W-16 TAX LOTS 2300 & 2305
LEBANON, OREGON

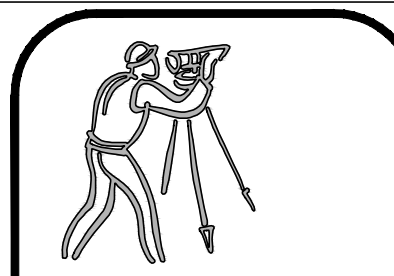
DATE: APRIL 28, 2026
PROJECT: 24-098 CONSER STOLTZ HILL
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Sheet **C2.7**

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**PLANNED DEVELOPMENT/
TENTATIVE SUBDIVISION
EMERALD CROSSING**

LEIMENALD CROSSING
MAP 12S-2W-16 TAX LOTS 2300 & 2305
LEBANON OREGON

APRIL 28, 2026

PROJECT:

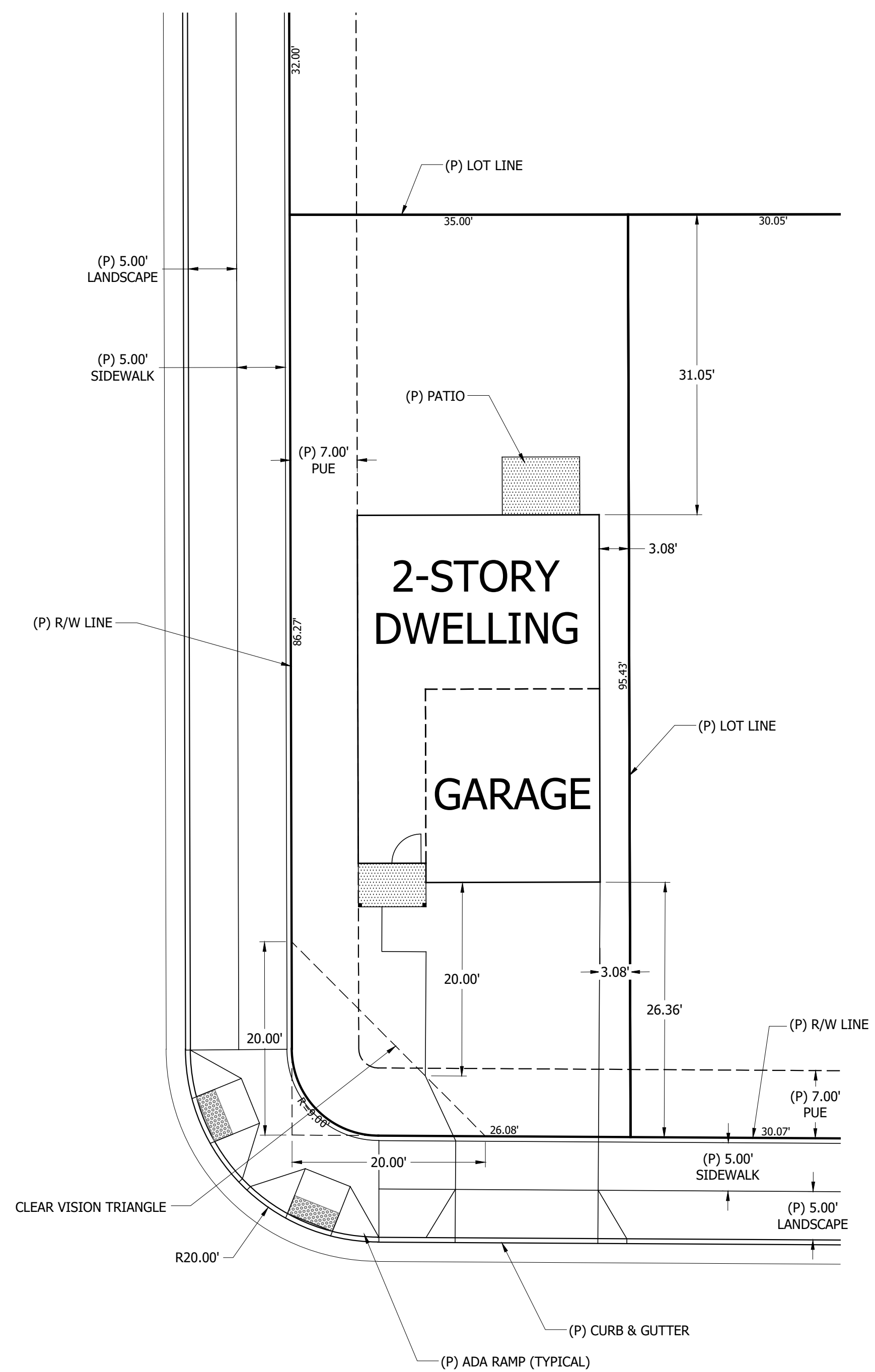
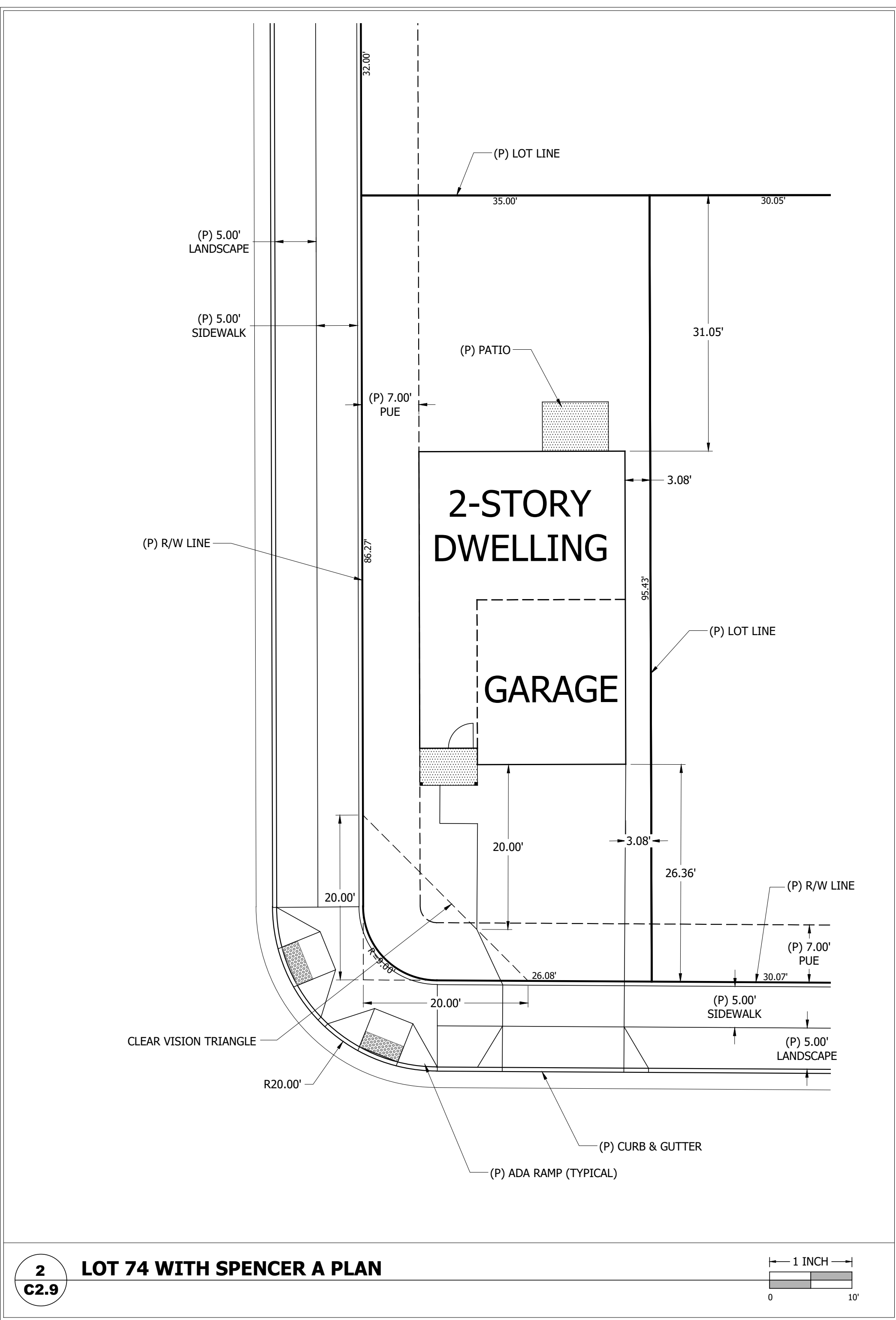
24-098 CONSER STOLTZ HILL

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Sheet C2.8

SCALE: SEE BARSCALE

SCALE: SEE BARSCALE



Sheet **C2.9**

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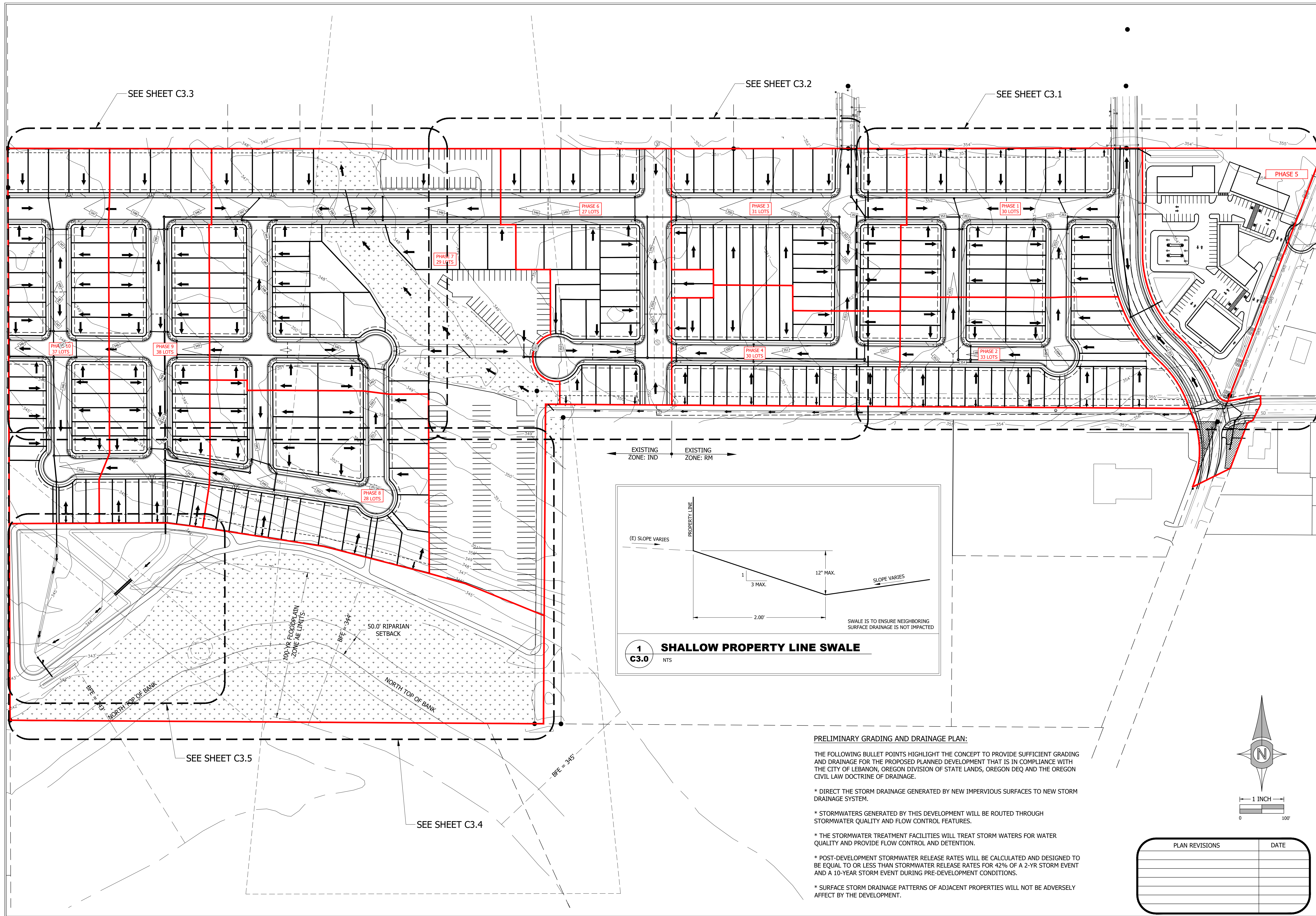
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CORNER LOT LAYOUT EXAMPLES

PLANNED DEVELOPMENT/
TENTATIVE SUBDIVISION
EMERALD CROSSING
MAP 12S-2W-16 TAX LOTS 2300 & 2305
LEBANON, OREGON

DATE:	APRIL 28, 2026
PROJECT:	24-098 CONSER STOLTZ HILL
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CLIENT:
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PRELIMINARY OVERALL GRADING & DRAINAGE
PLANNED DEVELOPMENT/
TENTATIVE SUBDIVISION
EMERALD CROSSING
MAP 12S-2W-16 TAX LOTS 2300 & 2305
LEBANON, OREGON

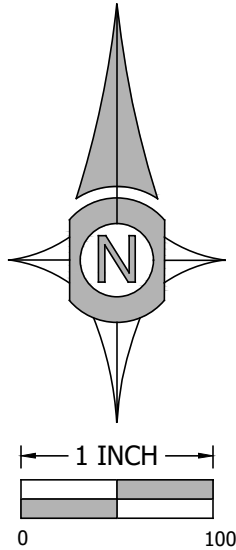
DATE:
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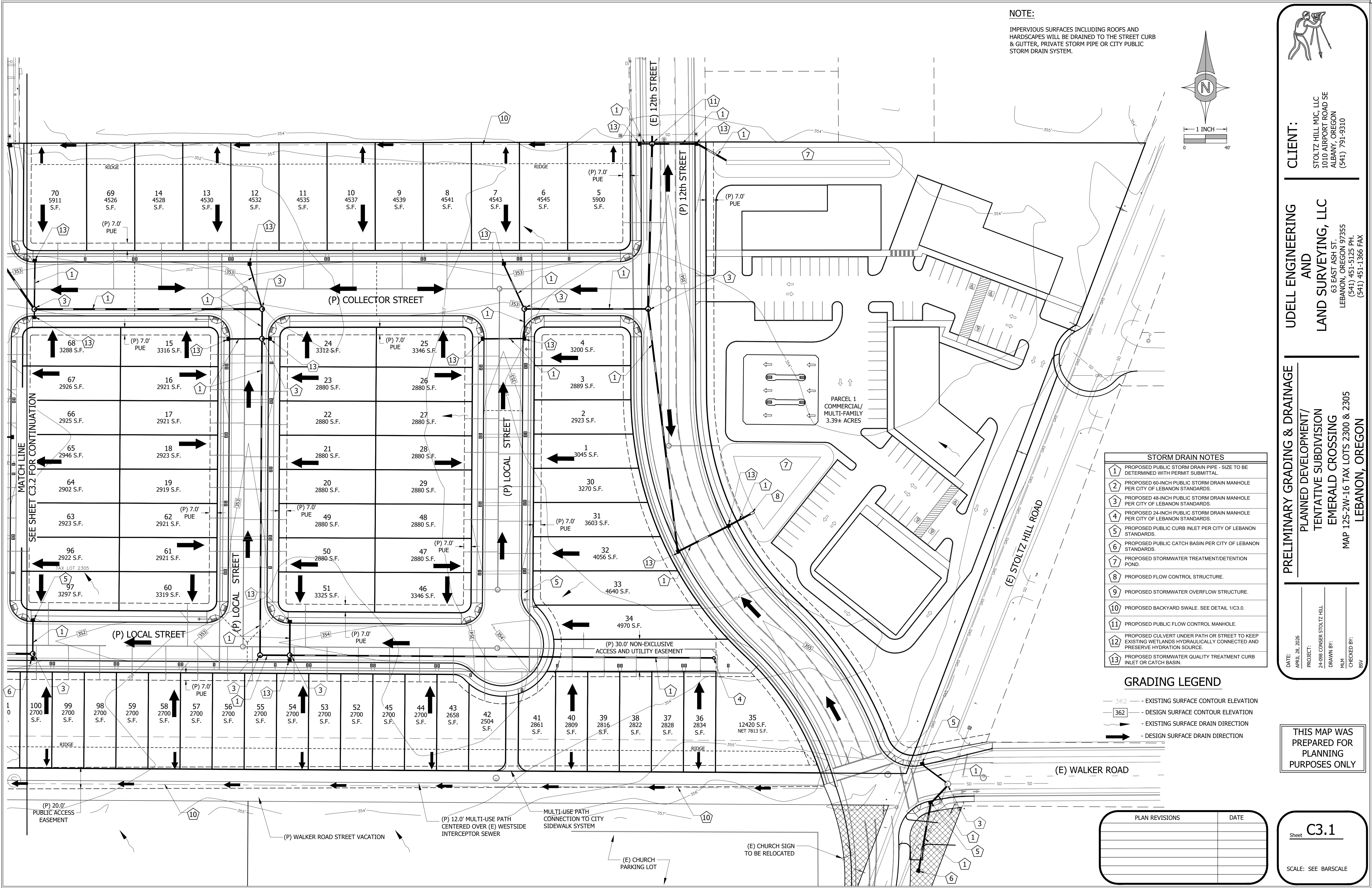
Sheet **C3.0**

SCALE: SEE BARSCALE

- PRELIMINARY GRADING AND DRAINAGE PLAN:
- THE FOLLOWING BULLET POINTS HIGHLIGHT THE CONCEPT TO PROVIDE SUFFICIENT GRADING AND DRAINAGE FOR THE PROPOSED PLANNED DEVELOPMENT THAT IS IN COMPLIANCE WITH THE CITY OF LEBANON, OREGON DIVISION OF STATE LANDS, OREGON DEQ AND THE OREGON CIVIL LAW DOCTRINE OF DRAINAGE.
- * DIRECT THE STORM DRAINAGE GENERATED BY NEW IMPERVIOUS SURFACES TO NEW STORM DRAINAGE SYSTEM.
 - * STORMWATERS GENERATED BY THIS DEVELOPMENT WILL BE ROUTED THROUGH STORMWATER QUALITY AND FLOW CONTROL FEATURES.
 - * THE STORMWATER TREATMENT FACILITIES WILL TREAT STORM WATERS FOR WATER QUALITY AND PROVIDE FLOW CONTROL AND DETENTION.
 - * POST-DEVELOPMENT STORMWATER RELEASE RATES WILL BE CALCULATED AND DESIGNED TO BE EQUAL TO OR LESS THAN STORMWATER RELEASE RATES FOR 42% OF A 2-YR STORM EVENT AND A 10-YEAR STORM EVENT DURING PRE-DEVELOPMENT CONDITIONS.
 - * SURFACE STORM DRAINAGE PATTERNS OF ADJACENT PROPERTIES WILL NOT BE ADVERSELY AFFECT BY THE DEVELOPMENT.

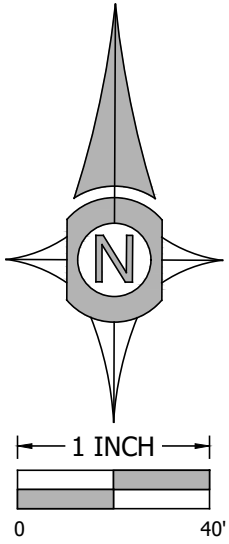


PLAN REVISIONS	DATE



NOTE:

IMPERVIOUS SURFACES INCLUDING ROOFS AND
HARDSCAPES WILL BE DRAINED TO THE STREET CURB
& GUTTER, PRIVATE STORM PIPE OR CITY PUBLIC
STORM DRAIN SYSTEM.

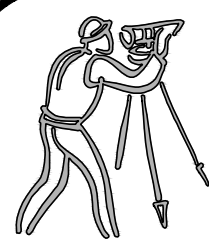


STORM DRAIN NOTES	
1	PROPOSED PUBLIC STORM DRAIN PIPE - SIZE TO BE DETERMINED WITH PERMIT SUBMITTAL.
2	PROPOSED 60-INCH PUBLIC STORM DRAIN MANHOLE PER CITY OF LEBANON STANDARDS.
3	PROPOSED 48-INCH PUBLIC STORM DRAIN MANHOLE PER CITY OF LEBANON STANDARDS.
4	PROPOSED 24-INCH PUBLIC STORM DRAIN MANHOLE PER CITY OF LEBANON STANDARDS.
5	PROPOSED PUBLIC CURB INLET PER CITY OF LEBANON STANDARDS.
6	PROPOSED PUBLIC CATCH BASIN PER CITY OF LEBANON STANDARDS.
7	PROPOSED STORMWATER TREATMENT/DETENTION POND.
8	PROPOSED FLOW CONTROL STRUCTURE.
9	PROPOSED STORMWATER OVERFLOW STRUCTURE.
10	PROPOSED BACKYARD SWALE. SEE DETAIL 1/C3.0.
11	PROPOSED PUBLIC FLOW CONTROL MANHOLE.
12	PROPOSED CULVERT UNDER PATH OR STREET TO KEEP EXISTING WETLANDS HYDRAULICALLY CONNECTED AND PRESERVE HYDRATION SOURCE.
13	PROPOSED STORMWATER QUALITY TREATMENT CURB INLET OR CATCH BASIN.

GRADING LEGEND

- 362 - - - EXISTING SURFACE CONTOUR ELEVATION
- 362 - - - DESIGN SURFACE CONTOUR ELEVATION
- - - EXISTING SURFACE DRAIN DIRECTION
- - - DESIGN SURFACE DRAIN DIRECTION

PLAN REVISIONS	DATE



CLIENT:
STOLTZ HILL LLC, LLC
1010 AIRPORT ROAD SE
ALBANY, OREGON
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UDELL ENGINEERING
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LAND SURVEYING, LLC
63 EAST ASH ST.
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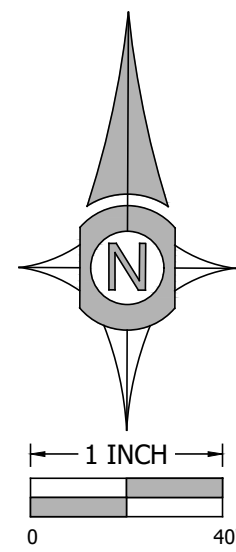
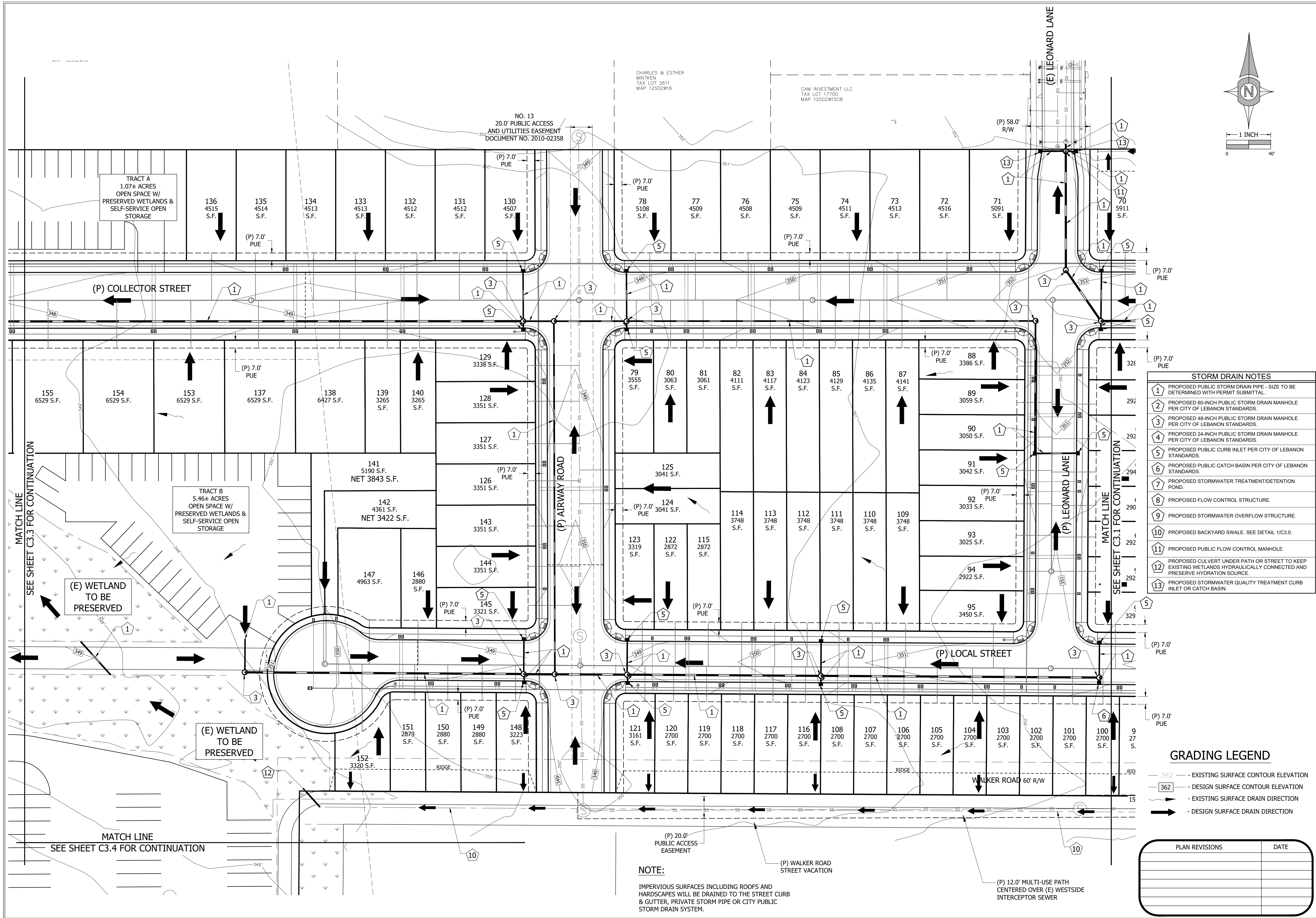
PRELIMINARY GRADING & DRAINAGE
PLANNED DEVELOPMENT/
TENTATIVE SUBDIVISION
EMERALD CROSSING
MAP 12S-2W-16 TAX LOTS 2300 & 2305
LEBANON, OREGON

DATE: APRIL 28, 2026
PROJECT: 24-098 CONSER STOLTZ HILL
DRAWN BY: MUM
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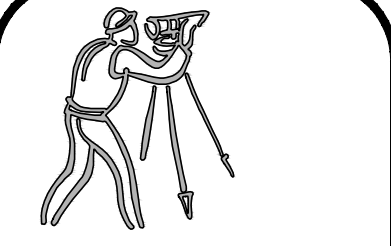
SCALE: SEE BARS SCALE



STORM DRAIN NOTES	
1	PROPOSED PUBLIC STORM DRAIN PIPE - SIZE TO BE DETERMINED WITH PERMIT SUBMITTAL.
2	PROPOSED 60-INCH PUBLIC STORM DRAIN MANHOLE PER CITY OF LEBANON STANDARDS.
3	PROPOSED 48-INCH PUBLIC STORM DRAIN MANHOLE PER CITY OF LEBANON STANDARDS.
4	PROPOSED 24-INCH PUBLIC STORM DRAIN MANHOLE PER CITY OF LEBANON STANDARDS.
5	PROPOSED PUBLIC CURB INLET PER CITY OF LEBANON STANDARDS.
6	PROPOSED PUBLIC CATCH BASIN PER CITY OF LEBANON STANDARDS.
7	PROPOSED STORMWATER TREATMENT/DETENTION POND.
8	PROPOSED FLOW CONTROL STRUCTURE.
9	PROPOSED STORMWATER OVERFLOW STRUCTURE.
10	PROPOSED BACKYARD SWALE. SEE DETAIL 1/C3.0.
11	PROPOSED PUBLIC FLOW CONTROL MANHOLE.
12	PROPOSED CULVERT UNDER PATH OR STREET TO KEEP EXISTING WETLANDS HYDRAULICALLY CONNECTED AND PRESERVE HYDRATION SOURCE.
13	PROPOSED STORMWATER QUALITY TREATMENT CURB INLET OR CATCH BASIN.

GRADING LEGEND	
362	- EXISTING SURFACE CONTOUR ELEVATION
362	- DESIGN SURFACE CONTOUR ELEVATION
→	- EXISTING SURFACE DRAIN DIRECTION
→	- DESIGN SURFACE DRAIN DIRECTION

PLAN REVISIONS	DATE



CLIENT:
STOLTZ HILL LLC, LLC
1010 AIRPORT ROAD SE
ALBANY, OREGON
(541) 791-9310

UDELL ENGINEERING
AND
LAND SURVEYING, LLC
63 EAST ASH ST.
LEBANON, OREGON 97355
(541) 451-5125 PH.
(541) 451-1366 FAX

PRELIMINARY GRADING & DRAINAGE
PLANNED DEVELOPMENT/
TENTATIVE SUBDIVISION
EMERALD CROSSING
MAP 12S-2W-16 TAX LOTS 2300 & 2305
LEBANON, OREGON

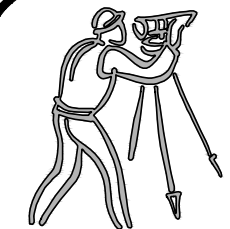
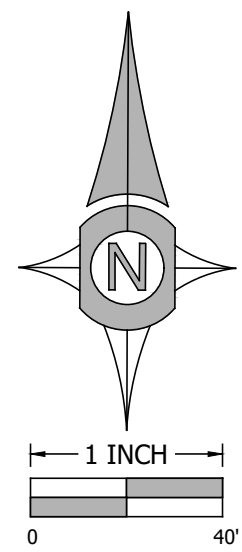
DATE:
APRIL 28, 2026
PROJECT:
24-098 CONSER STOLTZ HILL
DRAWN BY:
MLM
CHECKED BY:
BSV

THIS MAP WAS
PREPARED FOR
PLANNING
PURPOSES ONLY

Sheet **C3.2**

SCALE: SEE BARSCALE

NOTE:
IMPERVIOUS SURFACES INCLUDING ROOFS AND
HARDSCAPES WILL BE DRAINED TO THE STREET CURB
& GUTTER, PRIVATE STORM PIPE OR CITY PUBLIC
STORM DRAIN SYSTEM.



CLIENT:
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PRELIMINARY GRADING & DRAINAGE
PLANNED DEVELOPMENT/
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EMERALD CROSSING
MAP 12S-2W-16 TAX LOTS 2300 & 2305
LEBANON, OREGON

DATE: APRIL 28, 2026
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Sheet **C3.3**

SCALE: SEE BARSCALE

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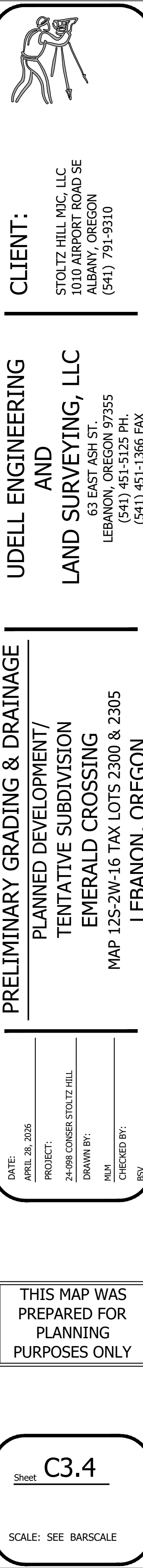
GRADING LEGEND

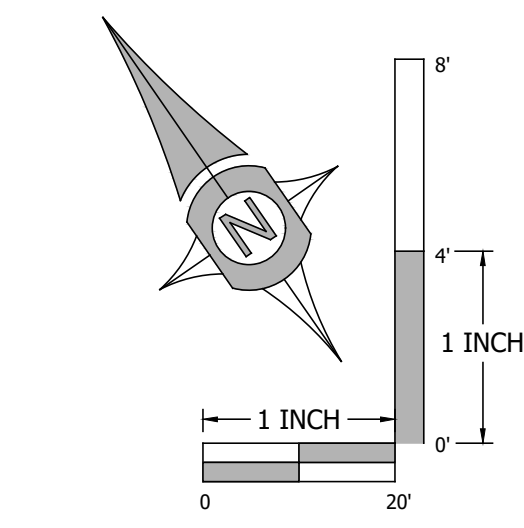
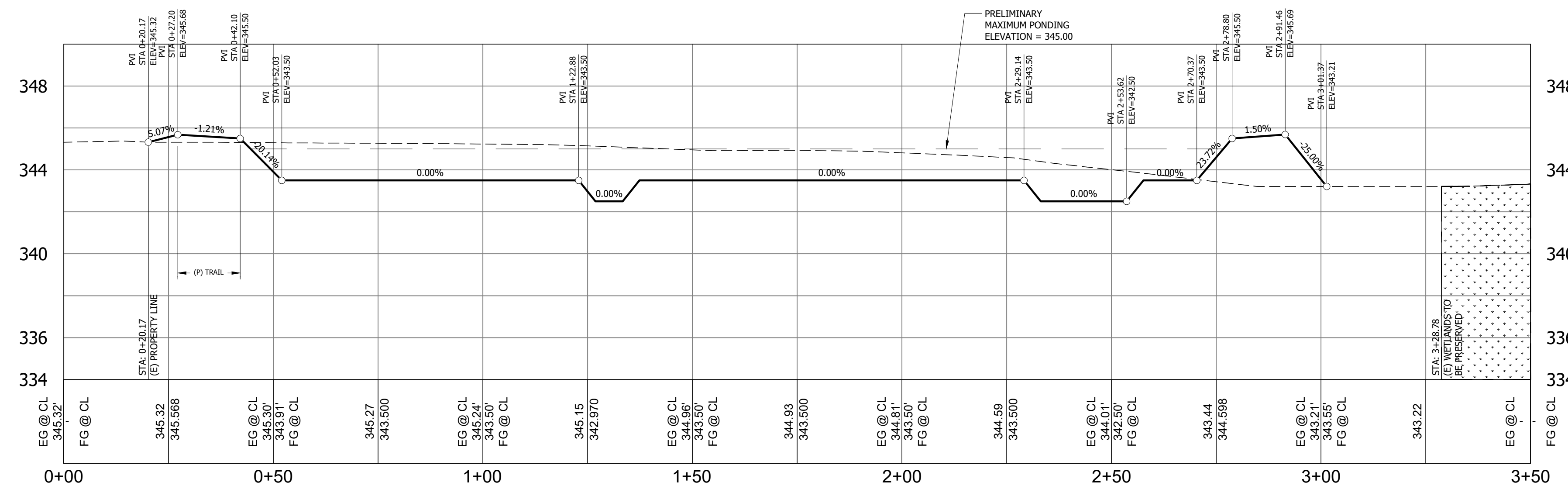
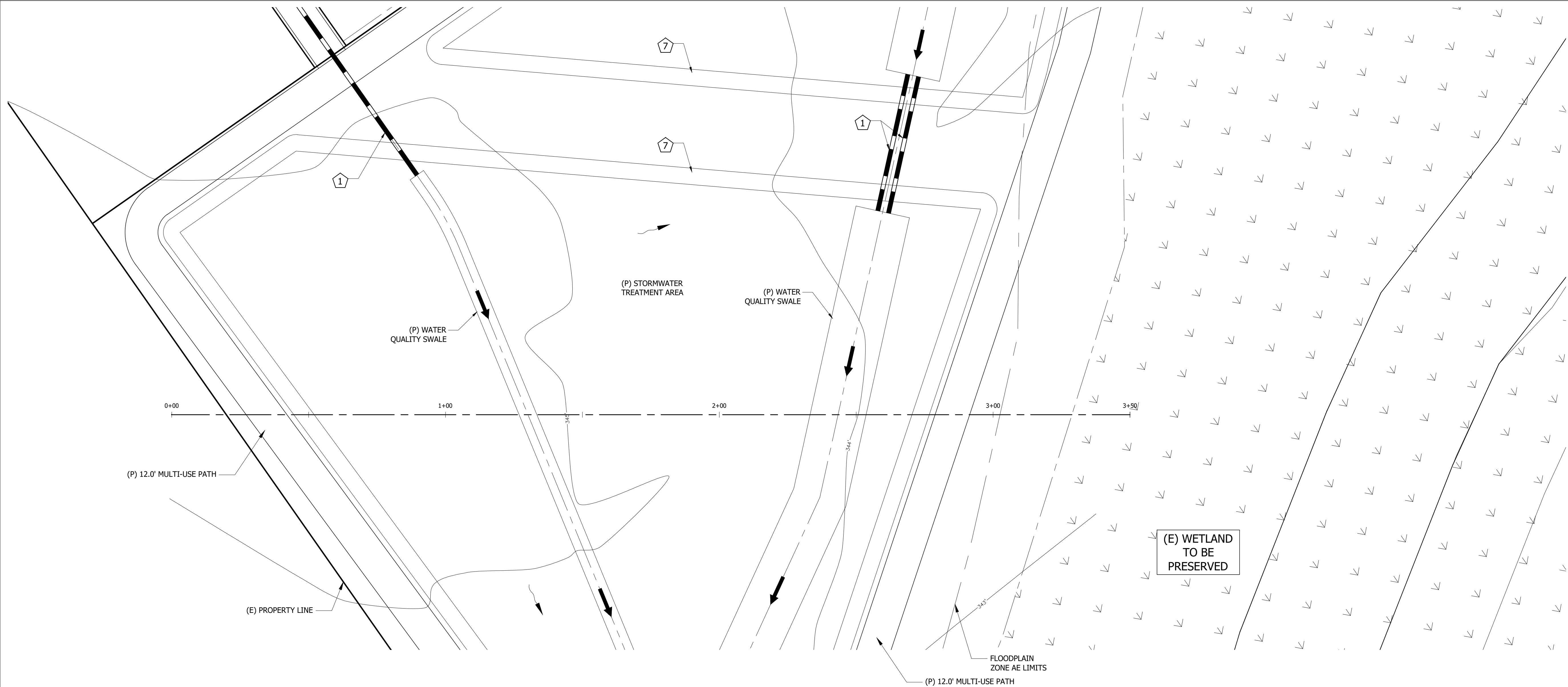
- 362 - EXISTING SURFACE CONTOUR ELEVATION
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- EXISTING SURFACE DRAIN DIRECTION
- DESIGN SURFACE DRAIN DIRECTION

NOTE:

IMPERVIOUS SURFACES INCLUDING ROOFS AND HARDSCAPES WILL BE DRAINED TO THE STREET CURB & GUTTER, PRIVATE STORM PIPE OR CITY PUBLIC STORM DRAIN SYSTEM.

PLAN REVISIONS	DATE





GRADING LEGEND

- 362 - EXISTING SURFACE CONTOUR ELEVATION
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PLAN REVISIONS	DATE

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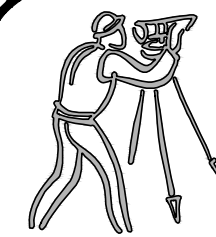
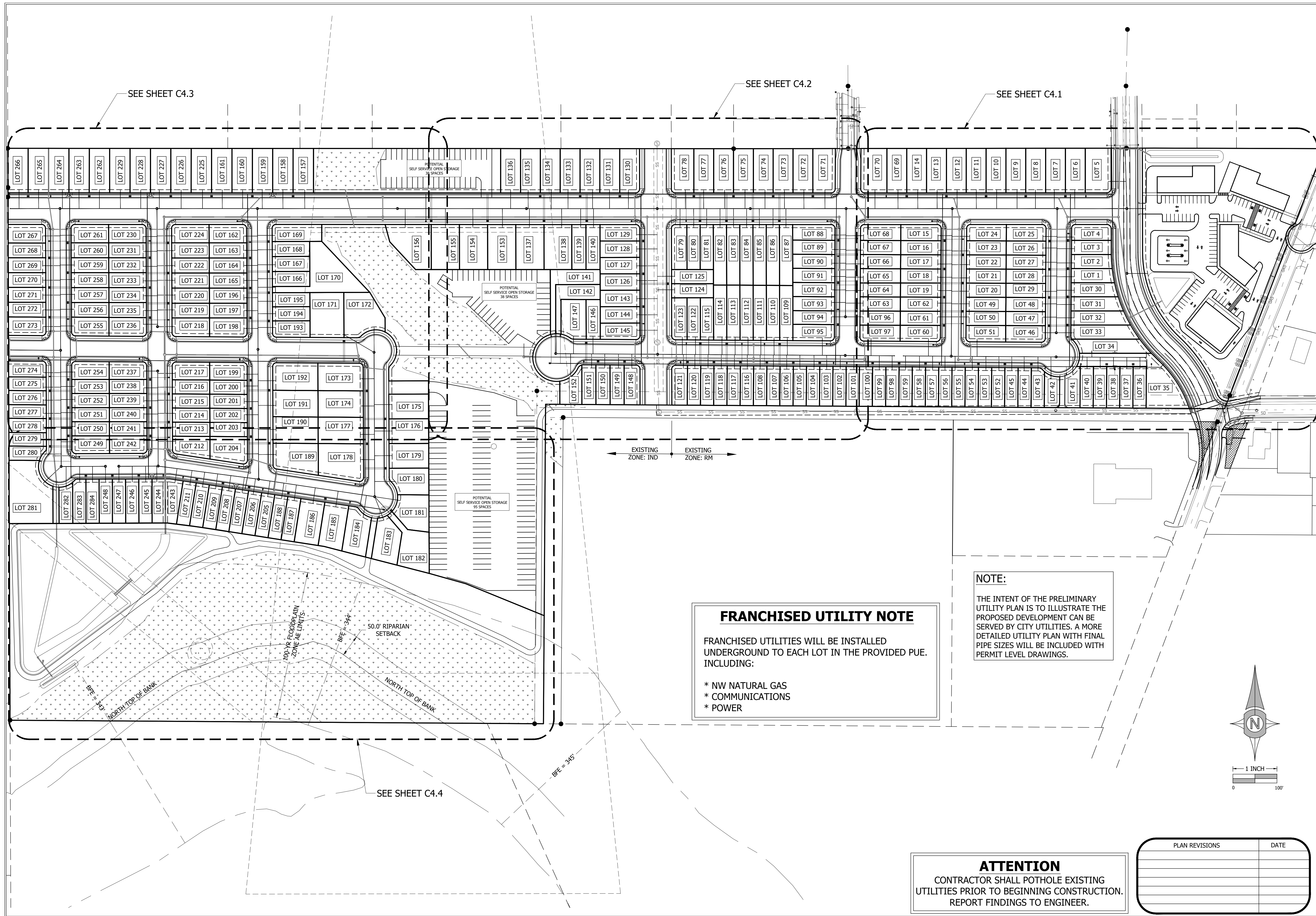
Sheet **C3.5**

SCALE: SEE BARSCALE

CLIENT:
STOLTZ HILL LLC, LLC
1010 AIRPORT ROAD SE
ALBANY, OREGON
(541) 791-9310

UDELL ENGINEERING AND LAND SURVEYING, LLC
63 EAST ASH ST.
LEBANON, OREGON 97355
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WATER QUALITY POND SECTION
PLANNED DEVELOPMENT/
TENTATIVE SUBDIVISION
EMERALD CROSSING
MAP 12S-2W-16 TAX LOTS 2300 & 2305
LEBANON, OREGON



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PRELIMINARY OVERALL UTILITY PLAN
PLANNED DEVELOPMENT/
TENTATIVE SUBDIVISION
EMERALD CROSSING
MAP 12S-2W-16 TAX LOTS 2300 & 2305
LEBANON, OREGON

DATE: APRIL 28, 2026
PROJECT: 24-098 CONSER STOLTZ HILL
DRAWN BY: MUM
CHECKED BY: RSV

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NOTE:
THE INTENT OF THE PRELIMINARY
UTILITY PLAN IS TO ILLUSTRATE THE
PROPOSED DEVELOPMENT CAN BE
SERVED BY CITY UTILITIES. A MORE
DETAILED UTILITY PLAN WITH FINAL
PIPE SIZES WILL BE INCLUDED WITH
PERMIT LEVEL DRAWINGS.

FRANCHISED UTILITY NOTE

FRANCHISED UTILITIES WILL BE INSTALLED
UNDERGROUND TO EACH LOT IN THE PROVIDED PUE.
INCLUDING:

- * NW NATURAL GAS
- * COMMUNICATIONS
- * POWER

ATTENTION

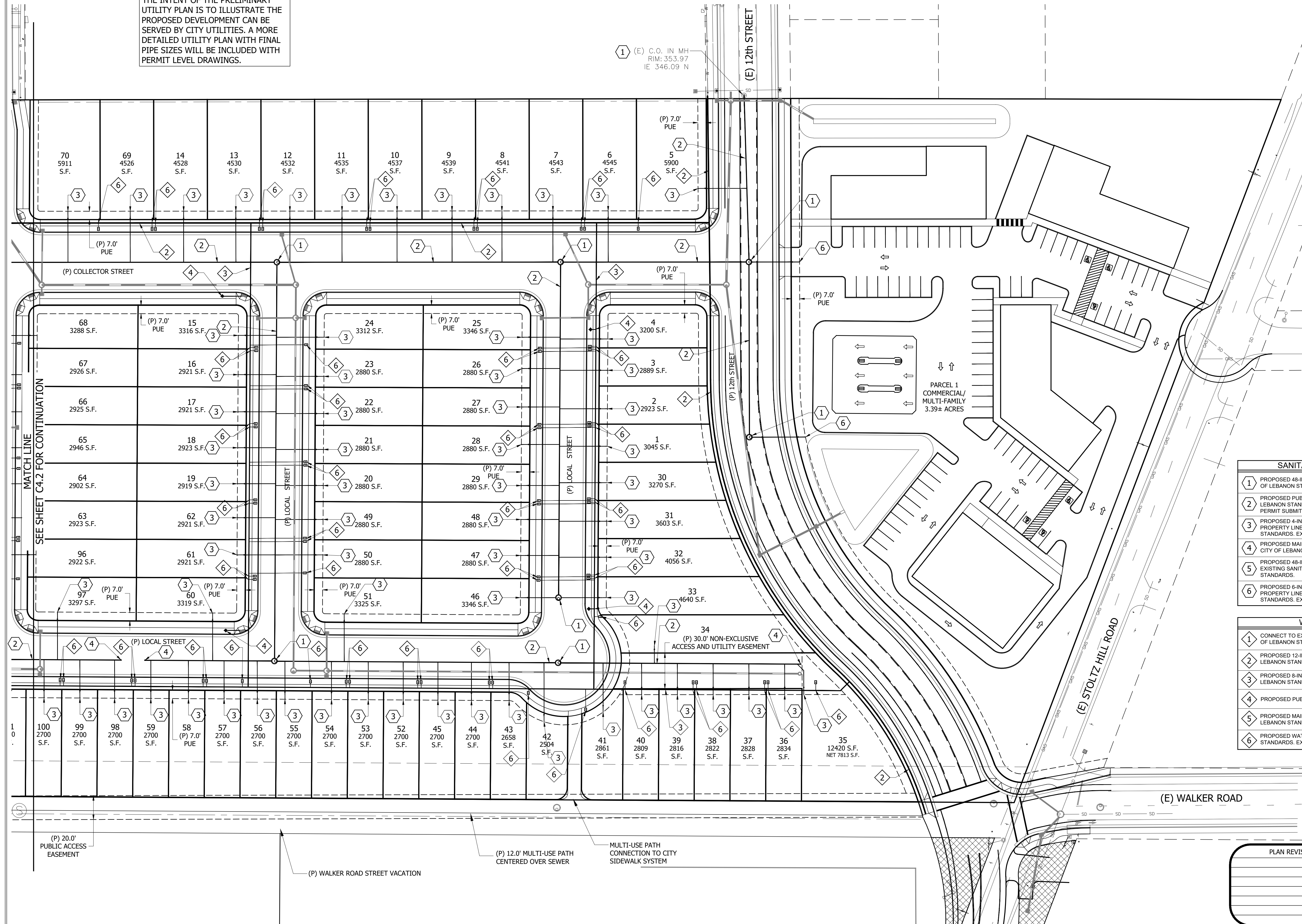
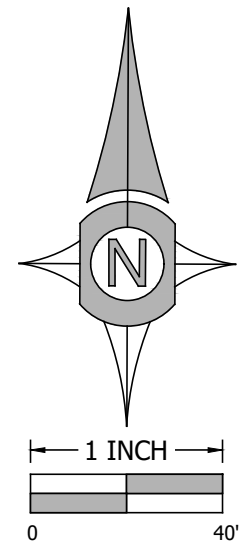
CONTRACTOR SHALL POTHOLE EXISTING
UTILITIES PRIOR TO BEGINNING CONSTRUCTION.
REPORT FINDINGS TO ENGINEER.

PLAN REVISIONS	DATE

Sheet **C4.0**
SCALE: SEE BARSCALE

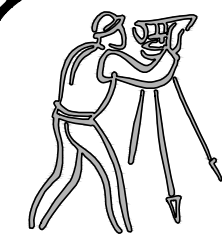
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SANITARY SEWER NOTES	
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2	PROPOSED PUBLIC PVC SEWER PIPE PER CITY OF LEBANON STANDARDS - SIZE TO BE DETERMINED WITH PERMIT SUBMITTAL.
3	PROPOSED 4-INCH SANITARY SEWER LATERAL WITH PROPERTY LINE CLEAN-OUT PER CITY OF LEBANON STANDARDS. EXTEND TO PUE.
4	PROPOSED MAINLINE SANITARY SEWER CLEAN-OUT PER CITY OF LEBANON STANDARDS.
5	PROPOSED 48-INCH SANITARY SEWER MANHOLE OVER EXISTING SANITARY SEWER PIPE PER CITY OF LEBANON STANDARDS.
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WATER NOTES	
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CLIENT:
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ALBANY, OREGON
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PRELIMINARY UTILITY PLAN
PLANNED DEVELOPMENT/
TENTATIVE SUBDIVISION
EMERALD CROSSING
MAP 12S-2W-16 TAX LOTS 2300 & 2305
LEBANON, OREGON

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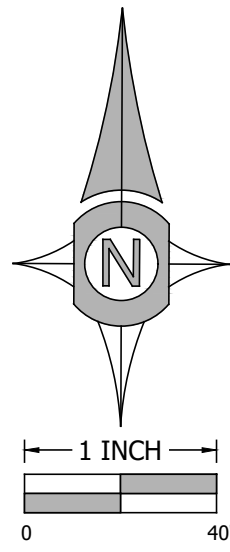
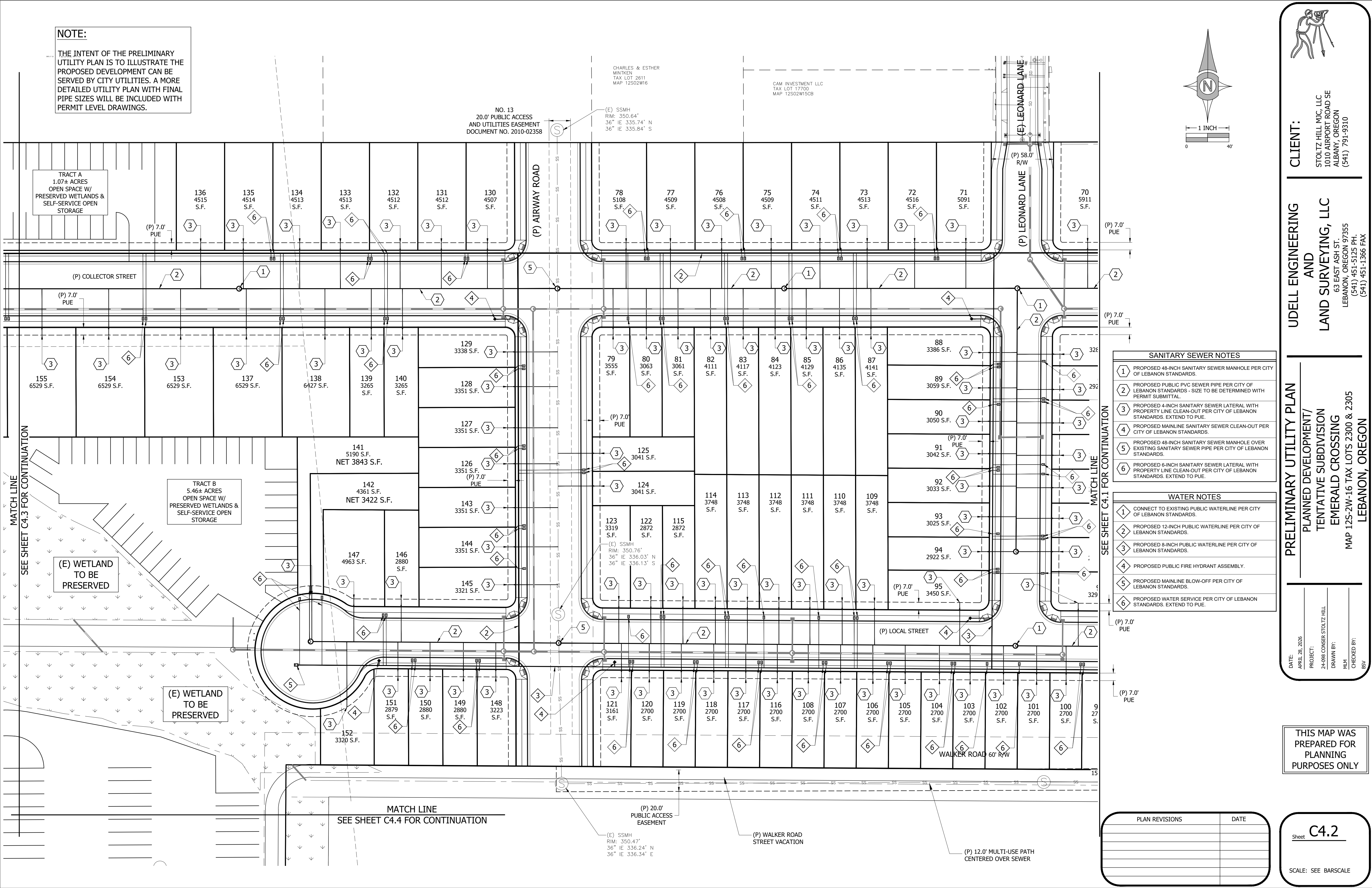
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Sheet **C4.1**

SCALE: SEE BARSCALE

PLAN REVISIONS	DATE

NOTE:
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CLIENT:
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ALBANY, OREGON
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PRELIMINARY UTILITY PLAN
AND
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63 EAST ASH ST.
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PLANNED DEVELOPMENT/
TENTATIVE SUBDIVISION
EMERALD CROSSING
MAP 12S-2W-16 TAX LOTS 2300 & 2305
LEBANON, OREGON

DATE: APRIL 28, 2026
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DRAWN BY: MUM
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- SANITARY SEWER NOTES**

 - 1 PROPOSED 48-INCH SANITARY SEWER MANHOLE PER CITY OF LEBANON STANDARDS.
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 - 4 PROPOSED MAINLINE SANITARY SEWER CLEAN-OUT PER CITY OF LEBANON STANDARDS.
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PLAN REVISIONS	DATE

Sheet **C4.2**
SCALE: SEE BARSCALE



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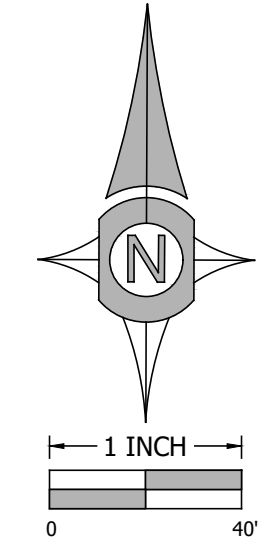
PRELIMINARY UTILITY PLAN
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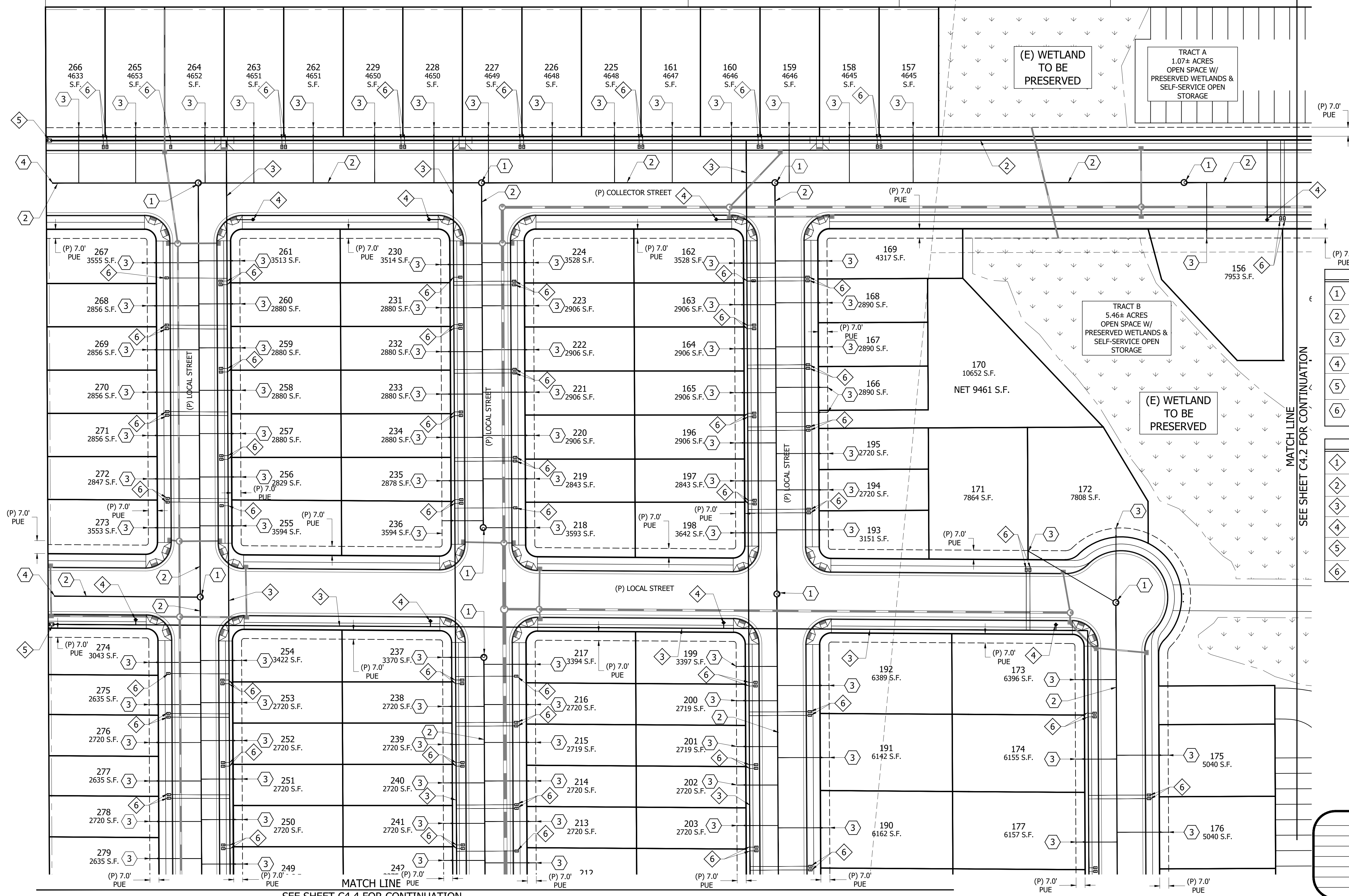
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Sheet **C4.3**

SCALE: SEE BARSCALE



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PLAN REVISIONS	DATE



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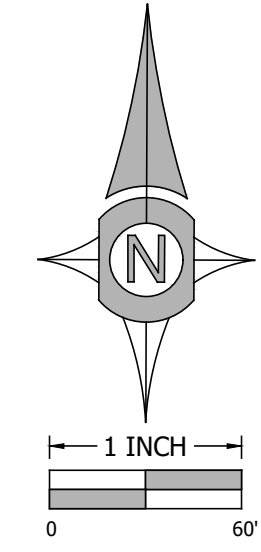
PRELIMINARY UTILITY PLAN
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Sheet
C4.4

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MATCH LINE
SEE SHEET C4.3 FOR CONTINUATION

POTENTIAL
SELF-SERVICE OPEN STORAGE
95 SPACES

TRACT B
5.46± ACRES
OPEN SPACE W/
PRESERVED WETLANDS &
SELF-SERVICE OPEN
STORAGE

TRACT C
10.93± ACRES
OPEN SPACE W/PRESERVED
WETLANDS, RIPARIAN
CORRIDOR,
FLOOD PLAIN &
STORMWATER
TREATMENT

(E) WETLAND
TO BE
PRESERVED

(E) 60.0'
R/W

(P) 40.0'
R/W
VACATION

(P) 20.0'
R/W
VACATION

BFE = 343'

NORTH TOP OF BANK

50.0' RIPARIAN
SETBACK

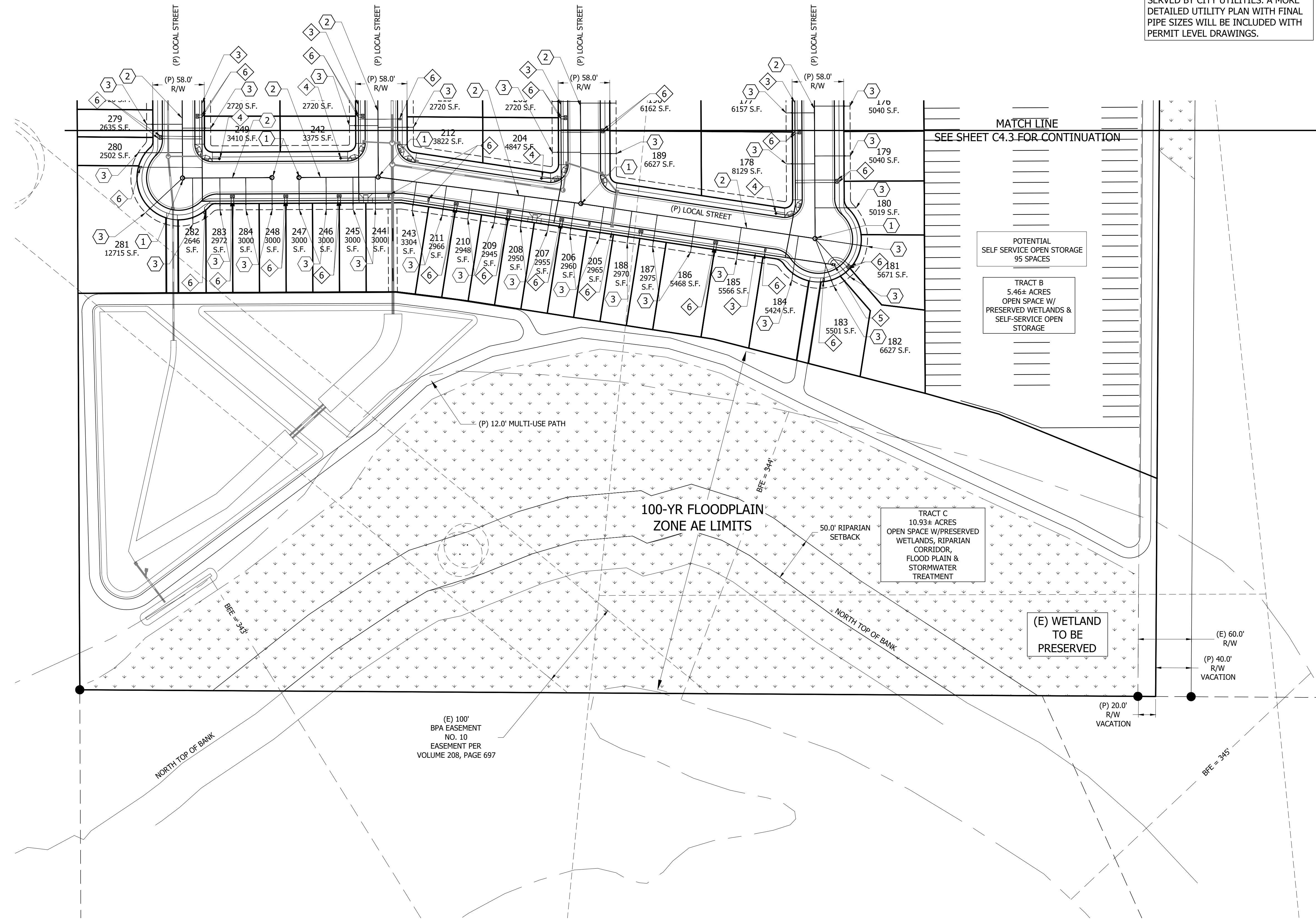
100-YR FLOODPLAIN
ZONE AE LIMITS

(P) 12.0' MULTI-USE PATH

(E) 100'
BPA EASEMENT
NO. 10
EASEMENT PER
VOLUME 208, PAGE 697

NORTH TOP OF BANK

BFE = 343'



PLAN REVISIONS	DATE



LAND USE APPLICATION

PROPERTY INFORMATION

Site Address(es): unassigned address

Assessor's Map & Tax Lot No.(s): 12S-02W-16 Tax Lots 2300 and 2305

Comprehensive Plan Designation / Zoning Designation: C-IND/Z-IND(TL 2300);C-RM/Z-RM(TL 2305)

Current Property Use: unimproved

Project Description:

The applicant proposes a phased Planned Development & subdivision on property S. of Airport Rd. & W. of Stoltz Hill Rd. including Comprehensive Plan & Zone Map Amendments to redesignate & rezone the site to Mixed Use.

APPLICANT / PRIMARY CONTACT INFORMATION

Applicant: Laura LaRogue; Pathfinder Land Use Consulting, L Phone: (503) 501-7197

Address: P.O. Box 484

Email: [REDACTED]

City/State/Zip: Lebanon, OR 97355

I hereby certify that the statements, attachments, exhibits, plot plan and other information submitted as a part of this application are true; that the proposed land use activity does not violate State and/or Federal Law, or any covenants, conditions and restrictions associated with the subject property; and, any approval granted based on this information may be revoked if it is found that such statements are false.

APPLICANT SIGNATURE *Laura LaRogue*

Date: 3/30/26

PROPERTY OWNER INFORMATION (IF DIFFERENT THAN ABOVE)

Owner: Stoltz Hill MJC LLC ET AL

Phone: (541) 619-8004

Address: 1010 Airport Rd. SE

Email: [REDACTED]

City/State/Zip: Albany, OR 97322

OWNER SIGNATURE *MJB*

Date: 03/30/2026

ADDITIONAL CONTACT INFORMATION

Engineer / Surveyor: Udell Engineering and Land Survey, LLC Phone: (541) 451-5125

Address: 63 E. Ash Street

Email: [REDACTED]

City/State/Zip: Lebanon, OR 97355

Architect:

Phone:

Address:

Email:

City/State/Zip:

Other:

Phone:

Address:

Email:

City/State/Zip

THE CITY THAT FRIENDLINESS BUILT

REQUIRED SUBMITTALS

- ☒ Application and Filing Fee
- ☒ Narrative Describing the Proposed Development and addressing the Decision Criteria
 - LDC Article Two Land Uses and Land Use Zones
 - LDC Article Three Development Standards
 - LDC Article Four Review & Decision Requirements
 - LDC Article Five Exceptions to Standards (eg Variance, Non-Conforming Uses)
- ☒ Site Plan(s) drawn to scale with dimensions, Include other drawings if applicable
- ☒ Copy of current Property Deed showing Ownership, Easements, Property Restrictions

FOR OFFICE USE

***If more than one review process is required, applicant pays highest priced fee, then subsequent applications charged at half-price.**

Land Use Review Process		Fee	Land Use Review Process		Fee
	Administrative Review	\$750		Property (Lot) Line Adjustment	\$250
	Administrative Review (Planning Commission)	\$1,500	☒	Planned Development – Preliminary	\$2,500
	Annexation	\$2,500		Planned Development – Final (Ministerial)	\$250
	Appeal [min \$250 or 50% of original fee (whichever is greater)]	\$250		Planned Development – Final (Administrative)	\$750
	Code Interpretation	\$750		Planned Development – Final (Quasi-Judicial)	\$1,500
	Code Interpretation (Planning Commission)	\$1,500	☒	Subdivision Tentative	\$1,500
☒	Comprehensive Plan Map/Text Amendment	\$2,500		Subdivision Final	\$750
	Conditional Use	\$1,500		Tree Felling Permit (Steep Slopes only)	\$150 + \$5/tree
☒	Fire District Plan Review	\$125		UGB Amendment	Actual Cost
	Historic Preservation Review or Register	Varies		Variance (Class 1 – Minor Adjustment)	\$250
	Land Partition	\$750		Variance (Class 2 – Adjustment)	\$750
	Ministerial Review	\$250		Variance (Class 3)	\$1,500
	Non-Conforming Use/Development	\$750	☒	Zoning Map Amendment	\$2,500

APPLICATION RECEIPT & PAYMENT

Date Received:	Date Complete:	Receipt No.:
Received By:	Total Fee:	File No.:

THE CITY THAT FRIENDLINESS BUILT