PLANNING COMMISSION
MEETING AGENDA

Library Community Room
55 Academy Street, Lebanon, Oregon 97355

November 19, 2025

Chair:
Don Robertson

Vice Chair:
Lory Gerig-Knurowski

Commissioners:
Kristina Breshears
Karisten Baxter
Don Fountain
Shyla Malloy
Mike Miller
Regina Thompson

Regular Meeting:
6:00 p.m.

6:00 p.m. Regular Session

Call to Order / Flag Salute

Roll Call

Minutes

October 15, 2025

Commission Review

Public Hearing – Planning File CU-25-02
The applicant is requesting Conditional Use approval for the establishment of a Gas (Filling) Station
3300 Burdell Boulevard / 12S2W23B 00104

Citizen Comments – restricted to items not on the agenda

Commission Business and Comments

Adjournment

Planning Commission meetings are recorded and available on the City's YouTube page at https://www.youtube.com/user/CityofLebanonOR 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 the Development Services Department at 541.258.4906.

PLANNING COMMISSION MEETING MINUTES

October 15, 2025 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
Kristina Breshears
Don Fountain
Alternate Shyla Malloy
Alternate Michael Miller
Alternate Regina Thompson

ABSENT
Karisten Baxter

STAFF
City Manager/City Engineer Ron Whitlatch
Development Services Supervisor Shana Olson
City Attorney Tre Kennedy

MINUTES – None

COMMISSION REVIEW

1. **Public Hearing – Planning File DCA-25-02**

   A proposed Development Code Amendment focusing on two distinct areas: (1) procedures and standards for formal code interpretations and (2) clarifications and updates to how recreational trails and related facilities are addressed.

   City Attorney Kennedy provided background information and summarized the staff report. He proposed an amendment to 16.25.030(a)(1) – *Generally. Unless appealed, the formal interpretation of the Planning Administrator shall be the final decision of the City.*

   Chair Robertson opened the testimony portion of the hearing and invited comments in favor of the proposal.

   Thad Nelson, Build Lebanon Trails Board Member, expressed support for the Development Code amendment.

   City Attorney Kennedy informed Mr. Nelson that the Commission received his written comments.

With no additional comments in favor, Chair Robertson asked if anyone wished to speak in opposition. Hearing none, the public testimony portion of the hearing was closed.

Commissioner Thompson expressed concern that this might be an imposition in low-density residential areas. In response to a question about language used by other cities, City Attorney Kennedy explained that Lebanon's trail development is unique, so the language regarding trails and recreation areas was not borrowed from other jurisdictions. He pointed out that this aligns the Development Code with the Comprehensive Plan so ensure no ambiguity or questions.

City Manager Whitlatch added that the City also has an adopted Trails Master Plan, which was developed with extensive public input. He confirmed that changing the language would not change the intent of the Trails Master Plan.

One of the commissioners commented that it was disappointing that someone would use a technicality to hinder the progress of the town's great trail system.

Motion to amend the language under 16.25.030(a)(1) (to read "*…of the Planning Administrator shall be the final decision of the City*.) made by Commissioner Malloy, seconded by Commissioner Miller. Voting Yea: Chair Robertson, Vice-Chair Gerig-Knurowski, Commissioners Breshears, Fountain, Malloy, Miller and Thompson. The motion passed 7-0.

Motion to approve the Development Code amendment adopting modified language and/or findings made by Commissioner Breshears, seconded by Commissioner Fountain. Voting Yea: Chair Robertson, Vice-Chair Gerig-Knurowski, Commissioners Breshears, Fountain, Malloy, Miller and Thompson. The motion passed 7-0.

COMMISSION BUSINESS AND COMMENTS

City Manager Whitlatch announced that a meeting will be held in November to consider a conditional use permit for the existing Walgreens.

He also introduced Dan Fleishman from the Cascades West Council of Governments, who will be filling in until the City hires a new Community Development Director.

ADJOURNMENT – The meeting adjourned at 6:20 PM.

925 S. Main Street
Lebanon, Oregon 97355

TEL: 541.258.4906
development@lebanonoregon.gov
www.lebanonoregon.gov

MEMORANDUM

Development Services

To: Lebanon Planning Commission
From: Dan Fleishman, Contract Planner
Subject: Planning File No. CU-25-02

Date: November 6, 2025

I. BACKGROUND

Under consideration is the proposed redevelopment and Conditional Use application for the former site of Walgreens at 3300 Burdell Blvd on the north side of S Santiam Hwy. The Linn County Tax Assessor Map number is 12S 02W 23B, tax lot 104. The subject property is 1.57 acres. The property is zoned Mixed Use (Z-MU).

The property is in the southern portion of the Lebanon city limits in a commercially developed neighborhood. To the west, south, and east of the site are commercially developed properties. The west, a Tractor Supply Co store is under construction on property zoned Highway Commercial (Z-HCM). To the south, across S Santiam Hwy is a shopping center that includes Walmart on property zoned Z-MU. To the east, across Burdell Blvd, is the Oregon State Credit Union on property zoned Z-MU. To the north is the Albany and Eastern Railroad and across the tracks the former Champion Mill site, zoned Industrial (Z-IND).

II. CURRENT REPORT

Under consideration is an application for Conditional Use Approval for the establishment of a gas (filling) station on the subject property.

The application proposes to maintain the existing retail building for retail purposes and to install six fueling pumps, an overhead canopy, underground fuel storage tank(s), and related infrastructure to support the fueling operation.

No changes in site access are proposed and access will continue to be from Burdell Blvd. Burdell Blvd is developed with three lanes, striped bicycle lanes and sidewalks along the subject property's frontage.

In terms of traffic impacts, based upon the 12th edition of the Institute of Transportation Engineers trip generation rates, the proposed development is projected to generate 956 net new trips per day. About 88 of those trips would occur during the peak p.m. traffic hour.

Based on the amount of traffic that could be generated, the City required a Traffic Impact Analysis (TIA) to evaluate the proposal and the impacts on the local street system to identify if

any mitigation measures would be required. As part of the study, operational analysis was performed at the following intersections:

- US 20/Burdell Boulevard/Weldwood Drive
- Burdell Boulevard/Cooperative Way/South Site Driveway
- Burdell Boulevard/North Site Driveway
- US 20/Frontage Road

The report also evaluated the following transportation issues:

- Existing 2025 land use and transportation system conditions within the site vicinity during the weekday AM and PM peak periods;
- Forecast year 2026 background traffic conditions during the weekday AM and PM peak periods, considering background growth, in-process development, and transportation improvements planned in the study area;
- Trip generation and distribution estimates for the proposed convenience store/gas station and retail component; and
- Forecast year 2026 total traffic conditions during the weekday AM and PM peak period with the build-out of the convenience store/gas station and retail component.

The findings and recommendations of the Traffic Impact Analysis are as follows:

- The study intersections are forecast to meet the City of Lebanon and ODOT operating standards during the weekday AM and PM peak hours under existing and future traffic conditions.
- No capacity-based mitigation needs were identified at the study intersections.
- No safety-based mitigations were identified at the study intersections based on the crash analysis alone.
- It is recommended that the City of Lebanon continue to monitor westbound Burdell Boulevard queues at the US 20 / Burdell Boulevard/Weldwood Drive intersection. Should future development on Burdell Boulevard or the extension of Burdell Boulevard lead to increased traffic demand and westbound queues that regularly back up to the Burdell Boulevard/Cooperative Way/South Site Driveway intersection, access management treatments at the Burdell Boulevard/Cooperative Way/South Site Driveway intersection may need to be considered.
- To provide and maintain adequate intersection sight distance at the site access driveways post redevelopment, it is recommended that any new signage or landscaping be located such that the minimum intersection sight distance can be maintained.

The TIA has been included in the record.

Whereas the site is currently developed, there is no impact on utilities, sanitary sewer, water, and storm drainage anticipated.

III. CRITERIA AND FINDINGS – PRELIMINARY DECISION – PLANNED DEVELOPMENT

Section 16.21.060 of the LDC establishes the decision criteria and required findings for Conditional Use approval. Below is an analysis of the decision criteria and recommended findings:

1. Use Criteria

   a. The proposal must meet all applicable requirements of the base zone (LDC Chapters 16.05–16.11), including building and yard setbacks, lot area and dimensions, density and floor area, lot coverage, building height, building orientation, architecture, and other special standards as may be required for certain land uses.

      RECOMMENDED FINDING: The subject property is located in the Mixed Use Zone (Z-MU). The Z-MU requires a minimum of a 10-foot front yard for commercial uses. The site plan shows the canopy will be 17 feet from S Santiam Hwy and more than 70 feet from Burdell Blvd. The Z-MU does not establish a minimum lot area requirement. The Z-MU allows up to 100% lot coverage, less the setback areas. Section 16.06.110.A.1 requires a minimum 12,000 square foot site for a gas (filling) station. The project area is approximately 1.58 acres, meeting the criteria. Section 16.06.110.A.2 allows a gas (filling) station to be located at the intersection of two minor and/or principal arterials or at the intersection of an arterial and a collector street. The subject property is located at the intersection of S Santiam Highway (a principal arterial) and Burdell Blvd (a collector street). Section 16.06.110.A.3 requires lighting fixtures installed within the fueling island canopy to not extend below the canopy ceiling. The lighting fixtures, illumination intensity and direction must also comply with LDC 16.19.050 (Exterior Lighting). The application did not include any detail on the lighting fixtures other than to state that “the canopy will be a standard design” and that “all canopy lighting is recessed and fully shielded.”

   b. The site size, dimensions, location, topography and access are adequate for the needs of the proposed use, considering the proposed building mass, parking, traffic, noise, vibration, exhaust/emissions, light, glare, erosion, odor, dust, visibility, safety, and aesthetic considerations.

      RECOMMENDED FINDING: The site is currently developed with a 14,820-square foot retail building, approximately 60 parking spaces, and associated site improvements. The proposed application would add six fuel pumps, fuel storage tanks, and a 54-foot square canopy. Table 16.14.070.1 requires retail establishments to have 4 parking spaces per 1,000 square feet of net floor area. Assuming 85% of the gross floor area as net, this would result in a minimum of 51 parking spaces. The site plan shows 42 parking spaces plus two spaces at each of the six pumps, for a total of 54 spaces. The pedestrian access from the corner of Burdell Blvd and S Santiam Hwy will be relocated along the east side of the parking area. The application states that “the canopy will be a standard design” and that “all canopy lighting is recessed and fully shielded.” The existing landscaping along Burdell Blvd and S Santiam Hwy will remain.

c. The negative impacts of the proposed use on adjacent properties and on the public can be mitigated through application of other code standards, or other reasonable conditions of approval.

   RECOMMENDED FINDING: Potential negative impacts include traffic, parking, aesthetics and lighting. A Transportation Impact Analysis was conducted by Kittelson & Associates and found that the impacts of the development would fall withing the operational standards of the City and ODOT. The site is currently developed with a 14,820-square foot retail building, approximately 60 parking spaces, and associated site improvements. The proposed application would add six fuel pumps, fuel storage tanks, and a 54-foot square canopy. Table 16.14.070.1 requires retail establishments to have 4 parking spaces per 1,000 square feet of net floor area. Assuming 85% of the gross floor area as net, this would result in a minimum of 51 parking spaces. The site plan shows 42 parking spaces plus two spaces at each of the six pumps, for a total of 54 spaces. The application states that “the canopy will be a standard design” and that “all canopy lighting is recessed and fully shielded.” The existing landscaping along Burdell Blvd and S Santiam Hwy will remain.

d. All required public facilities have adequate capacity to serve the proposal.

   RECOMMENDED FINDING: The site is currently served by public facilities. The Public Works Department did not express any concerns regarding the impacts of the proposed changes.

e. Existing conditions of approval required as part of a prior land use decision shall be met.

   RECOMMENDED FINDING: The site development was originally approved under Planning File No. AR-07-06. Staff has not identified any issues with compliance with that approval.

f. The applicant shall be required to upgrade any existing development that does not comply with the applicable land use district standards, in conformance with Chapter 16.30, Nonconforming Uses and Development.

   RECOMMENDED FINDING: The site development was originally approved under Planning File No. AR-07-06. Staff has not identified any existing nonconformances.

g. Existing Uses. In the case of a use existing prior to the effective date of this ordinance and classified in this code as requiring a conditional use hearing, a change in use, or in lot area or an alteration or enlargement of a structure shall conform to the requirements for conditional use review.

   RECOMMENDED FINDING: The site development was originally approved under Planning File No. AR-07-06 and does not pre-date the Code. The addition of the gas (filling) station requires conditional use approval.

2. Community Development Standards. The application complies with all of the community development standards in LDC Chapters 16.12 through 16.19.

   The applicable standards in LDC Chapters 16.12 through 16.19 are:

   a. LDC 16.12.02.A: Every commercial lot shall abut a street other than an alley, for a minimum width of twenty feet, except where the planning commission has approved an easement or other lawful means of access or where the easement or other access existed prior to the adoption of this development code.

      RECOMMENDED FINDING: The parcel has frontage on S Santiam Hwy and Burdell Blvd in excess of twenty feet.

   b. LDC 16.12.030 Motor vehicle access and management requirements.

      RECOMMENDED FINDING: The parcel has existing access on Burdell Blvd as approved in Planning File No. AR-07-06. No change to the access is proposed.

   c. LDC 16.12.040 Bicycle access and management requirements.

      RECOMMENDED FINDING: The parcel has existing bicycle access and parking facilities as approved in Planning File No. AR-07-06. No change is proposed. No additional bicycle parking facilities are required by the addition of the gas (filling) station.

   d. LDC 16.12.050. Pedestrian access and management requirements.

      RECOMMENDED FINDING: The parcel has existing pedestrian access as approved in Planning File No. AR-07-06. The pedestrian access currently extends from the corner of S Santiam Hwy and Burdell Blvd in approximately a straight line to the front entrance of the retail building. The addition of the gas (filling) station results in the relocation of the pedestrian access. As proposed the pedestrian access will skirt the southeast side of the parking area to avoid the gas canopy. LDC 16.12.050.C.1 requires the access to not deviate unnecessarily from a straight line.

   e. LDC 16.14.070. Off-street parking requirements for motor vehicles and bicycles.

      RECOMMENDED FINDING: Table 16.14.070.1 requires retail establishments to have 4 parking spaces per 1,000 square feet of net floor area. Assuming 85% of the gross floor area as net, this would result in a minimum of 51 parking spaces. The site plan shows 42 parking spaces plus two spaces at each of the six pumps, for a total of 54 spaces.

IV. PUBLIC NOTIFICATION AND COMMENTS

A public notification for this project was issued on October 28, 2025. No public comments were received from members of the public before publishing the Planning Commission packet.

Comments were received from the Fire District, Engineering Department, and Building Department and have been incorporated as conditions of development for the application.

Any public comments received before the hearing will be distributed to the Planning Commission and the Applicant and posted to the City's website as indicated in the Public Notice.

V. CONCLUSION AND RECOMMENDED CONDITIONS FOR DEVELOPMENT

Staff finds the proposal complies with the decision criteria for a Conditional Use, and recommends approval of the application subject to the adoption of the following Conditions of Development:

a. Plans shall be submitted for review and approval by the Lebanon Fire Marshal that demonstrate full compliance with the Oregon Fire Code and local amendments. Lebanon Fire Marshal approval shall be obtained before issuance of building permits.

b. An engineering site plan shall be submitted for review and approval. The site must be submitted with an Application for Site Plan Review and the associated fee. The site plan shall detail all site improvements necessary for the proposed development, together with a grading and drainage plan. Provide a plan to demonstrate proposed site lighting shall not glare or shine onto adjacent public streets or neighboring properties.

Staff has prepared a draft order for consideration by the Planning Commission attached. There may be testimony received between writing the staff report and the public hearing, or at the public hearing that necessitates revision of the draft order.

VI. PLANNING COMMISSION ACTION

Staff has presented the Planning Commission with a number of options, with a suggested motion for each option. Staff recommends Option 1.

1. Approve the application and adopt the Order of Approval as presented.

I move the Lebanon Planning Commission approve the conditional use application of Khan Development, LLC (CU 25-02) to establish a gas (filling) station and adopt the order of approval as presented.

2. Approve the application and adopt the Order of Approval with modifications.

I move the Lebanon Planning Commission approve the conditional use application of Khan Development, LLC (CU 25-02) to establish a gas (filling) station and adopt the order of approval with the following modifications...

3. Deny the application and direct staff to prepare an Order of Denial.

I move the Lebanon Planning Commission deny the application of Khan Development, LLC (CU 25-02) to establish a gas (filling) station and adopt the order of approval for the following reasons and direct staff to prepare an order reflecting the decision for consideration by the Planning Commission at its December meeting.

4. Continue the hearing until December.

I move the Lebanon Planning Commission continue the hearing on the application of Khan Development, LLC (CU 25-02) to establish a gas (filling) station until December 17, 2025.

5. Close the hearing but leave the record open for submission of written testimony.

I move the Lebanon Planning Commission close the hearing on the application of Khan Development, LLC (CU 25-02) to establish a gas (filling) station, but leave the record open for submission of written testimony until December 3, leaving the applicant an additional seven days to rebut any testimony with a final close of the record on December 10.

6. Close the hearing and record and continue deliberation until December.

I move the Lebanon Planning Commission continue deliberation on the application of Khan Development, LLC (CU 25-02) to establish a gas (filling) station until December 17, 2025.

KITTELSON & ASSOCIATES
851 SW 6th Avenue, Suite 600
Portland, OR 97204
P 503.228.5230

Technical Memorandum

Project# 24995.23

October 9, 2025

To: Shana Olson, Project Manager
City of Lebanon
925 Main Street
Lebanon, OR 97355

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

CC: Ron Whitlatch, Lebanon Engineering Services Director

RE: Burdell Boulevard Redevelopment – Transportation Impact Analysis

SUMMARY

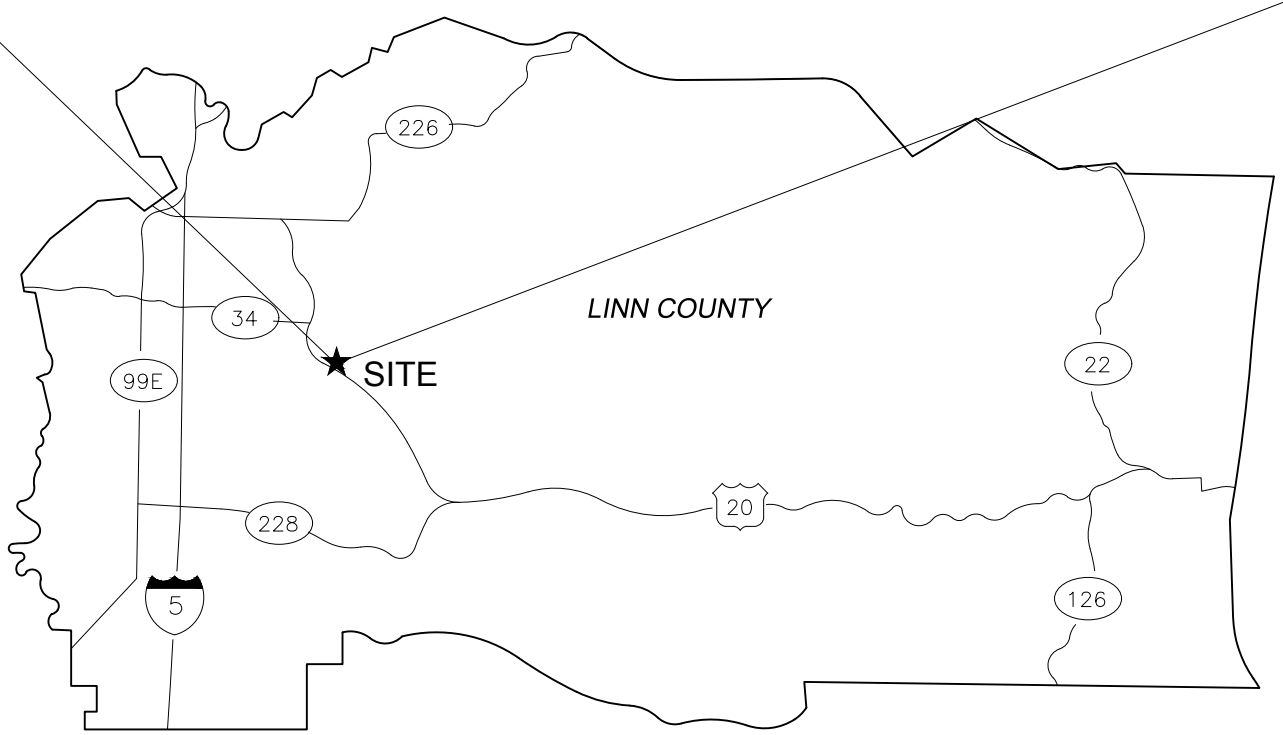
Kahn Oil is proposing to repurpose the former 14,820 sq. ft. Walgreens store located at 3300 Burdell Boulevard to include a convenience store/gas station and retail space. This memorandum documents the transportation impacts of the proposed redevelopment. The following recommendations are identified for implementation in conjunction with site development:

- It is recommended that the City of Lebanon continue to monitor westbound Burdell Boulevard queues at the US 20/Burdell Boulevard/Weldwood Drive intersection. Should future development on Burdell Boulevard or the extension of Burdell Boulevard lead to increased traffic demand and westbound queues that regularly back up to the Burdell Boulevard/Cooperative Way/South Site Driveway intersection, access management treatments at may need to be considered at the Cooperative Way/South Site Driveway.
- To provide and maintain adequate intersection sight distance at the site access driveways post redevelopment, it is recommended that any new signage or landscaping be located such that the minimum intersection sight distance can be maintained.

Additional details are provided herein.

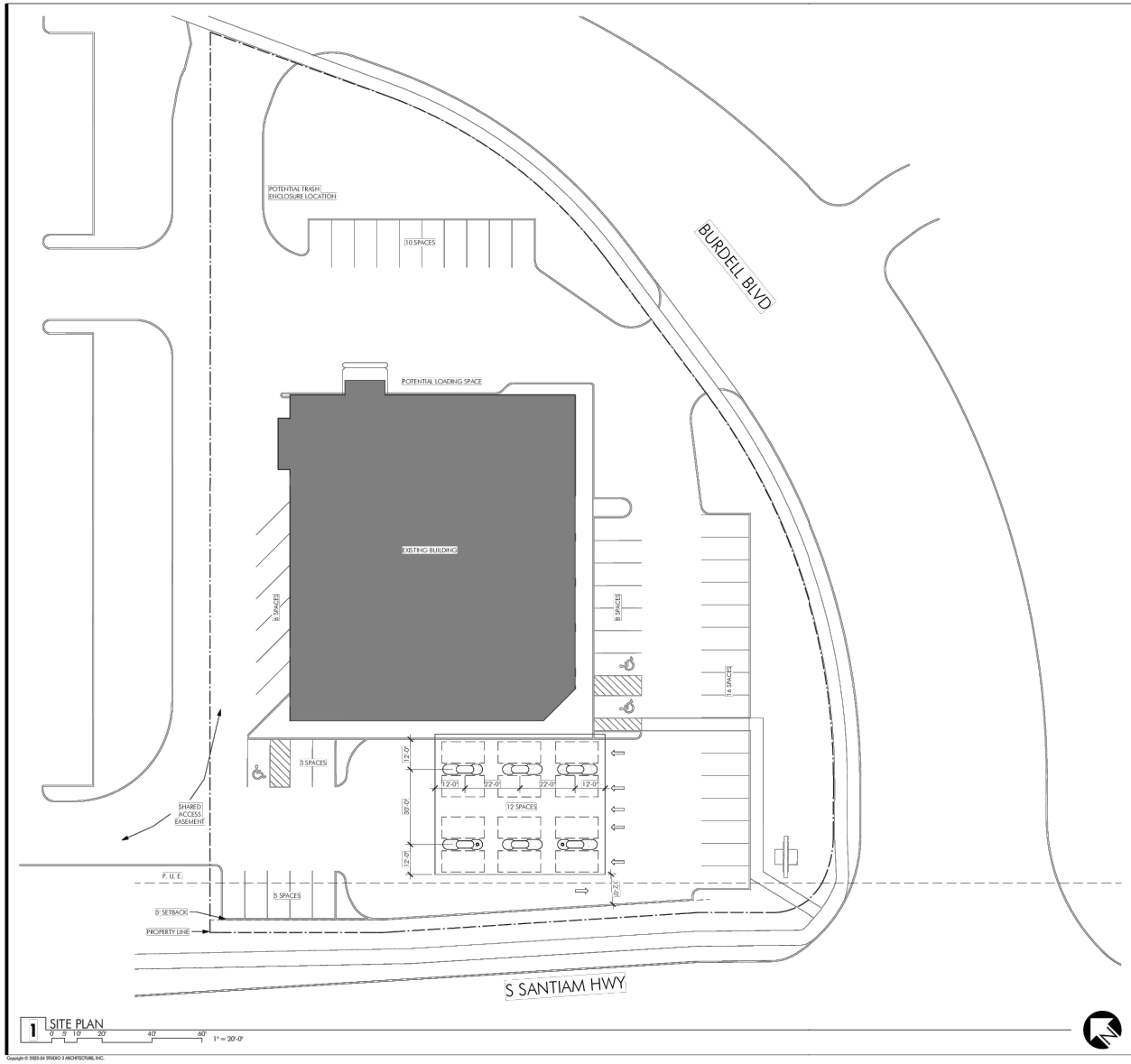
INTRODUCTION

The proposed redevelopment will involve repurposing and parceling the former Walgreens store located in southeast Lebanon to include space for a 3,705 sq. ft. convenience store (with fueling component) and space for 11,115 sq. ft. of future miscellaneous retail. Access to the repurposed site will continue to rely upon the site's two existing access driveways off Burdell Boulevard and the separate limited access Frontage Road connection to US 20. The site location and vicinity are shown in Figure 1, and a site plan for the repurposed building is shown in Figure 2.



Site Vicinity Map
Lebanon, OR

Figure
1



SITE PLAN GENERAL NOTES:

- THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVES. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTORS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.
- PROVIDE CONSTRUCTION FENCING AS REQUIRED TO SECURE SITE AND BUILDING DURING CONSTRUCTION.
- EXTREME CARE SHOULD BE TAKEN TO PRESERVE EXISTING ROOTS OF TREES TO REMAIN.
- REFER TO CIVIL DRAWINGS FOR GRADING. SITE IS REQUIRED TO MEET THE LAWS OF FHA AND ADA. ACCESSIBLE ROUTES SHALL NOT EXCEED 5% (1 IN 20) OR CROSS SLOPES SHALL NOT EXCEED 2% (1 IN 50). ALL AT GRADE SIDEWALKS ARE ACCESSIBLE ROUTES.
- JOINTS IN CONCRETE WALKS NOTED AS E.J. ARE TO BE CONSTRUCTED AS EXPANSION JOINTS. ALL OTHER JOINTS SHOWN, TO BE TOOLED CONTROL JOINTS. SEE CIVIL.
- SEE LANDSCAPE DRAWINGS FOR LANDSCAPE AND IRRIGATION ELEMENTS.
- SEE ELECTRICAL DRAWINGS FOR SITE LIGHTING.

SITE DEVELOPMENT CODE REVIEW:

SITE AREA: 68, 605.31 sf+/- 1.57ac

ZONING: Z-HCM HIGHWAY COMMERCIAL

BUILDING AREAS:
- BLDG: 14, 820 sf

PARKING:
- COMMERCIAL USES: 4/1000sf REQ'D
- 60 SPACES REQ.
- PROVIDED = 48 REGULAR SPACES + 12 PUMP SPACES.

BIKE PARKING:
- 5% PERCENT OF REQ. VEHICLE PARKING OR 4 SPACES, WHICHEVER IS GREATER.
- THEREFORE PROVIDE 4 BIKE PARKING SPACES.

LOADING SPACES:
- FOR BUILDINGS BETWEEN 5,000 sf TO 60,000 sf PROVIDE 1 SPACE.
- LOADING SPACE SIZE: 12'-0" x 19'-0" WITH ACCESS TO STREET OR ALLEY.

SITE PLAN NOTES:

1 SAMPLE SITE PLAN NOTE

STUDIO 3 ARCHITECTURE INCORPORATED
275 COURT ST. NE
SALEM, OR 97301-3442
P: 503.390.6500
www.studio3architecture.com

PROJECT # 2025-050
DATE: 08/04/2025
REVISIONS

NEW GAS STAT/C-STORE
KHAN OIL LEBANON
3300 BURDELL BLVD, LEBANON, OR 97355

SHEET: A1.01

C:\Users\rolney\appdata\local\temp\AcPublish_29744\24995_023_Burdell_Figures.dwg Oct 02, 2025 - 8:30am - rolney Layout Tab: Proposed Site Plan

Proposed Site Plan
Lebanon, OR

Figure 2

KITTELSON & ASSOCIATES

SCOPE OF THE REPORT

This report identifies the transportation-related impacts associated with the proposed redevelopment and was prepared in accordance with the City of Lebanon Transportation Impact Analysis requirements. Per agreement with City staff, operational analyses were performed at the following study intersections:

1. US 20/Burdell Boulevard/Weldwood Drive
2. Burdell Boulevard/Cooperative Way/South Site Driveway
3. Burdell Boulevard/North Site Driveway
4. US 20/Frontage Road

This report evaluates the following transportation issues:

- Existing 2025 land use and transportation system conditions within the site vicinity during the weekday AM and PM peak periods;
- Forecast year 2026 background traffic conditions during the weekday AM and PM peak periods, considering background growth, in-process development, and transportation improvements planned in the study area;
- Trip generation and distribution estimates for the proposed convenience store/gas station and retail component;
- Forecast year 2026 total traffic conditions during the weekday AM and PM peak period with build-out of the convenience store/gas station and retail component; and
- Study recommendations.

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 Synchro 12 analysis software for the US 20/Burdell Boulevard/Weldwood Drive intersection and PTV Vistro 2025 analysis software for the other intersections.

Applicable Mobility Standards

Intersection operating targets adopted by the City of Lebanon are summarized below.

ODOT MOBILITY TARGETS

The Oregon Department of Transportation (ODOT) uses volume-to-capacity (v/c) ratios to assess intersection operations. Table 6 of the Oregon Highway Plan (OHP) provides maximum volume-to-capacity ratio mobility targets for all signalized/roundabout and unsignalized intersections located outside the Portland metropolitan area. Table 1 summarizes the v/c ratio that will be used to identify the existing and potential future operational issues at the ODOT owned/maintained US 20/Burdell Boulevard/Weldwood Drive and US 20/Frontage Road intersections.

Table 1 – ODOT Mobility Targets

Intersection	OHP Mobility Target
US 20 / Burdell Boulevard / Weldwood Drive	v/c ≤ 0.85
US 20 / Frontage Road	v/c ≤ 0.85 major approach/0.90 minor approach
Note: US 20 is a Regional Highway (with a Freight Route designation) with a posted speed of 45 mph through the study intersections.	

CITY OF LEBANON OPERATING STANDARDS

The City of Lebanon adopted the following mobility targets 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 site is located in the northwest quadrant of the US 20/Burdell Boulevard/Weldwood Drive intersection. The parcel is zoned Mixed Use (Z-MU). The site has historically accommodated a former Walgreens that closed in early 2025. Adjacent parcels are also zoned Mixed Use. As noted later in this report, several of these parcels are currently undergoing redevelopment and will new commercial retail establishments.

Transportation Facilities

Table 2 summarizes the characteristics of roadways within the site vicinity. Figure 3 illustrates the existing lane configurations and traffic control devices at the study intersections.

Table 2 – Existing Transportation Facilities

Roadway	Functional Classification[1]	Number of Lanes	Posted Speed (mph)	Sidewalks	Striped Bicycle Lanes	On-Street Parking
US 20 Santiam Highway	Regional Highway – ODOT Principal Arterial – City of Lebanon	5	45	Yes	Yes	No
Burdell Boulevard	Collector	3	Not posted	Yes	Yes	No
Cooperative Way	Private	2	Not posted	No	No	No
Weldwood Drive	Collector	3	Not posted	Yes	Yes	No

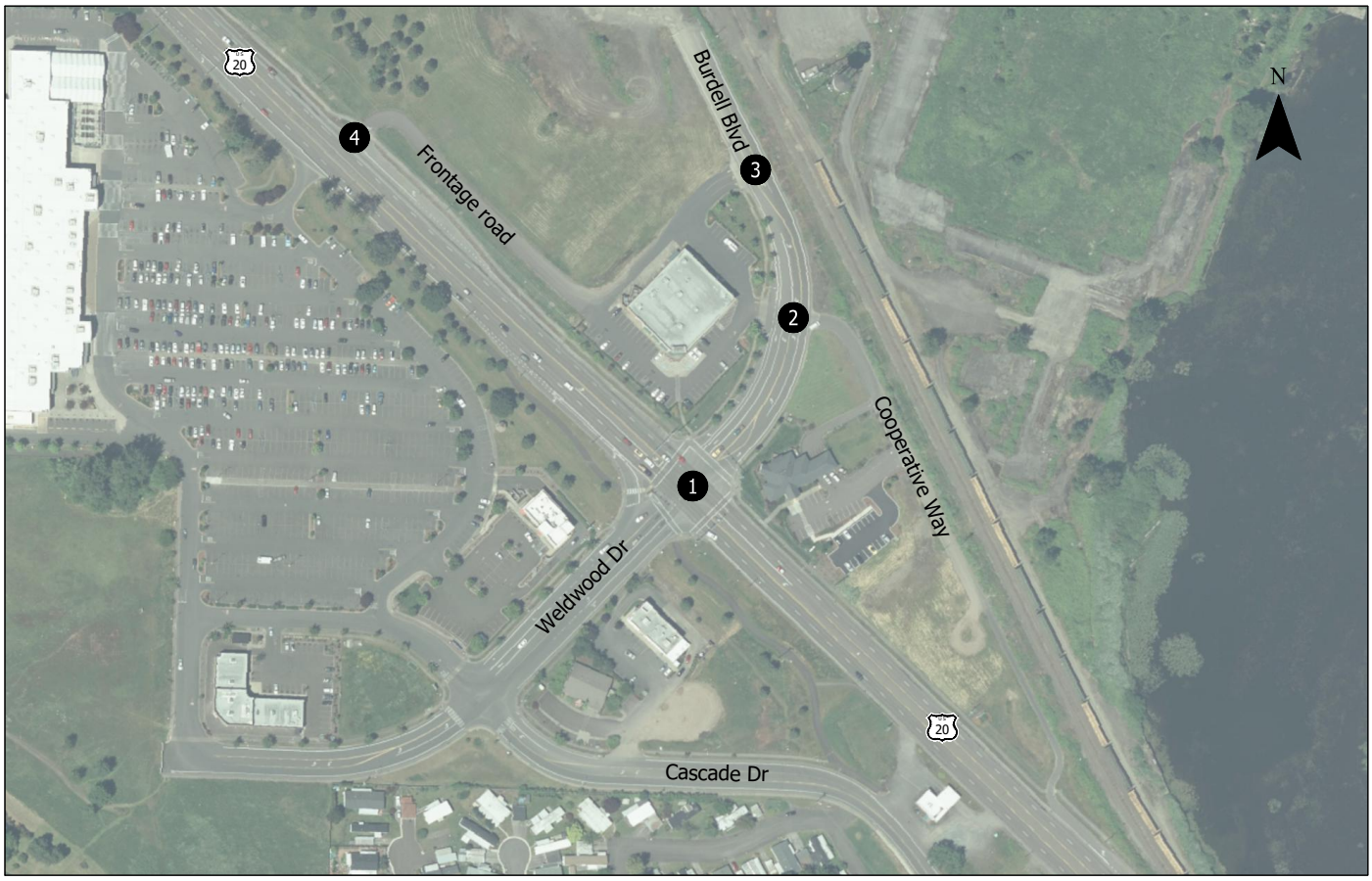
[1] Per the *City of Lebanon Transportation System Plan* (2019).

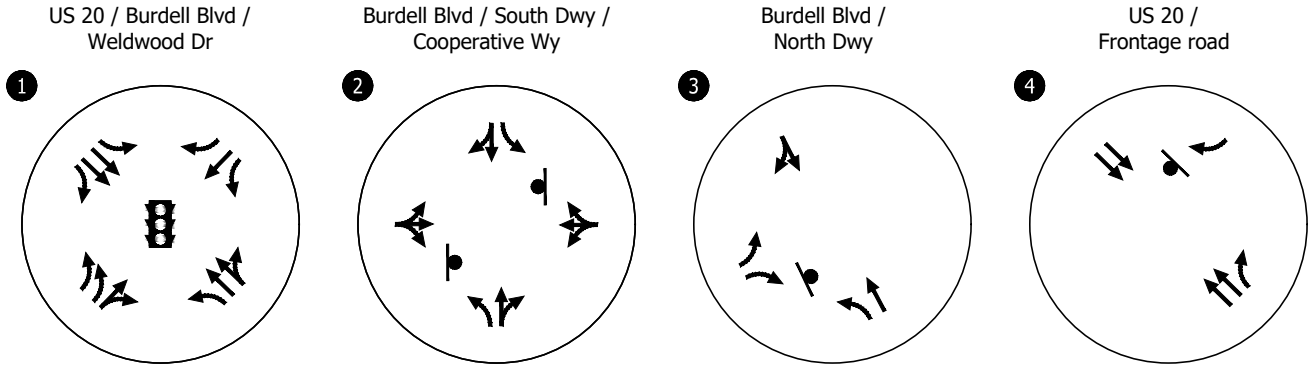
MULTI-USE FACILITIES

Burdell Boulevard has designated bicycle lanes. US 20 and the west side of Burdell Boulevard, along the site frontage, has sidewalks; the east side has only a partial sidewalk. The US 20/Burdell Boulevard intersection has striped crosswalks on all four legs.

TRANSIT FACILITIES

The Linn Shuttle provides transit service to Sweet Home and Albany and is a fixed bus route operating mostly along US 20. The Linn Shuttle provides Monday to Friday service through Lebanon from approximately 6:50 AM to 7:55 PM with headways varying from one to two-hours throughout the day. The nearest transit stop is located at the nearby Walmart shopping center.





- STOP SIGN
- TRAFFIC SIGNAL

Existing Lane Configurations & Traffic Control Devices
Lebanon, OR

Figure 3

Intersection Crash History

The ODOT Crash Data System and Crash Data Viewer were queried to obtain crash records at the study intersections for the five-year period from January 1, 2019 to December 31, 2023 (we note that the 2024 data available from ODOT was deemed preliminary at the time this report was prepared so was not considered). Table 3 summarizes the ODOT crash data. *Appendix A provides the ODOT crash report which provides more details on the reported crashes.*

Table 3 – Reported Crash History (January 1, 2019 – December 31, 2023)

Study Intersection	Crash Type					Severity			Total
	Angle	Turn	Read-End	Sideswipe	Other	PDO	Minor Injury	Serious Injury	
US 20 / Burdell Blvd / Weldwood Drive	3	2	8	1	1	5	7	3	***15***
US 20 / Frontage Road	0	1	0	0	2	0	0	3	***3***

PDO = Property Damage Only

No crashes were reported at the driveway intersections on Burdell Boulevard.

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 in 3- and 4-legged configurations (as appropriate). This is shown in Table 4.

Table 4 – Intersection Crash Rate Assessment

Study Intersection	Total Crashes	Observed Crash Rate	90th-Percentile Crash Rate by Lane Type and Traffic Control	Observed Crash Rate >90th-Percentile Crash Rate?
US 20 / Burdell Blvd / Weldwood Drive	15	0.35	0.86	No
US 20 / Frontage Road	3	0.07	0.41	No

CRASH DATA IMPLICATIONS

As shown in Table 4, the observed crash rates at the study intersections do not exceed the appropriate critical crash rates. A detailed review of the intersection crash data revealed the following characteristics:

- Rear-end crashes are the most prevalent crash type at US 20 / Burdell Boulevard. Six of these eight crashes occurred on the US 20 approaches. Of these rear-end crashes, they were evenly split between the two directions. The intersection is not on ODOT's most recent SPIS list.
- While not an intersection crash or directly associated with the Frontage Road access, two additional segment crashes were reported along US 20 between Burdell Boulevard and the Frontage Road access. These included a head-on crash that resulted in a minor injury and a rear-end crash that resulted in property damage only.

Based on a review of the crash data, there was no predominate crash type, time period, or consistency in the directionality of the movements involved in the crashes that suggest specific safety-based mitigation measures.

Existing Traffic Conditions

Vehicle turning movement, pedestrian and bicycle counts were conducted at the study intersections on September 9, 2025. On this date, local schools were in session operating on normal start/stop times and the weather was fair. *Appendix B contains the count data summary sheets*.

During the data collection effort, it was noted that the traffic counts at several of the study intersections included trips being generated by construction activity on the adjacent parcel to the west along Burdell Boulevard. This construction traffic is associated with a future Tractor Supply Company development that is expected to be open for business in early 2026. To more accurately assess the existing traffic conditions, the construction related trips were isolated and manually removed from the study intersections.

SEASONAL ADJUSTMENT

To determine an appropriate seasonal factor, three methodologies were investigated as outlined in ODOT's APM: On-Site ATR Method, ATR Characteristic Table Method, and ATR Seasonal Trend Method.

On-Site ATR Method

The On-Site ATR Method is used when an Automatic Traffic Recorder (ATR) is within or near the project area. ATR #22-013 is the closest ATR station to Lebanon, located approximately three miles to the south on US 20. While the average annual daily traffic at this site is not within ten percent of typical traffic volumes within Lebanon and it is technically in a rural area, a seasonal factor was calculated using this ATR for comparison purposes to the other methodologies described herein. As shown in Table 5, the seasonal adjustment factor calculation for the intersection counts during September using this method would be a factor of 1.11.

Table 5 – Seasonal Adjustment Calculations for ATR #22-013

	2023	2022	2021	2019	2018	Avg.
ATR 22-013						
Peak Month (July)	113	~~113~~	~~115~~	113	114	113.3
Count Month (September)	103	~~101~~	101	103	~~103~~	102.3

- The average peak month (July) is: (113% + 113% + 114%) / 3 = 113.3%
- The average count month (September) is: (103% + 101% + 103%) / 3 = 102.3%
- The seasonal adjustment factor is 113.3%/102.3% = **1.11**

ATR Characteristics Table

The ATR Characteristic Table provides general characteristics for each ATR in Oregon and is typically used when there is not a nearby ATR within the immediate study area. A review of the Characteristic Table did not find an ATR that closely matches the conditions along US 20 within the vicinity of Burdell Boulevard. As such, the ATR Seasonal Trend Method was evaluated as described in the following section.

ATR Seasonal Trend Method

The seasonal trend table is used when there is not an ATR nearby or in a representative area. This method averages seasonal trend groupings from the ATR Characteristics Table. For movements at intersections along US 20, an average of the "commuter" and "summer" trends was deemed appropriate. As shown in Table 6, the average of the seasonal adjustment factor calculations for the Commuter and Summer trends would be a factor of 1.05.

Table 6 – ATR Seasonal Trend Method for Commuter and Summer Trends

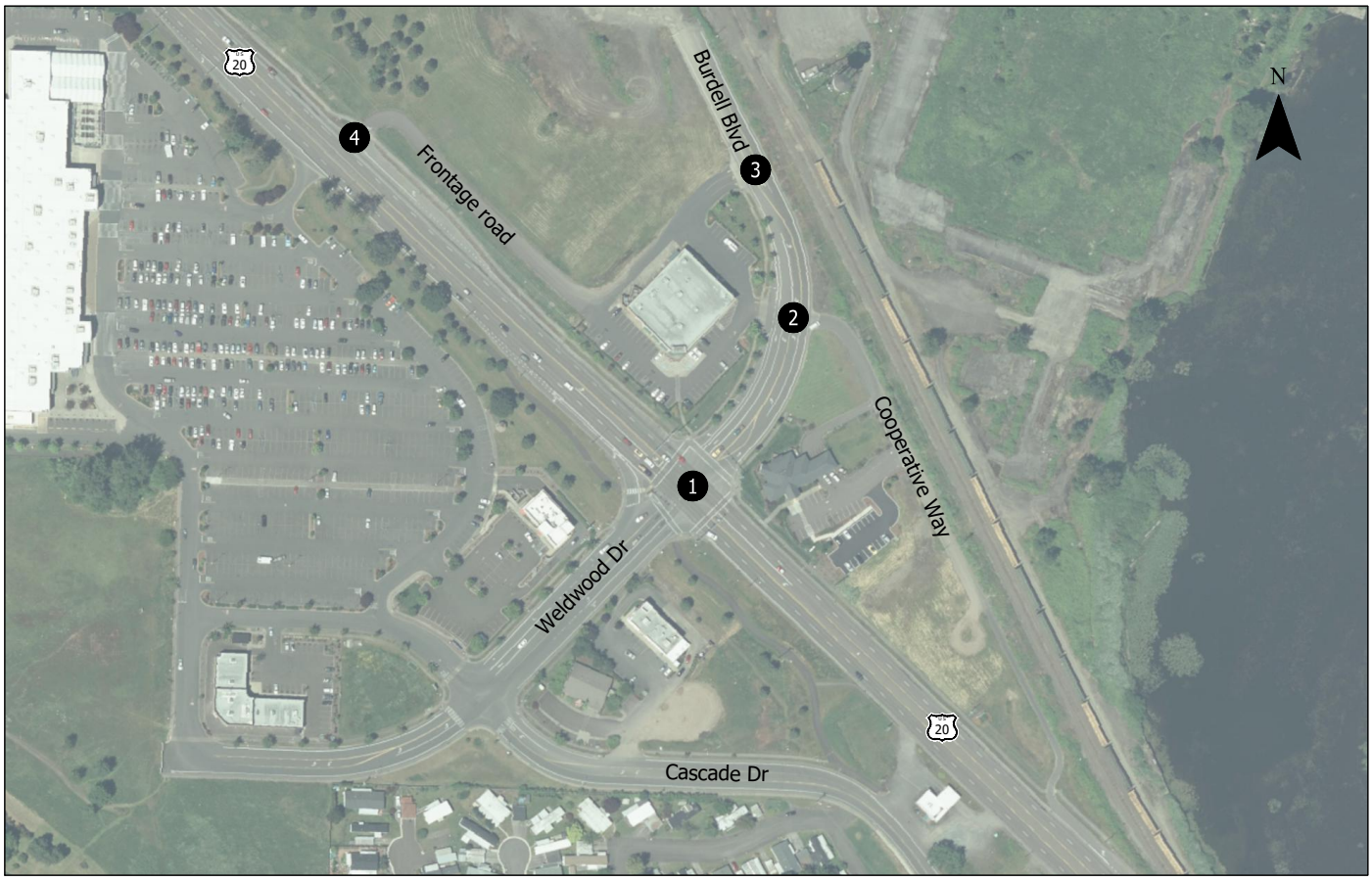
	September Count Month (September 9th)	Seasonal Trend Peak Period Factor
Commuter	0.9547	0.9388
Summer	0.9071	0.8449

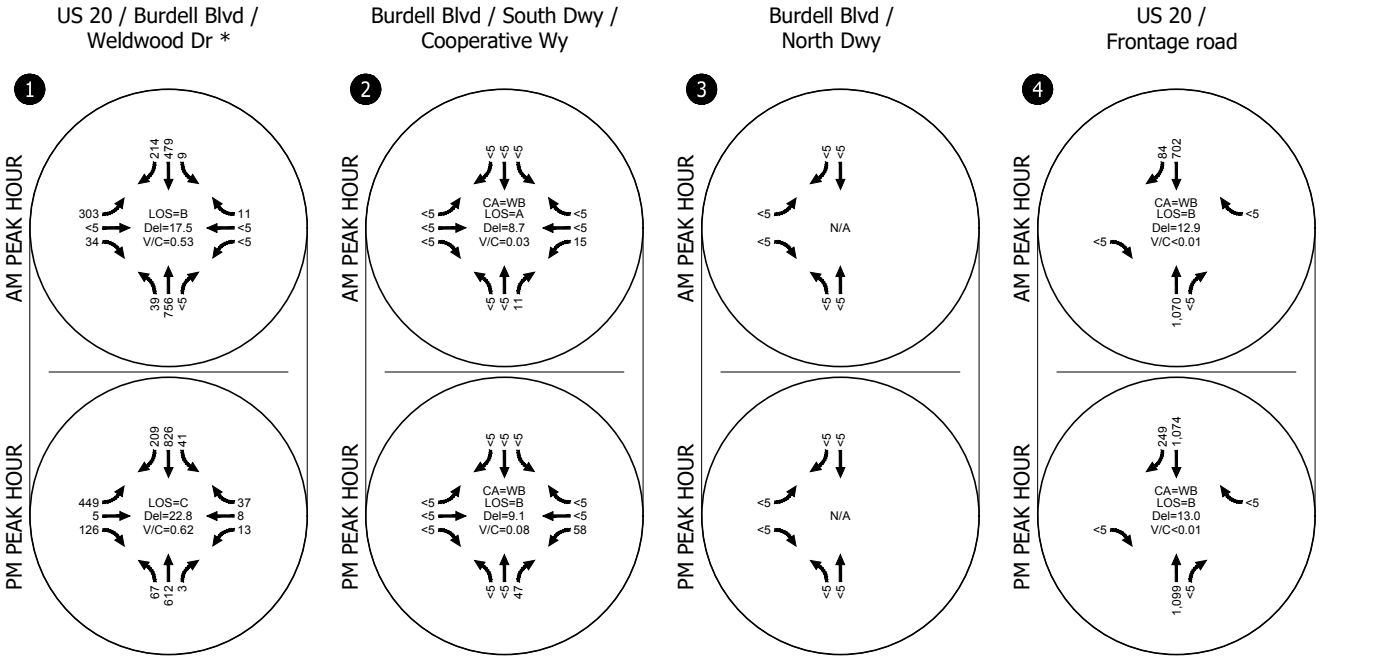
- The peak period seasonal factor is 0.9388 for the Commuter trend and 0.8449 for the Summer Trend.
- The count date seasonal factor (September 9th) is 0.9547 for the Commuter trend and 0.9071 for the Summer trend.
- The Commuter seasonal adjustment is 1.02 (0.9547/0.9388 = 1.02) and the Summer seasonal adjustment is 1.07 (0.9071/0.8449 = 1.07).
- An average of the Commuter and Summer season adjustments is 1.05.

A comparison on the On-Site ATR Method and the ATR Seasonal Trend Method revealed that the On-Site ATR Method has a higher seasonal factor. However, because this ATR is not located within the City where it would reflect the more urban travel characteristics of Lebanon, a seasonal factor of **1.05** was applied to existing traffic volumes.

EXISTING CONDITIONS

Figure 4 summarizes the corresponding traffic operations during the weekday AM (7:25-8:25 AM) and PM (3:35-4:35 PM) peak hours. As shown in Figure 4 and detailed in *Appendix C* (which includes the existing conditions operations analysis worksheets), the study intersection operations currently satisfy applicable City standards and ODOT mobility targets during both the AM and PM peak hours.





* Results for Intersection 1 are reported using HCM 2000

CM/A = INTERSECTION MOVEMENT/APPROACH (UNSIGNALIZED)
LOS = INTERSECTION MOVEMENT LEVEL OF SERVICE (SIGNALIZED)/INTERSECTION MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)

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V/C = INTERSECTION VOLUME-TO-CAPACITY RATIO

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

Figure
4

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KITTELSON & ASSOCIATES

TRANSPORTATION ASSESSMENT

The transportation impact analysis identifies how the study intersections will operate in the year 2026 upon initial buildout and occupancy of the proposed redevelopment. This section of the report includes analysis of 2026 background traffic volumes and operations, an estimate of site-generated trips, and analysis of 2026 total traffic volumes and operations with the proposed convenience store/gas station and retail space.

2026 Background Operational Analysis

Background traffic operations capture the expected performance of the transportation system in the future prior the proposed redevelopment. This analysis includes traffic attributed to planned/approved developments within the study area and general growth in the region, but does not include site-generated trips.

GROWTH AND PLANNED DEVELOPMENTS

A two percent annual growth rate (consistent with growth rates forecast in the Lebanon TSP) was applied to the existing study intersection traffic volumes to reflect near-term growth on the local transportation network. In addition to this local growth assumption, two in-process developments were identified by City staff that would directly impact the study intersections:

- Tractor Supply Company – A new 21,900 sq. ft. Tractor Supply Company is approved and currently under construction to the northwest of the project site along Burdell Boulevard. Access to the Tractor Supply Company site will include new driveways along Burdell Boulevard and a new driveway along the Frontage Road near the US 20 intersection. A transportation impact analysis was not required for this project, so an independent trip generation estimate was prepared for this land use as summarized in Table 7 below to account for future trip-making.
- Thoroughbred Express Car Wash – A new 3,005 sq. ft. automated car wash has been recently approved on a parcel located just northwest of the US 20/Frontage Road intersection. Access to the car wash site is planned via a new driveway connection off the Frontage Road. A transportation impact analysis was not required for this project, so an independent trip generation estimate was prepared for this site as summarized in Table 7 below to account for future trip-making.

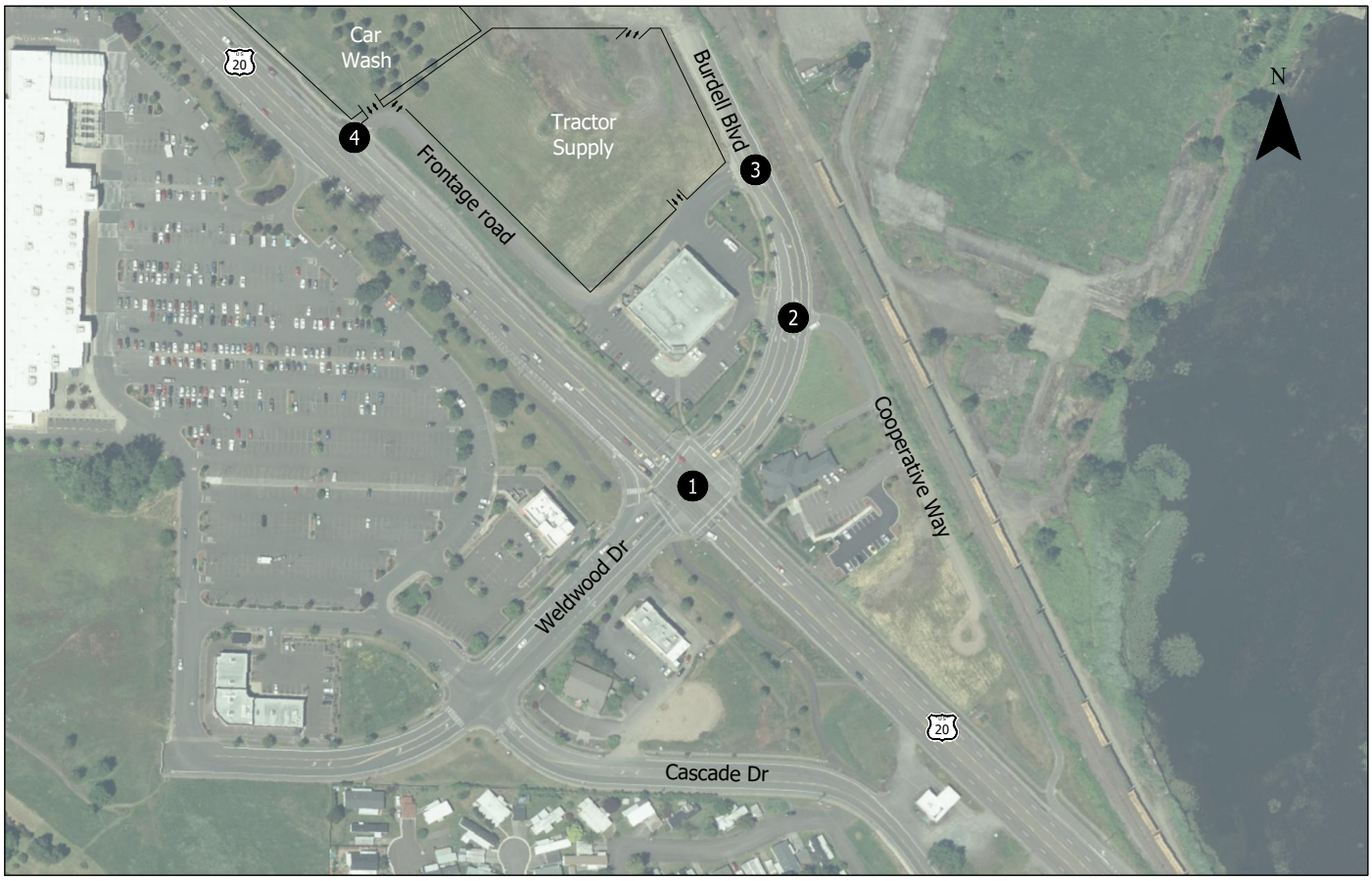
The trip estimates presented in Table 7 were prepared using trip rates from the *Trip Genration Manual, 12th Edition* published by the Institute of Transportation Engineers (ITE). Figure D-1 depicts the trips from these two in-process developments and is included in *Appendix D*.

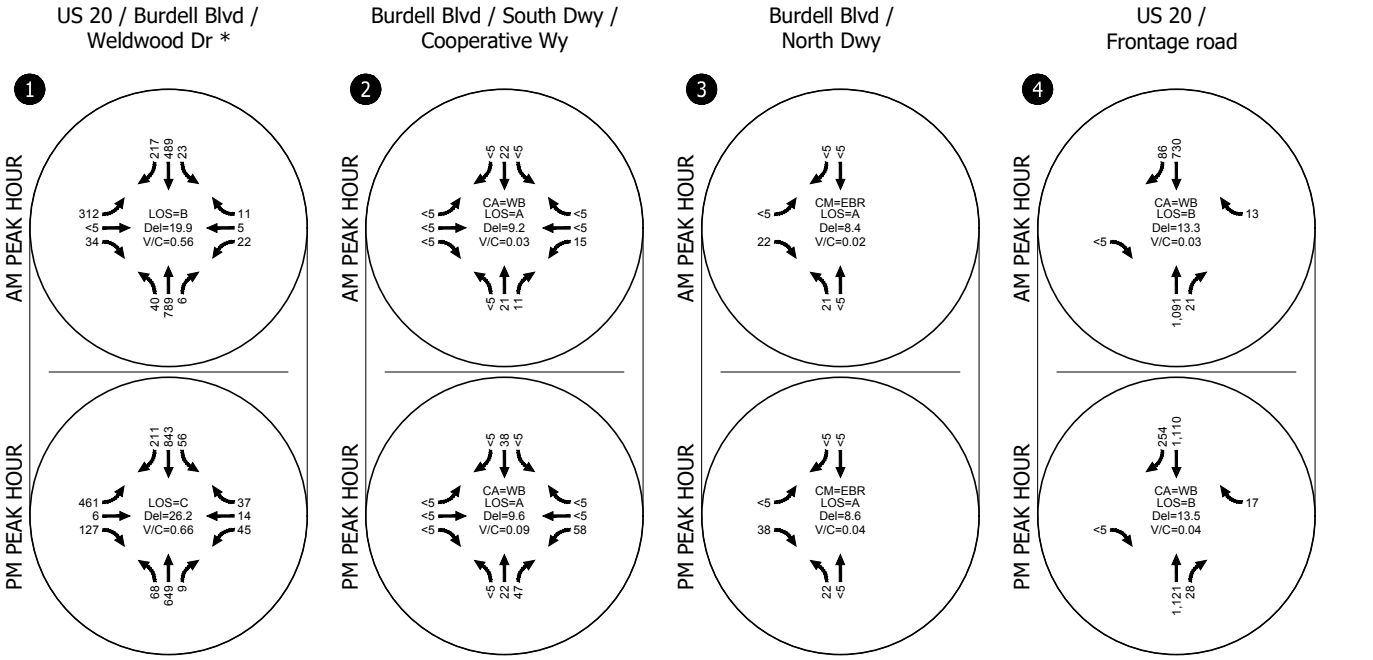
Table 7 – In-Process Development Trip Generation

Land Use	ITE Code	Size (Sq. Ft.)	Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Tractor Supply Store	810	21,900	310*	31**	17	14	31	14	17
Automated Car Wash	948	3,005	760	45	25	20	73	36	37
Total Net New In-Process Trips				**76**	**42**	**34**	**104**	**50**	**54**

* No daily trip rate available from ITE Trip Generation. Daily trips assumed to be equivalent to ten times the weekday PM peak hour trips
** No AM trip rate available from ITE Trip Generation. Weekday AM peak hour trips conservative assumed to be roughly equivalent to the weekday PM peak hour trip rate.

Figure 5 summarizes the corresponding 2026 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 standards and ODOT targets under background conditions. *Appendix D includes the 2026 background conditions volumes and operations analysis worksheets.*





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Projected Year 2026 Background Traffic Volumes & Operations AM & PM Peak Hours Lebanon, OR

Figure 5

Proposed Development Plan

The proposed repurposing of the former Walgreens building will include a 3,705 sq. ft. convenience store (with a 12 fueling position gas station component) and 11,115 sq. ft. of future miscellaneous retail space. The fueling islands will be located on the south side of the building, oriented in such a way that requires clockwise circulation around the building. The site's two existing access driveways off Burdell Boulevard and the separate limited access Frontage Road connection to US 20 will continue to provide vehicular site access. Full build-out and occupancy of the repurposed site is expected in 2026.

TRIP GENERATION ESTIMATE

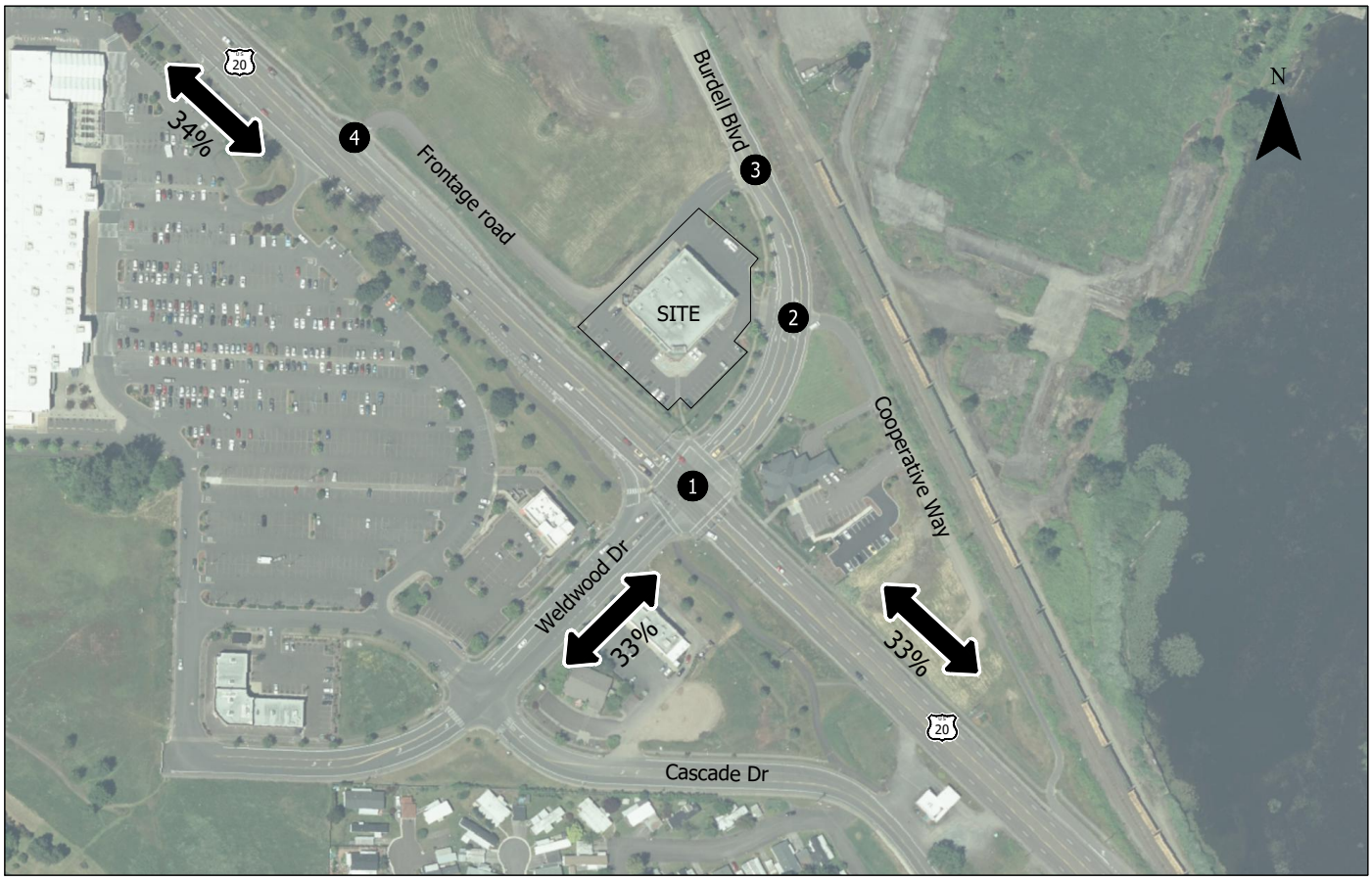
A trip generation estimate was prepared for the proposed uses based on information provided in the *Trip Generation Manual, 12th Edition*. For the convenience store/gas station, the daily, weekday AM, and weekday PM peak hour trips were calculated using a 3,705 square foot convenience store size as the independent variable. For the retail uses, trips were estimated using the Strip Retail Plaza land use as a proxy for future retail uses. Table 8 summarizes the trip generation estimates for the daily and weekday AM and PM peak hours.

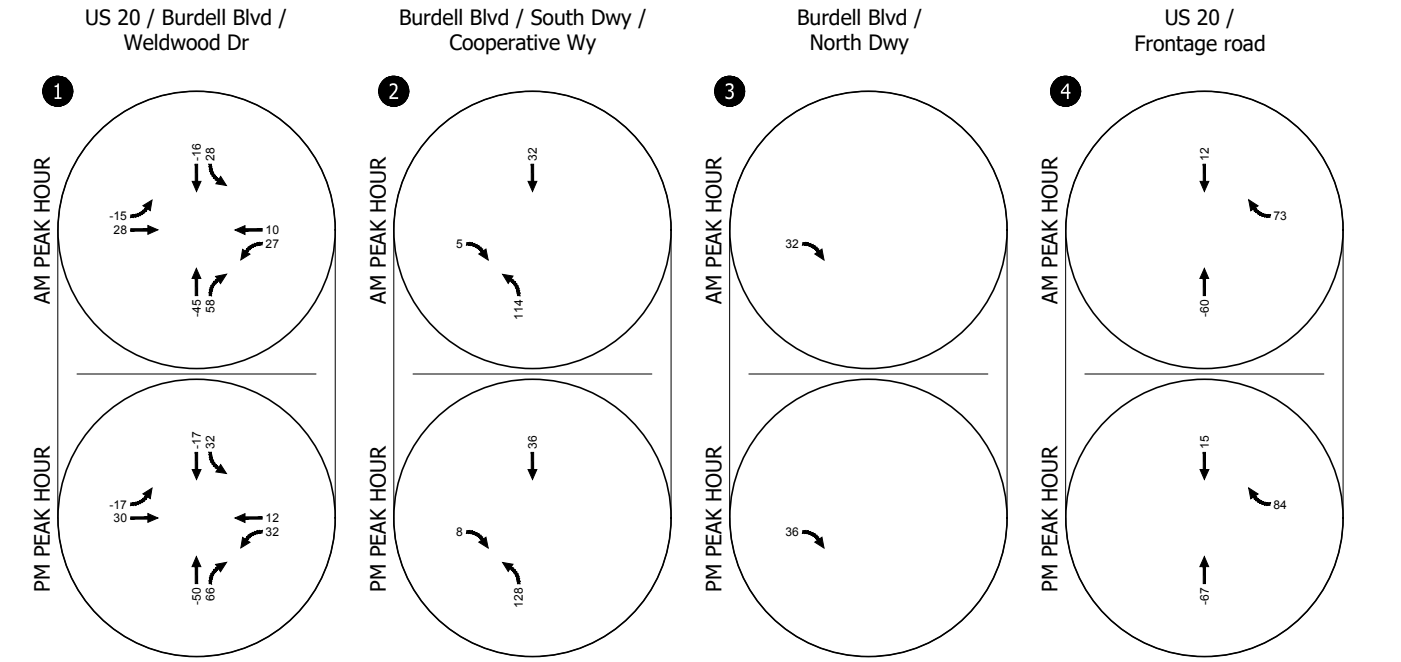
Table 8 – Trip Generation Estimate

Land Use	ITE Code	Size (Sq. Ft.)	Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Convenience Store/Gas Station (9-15 VFP)	945	3,705	2,146	180	90	90	186	93	93
Strip Retail Plaza (<40KSF)	822	11,115	700	44	24	20	70	35	35
Convenience Store Pass-By (76% AM, 75% PM)			-1,610	*(136)*	*(68)*	*(68)*	*(140)*	*(70)*	*(70)*
Strip Retail Plaza Pass-By (40% PM)			-280	*(16)*	*(8)*	*(8)*	*(28)*	*(14)*	*(14)*
Total Net New Trips			**956**	**72**	**38**	**34**	**88**	**44**	**44**

SITE TRIP DISTRIBUTION/TRIP ASSIGNMENT

The pass-by and site-generated trips shown in Table 8 were distributed onto the study area roadways and site access driveways based on the location of the site and a review of existing traffic patterns within the site vicinity. Figure E-1 and Figure E-2 in *Appendix E* summarize the breakdown of estimated pass-by and net new trips expected to be generated by the new land uses. The combined trip making potential and trip distribution pattern is illustrated in Figure 6.





Note: Negative trips represent reductions for pass-by trips.

Estimated Trip Distribution & Site-Generated Trips
AM & PM Peak Hours
Lebanon, OR

Figure 6

Year 2026 Total Traffic Conditions

The total traffic conditions analysis forecasts the operation of the study intersections with the inclusion of traffic generated by the proposed convenience store/gas station and retail components. Total traffic conditions were determined by adding the estimated site-generated trips to the year 2026 background volumes for the weekday AM and PM peak hours.

Figure 7 summarizes the corresponding operational analysis for the weekday AM and PM peak hours. As shown, all study intersections and site access driveways are expected to continue to satisfy the respective City and ODOT standards under full buildout conditions.

Appendix E includes the 2026 total traffic volumes and operations analysis worksheets.

QUEUEING AND ACCESS MANAGEMENT

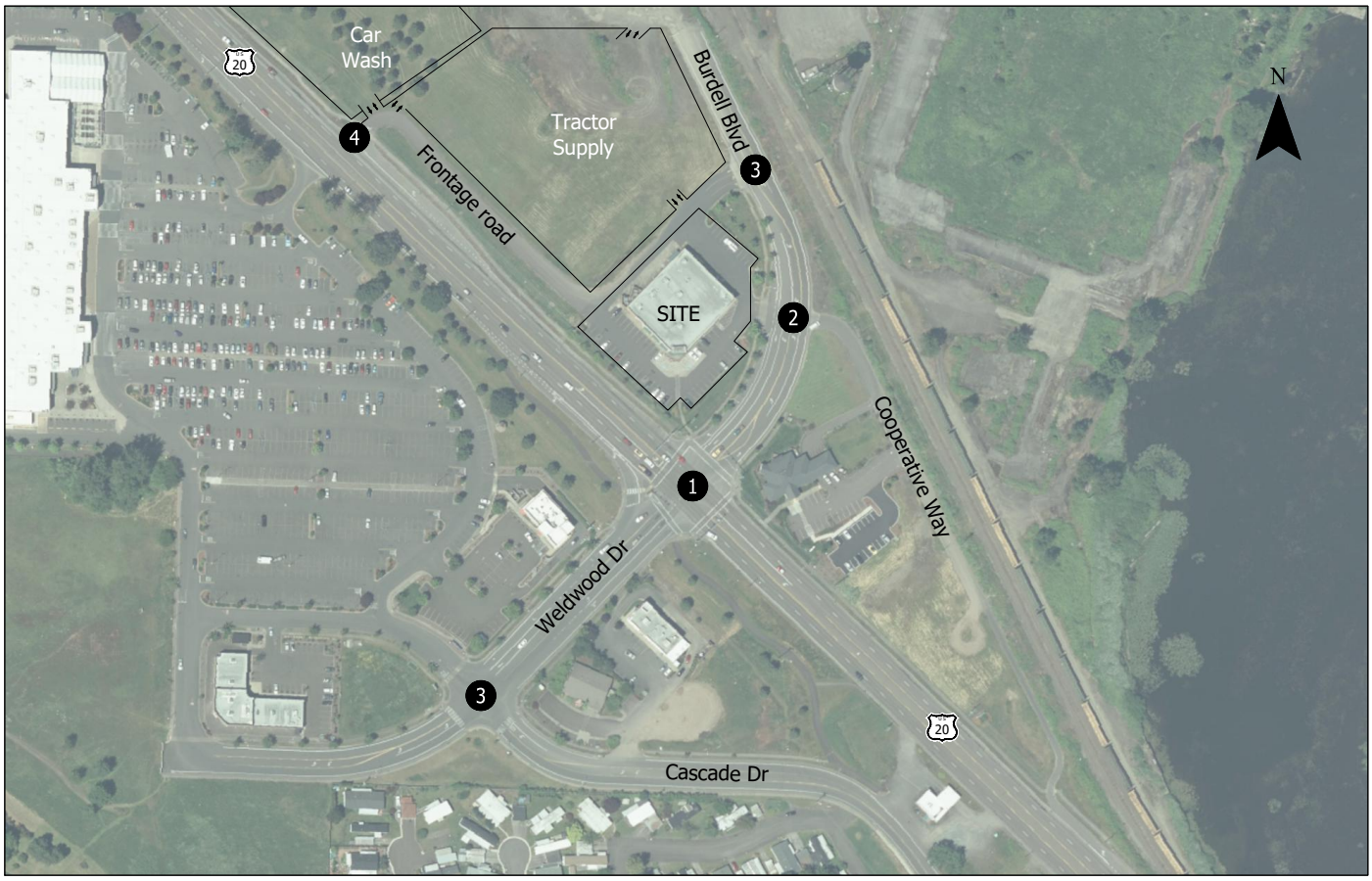
The 95th-percentile queues on the westbound approach at US 20 / Burdell Boulevard / Weldwood Drive intersection are shown in Table 9 along with the available storage for the respective movements.

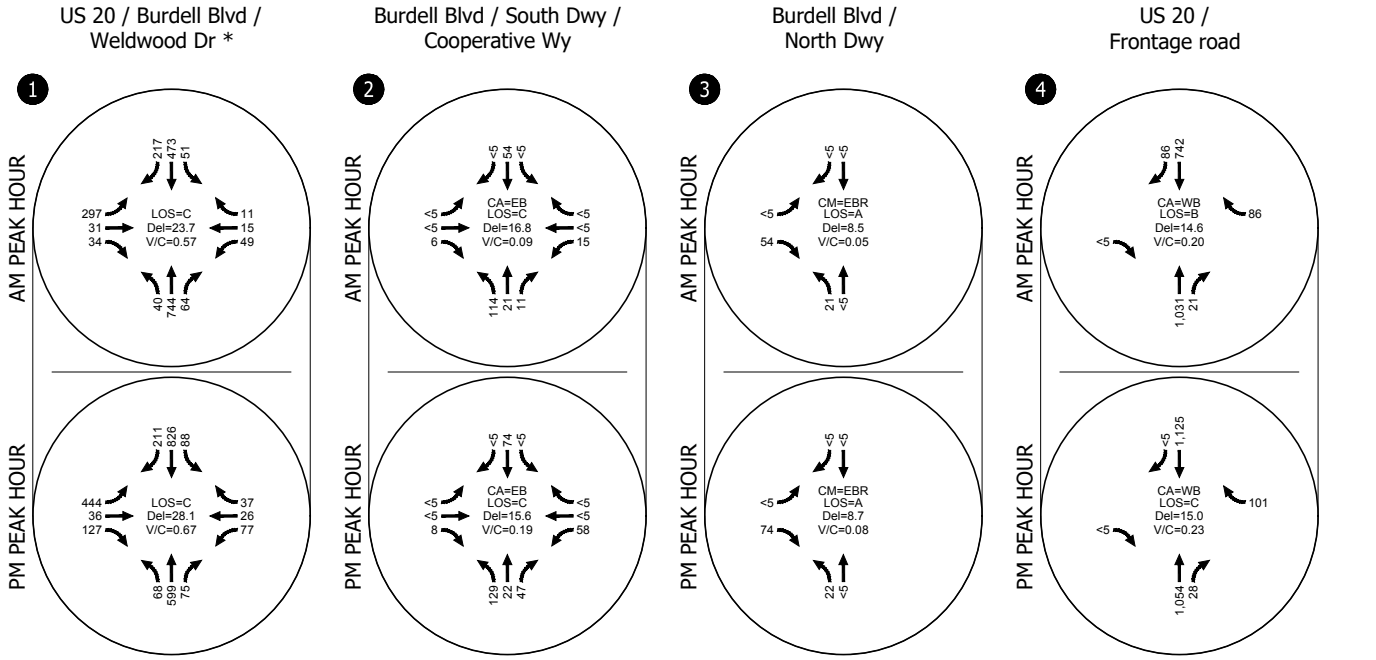
Table 9 – Estimated 95th-Percentile Westbound Queues at US 20 / Burdell Boulevard-Weldwood Drive

Movement	Striped Storage (feet)	Estimated 95th-Percentile Queue (feet)	
		AM Peak Hour	PM Peak Hour
Westbound Left	240[1]	100	125
Westbound Through	240[1]	50	50
Westbound Right	240	0	0

[1] Distance to upstream intersection (Burdell Boulevard/Cooperative Way/South Site Driveway)

As shown, the estimated 95th-percentile queue for the westbound left-turn lane is forecast to be approximately 125 feet during the weekday PM peak hour. This is well within the available storage and queues are not forecast to extend back to the Burdell Boulevard/Cooperative Way/Site Driveway intersection. However, it is recognized that should additional (and/or more-intensive) development materialize on Burdell Boulevard or Cooperative Way at some point in the future, traffic demand and queues may grow. As such, it is recommended that the City of Lebanon continue to monitor the westbound queues at US 20/Burdell Boulevard/Weldwood Drive intersection and consider the potential for access management treatments if/when needed.





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V/C = INTERSECTION VOLUME-TO-CAPACITY RATIO

Projected Year 2026 Total Traffic Volumes & Operations AM & PM Peak Hours Lebanon, OR

Figure 7

FINDINGS AND RECOMMENDATIONS

The primary findings and recommendations of this study are summarized below.

- The study intersections are forecast to meet the City of Lebanon and ODOT operating standards/targets during the weekday AM and PM peak hours under existing and future traffic conditions.
- No capacity-based mitigation needs were identified at the study intersections.
- No safety-based mitigations were identified at the study intersections based on the crash analysis alone.
- It is recommended that the City of Lebanon continue to monitor westbound Burdell Boulevard queues at the US 20 / Burdell Boulevard/Weldwood Drive intersection. Should future development on Burdell Boulevard or the extension of Burdell Boulevard lead to increased traffic demand and westbound queues that regularly back up to the Burdell Boulevard/Cooperative Way/South Site Driveway intersection, access management treatments at the Burdell Boulevard/Cooperative Way/South Site Driveway intersection may need to be considered.
- To provide and maintain adequate intersection sight distance at the site access driveways post redevelopment, it is recommended that any new signage or landscaping be located such that the minimum intersection sight distance can be maintained.

We trust this memorandum adequately addresses the traffic and circulation impacts associated with the proposed redevelopment at US 20/Burdell Boulevard. 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. 2025 Existing Traffic Conditions Worksheets and Volumes
D. 2026 Background Traffic Conditions Worksheets and Volumes
E. 2026 Total Traffic Conditions Worksheets and Volumes

Appendix A
Crash Data

Latitude	Longitude	Crash Id	Crash Svrty Short Desc	Crash Dt	Crash Hr Short Desc	Mp No	Rte Nm	Ser No	St Full Nm	Crash Type
44.51618889	-122.8969222	1989127	Property Damage Only	Sunday, July 17, 2022	7P	15.06	US 20	01017	SANTIAM HY	Rear-End
44.51578611	-122.8962889	1987074	Property Damage Only	Tuesday, April 5, 2022	10A	15.1	US 20	00463	SANTIAM HY	Fixed-Object or Other-Object
44.51485833	-122.8975028	1985967	Property Damage Only	Saturday, May 7, 2022	2P			00646	CASCADE DR	Angle
44.51485833	-122.8975028	1983740	Property Damage Only	Friday, July 15, 2022	3P			00998	CASCADE DR	Angle
44.51699167	-122.8981861	1959614	Property Damage Only	Monday, May 10, 2021	10A	14.98	US 20	00563	SANTIAM HY	Fixed-Object or Other-Object
44.51510556	-122.8971639	1958912	Property Damage Only	Wednesday, September 22, 2021	12P			01245	W WELDWOOD DR	Sideswipe-overtaking
44.51699444	-122.8981833	1957653	Property Damage Only	Monday, May 10, 2021	9P	14.98	US 20	90567	SANTIAM HY	Fixed-Object or Other-Object
44.51719722	-122.8985028	1957441	Property Damage Only	Monday, March 29, 2021	12P	14.96	US 20	00347	SANTIAM HY	Turning Movement
44.51679167	-122.8978722	1957294	Property Damage Only	Monday, March 15, 2021	6A	15	US 20	00302	SANTIAM HY	Rear-End
44.51485833	-122.8975028	2053118	Injury	Wednesday, October 11, 2023	12P			01446	CASCADE DR	Turning Movement
44.51578611	-122.8962889	2052248	Injury	Saturday, November 4, 2023	2P	15.1	US 20	01566	SANTIAM HY	Rear-End
44.51466667	-122.8972111	2052133	Injury	Friday, December 15, 2023	8P			01891	CASCADE DR	Head-On
44.51578611	-122.8962889	2034626	Injury	Friday, July 7, 2023	11A	15.1	US 20	00967	SANTIAM HY	Rear-End
44.51578611	-122.8962889	2031270	Injury	Monday, June 5, 2023	8P	15.1	US 20	00782	SANTIAM HY	Angle
44.51578611	-122.8962889	2025603	Injury	Wednesday, May 3, 2023	1P	15.1	US 20	00608	SANTIAM HY	Turning Movement
44.51485833	-122.8975028	2010430	Injury	Tuesday, February 21, 2023	2P			00232	CASCADE DR	Angle
44.51485833	-122.8975028	2009474	Injury	Wednesday, March 15, 2023	2P			00378	CASCADE DR	Turning Movement
44.51578611	-122.8962889	1976830	Injury	Thursday, September 22, 2022	5P	15.1	US 20	01383	SANTIAM HY	Rear-End
44.51558611	-122.8959972	1972350	Injury	Monday, May 2, 2022	7A	15.12	US 20	00623	SANTIAM HY	Rear-End
44.51578611	-122.8962889	1964904	Injury	Thursday, March 3, 2022	2P	15.1	US 20	00316	SANTIAM HY	Rear-End
44.51578611	-122.8962889	1933728	Injury	Monday, July 19, 2021	12P	15.1	US 20	00907	SANTIAM HY	Angle
44.51578611	-122.8962889	1921253	Injury	Monday, April 19, 2021	7P	15.1	US 20	00672	SANTIAM HY	Rear-End
44.51485278	-122.8974889	1918232	Injury	Monday, January 4, 2021	5P			00013	CASCADE DR	Angle
44.51485278	-122.8974889	1892242	Injury	Saturday, November 7, 2020	7P			01343	CASCADE DR	Angle
44.51638889	-122.8972444	1889928	Injury	Sunday, January 19, 2020	6P	15.04	US 20	00102	SANTIAM HY	Head-On
44.51578333	-122.8962917	1871615	Injury	Monday, November 18, 2019	6P	15.1	US 20	01616	BURDELL BLVD	Angle
44.51578611	-122.8962889	1852086	Injury	Sunday, September 22, 2019	2P	15.1	US 20	01420	SANTIAM HY	Turning Movement
44.51578889	-122.8962861	1852075	Injury	Friday, September 27, 2019	5P	15.1	US 20	01383	BURDELL BLVD	Rear-End
44.51485278	-122.8974889	1830638	Injury	Friday, March 1, 2019	3P			00308	CASCADE DR	Angle
44.51485278	-122.8974889	1830428	Injury	Thursday, February 14, 2019	5P			00227	CASCADE DR	Angle

Appendix B
Traffic Count Data

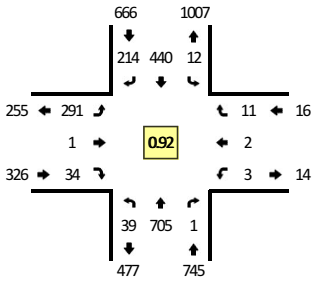
Type of peak hour being reported: Intersection Peak

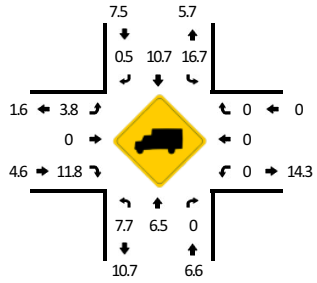
Method for determining peak hour: Total Entering Volume

LOCATION: US-20 -- Burdell Blvd/Weldwood Dr
CITY/STATE: Lebanon, OR

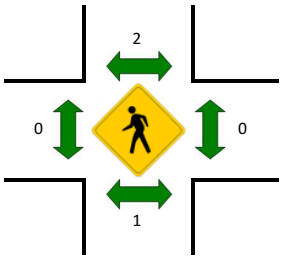
QC JOB #: 17212301
DATE: Tue, Sep 9 2025

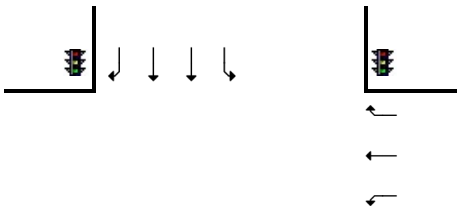
Peak-Hour: 7:25 AM -- 8:25 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

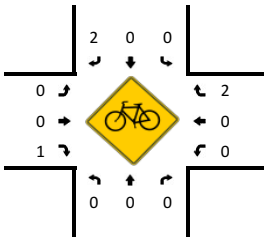


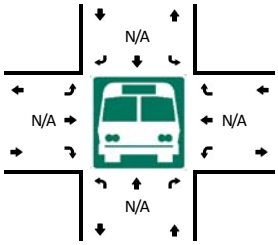


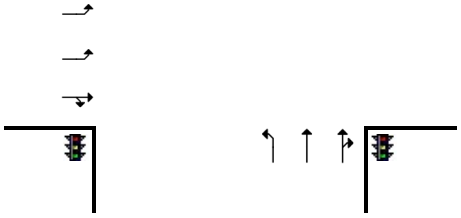
TRUE DATA TO IMPROVE MOBILITY

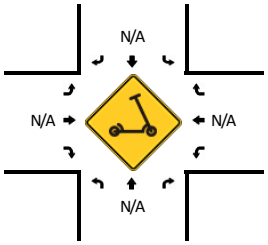












R* = RTOR

5-Min Count Period Beginning At	US-20 (Northbound)					US-20 (Southbound)					Burdell Blvd/Weldwood Dr (Eastbound)					Burdell Blvd/Weldwood Dr (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	2	51	0	0	0	1	19	1	0	1	11	0	1	0	1	0	0	0	0	0	88	
7:05 AM	3	50	0	0	0	2	20	6	0	3	22	0	2	0	2	1	0	0	0	0	111	
7:10 AM	2	54	1	0	0	1	25	3	0	0	21	0	3	0	1	1	0	0	0	0	112	
7:15 AM	1	58	0	0	0	1	36	4	0	1	12	0	0	0	3	0	0	0	0	0	116	
7:20 AM	1	64	0	0	0	1	17	8	0	1	17	0	0	0	0	0	0	0	0	1	110	
7:25 AM	3	64	0	0	0	0	42	7	0	4	20	0	3	0	1	0	0	0	0	0	144	
7:30 AM	1	57	0	0	0	0	35	4	0	3	12	0	2	0	0	0	0	0	0	0	114	
7:35 AM	2	58	0	0	0	0	30	9	0	3	30	0	0	0	2	0	0	0	0	0	134	
7:40 AM	0	60	0	0	0	1	59	16	0	4	11	1	1	0	6	1	0	0	0	1	161	
7:45 AM	3	78	0	0	0	0	49	10	0	7	21	0	1	0	4	1	0	0	0	0	174	
7:50 AM	5	51	0	0	0	2	45	6	0	13	20	0	0	0	0	0	0	0	0	0	142	
7:55 AM	2	81	0	0	0	1	36	13	0	4	18	0	1	0	2	0	0	0	0	1	159	1565
8:00 AM	7	63	0	0	0	2	25	13	0	7	29	0	0	0	3	0	0	0	0	2	151	1628
8:05 AM	5	39	0	0	0	0	22	15	0	18	36	0	0	0	2	0	0	1	0	2	140	1657
8:10 AM	3	44	0	0	0	4	35	14	0	5	36	0	1	0	1	1	1	1	0	1	147	1692
8:15 AM	4	52	1	0	0	0	29	8	0	12	32	0	0	0	3	0	0	0	0	0	141	1717
8:20 AM	4	58	0	0	0	2	33	13	0	6	26	0	1	0	0	0	1	0	0	2	146	1753
8:25 AM	2	49	0	0	0	1	25	7	1	2	43	1	0	0	1	0	0	3	0	1	136	1745
8:30 AM	4	43	0	0	0	1	27	5	0	1	18	1	2	0	4	0	0	0	0	0	106	1737
8:35 AM	1	34	1	0	0	1	36	2	0	4	19	0	0	0	1	0	2	1	0	1	103	1706
8:40 AM	4	33	0	0	0	1	16	3	0	0	21	0	2	0	2	0	0	0	0	0	82	1627
8:45 AM	3	38	0	0	0	3	28	3	0	2	13	1	2	0	2	0	1	1	0	0	97	1550
8:50 AM	6	41	1	0	0	1	25	4	0	2	10	0	1	0	1	0	1	0	0	2	95	1503
8:55 AM	4	50	0	0	0	1	15	3	0	3	22	1	2	0	1	0	0	0	0	1	103	1447

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	32	756	0	0	0	12	612	224	0	96	208	4	48	0	40	8	0	4	0	4	2048
Heavy Trucks	0	44	0			4	44	0			0	0	0			0	0	0			92
Buses																					
Pedestrians		0					4					0					0				4
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 9/16/2025 9:38 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

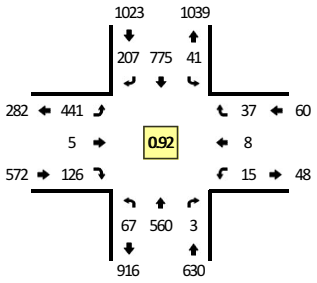
Type of peak hour being reported: Intersection Peak

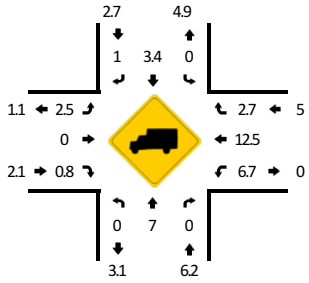
Method for determining peak hour: Total Entering Volume

LOCATION: US-20 -- Burdell Blvd/Weldwood Dr
CITY/STATE: Lebanon, OR

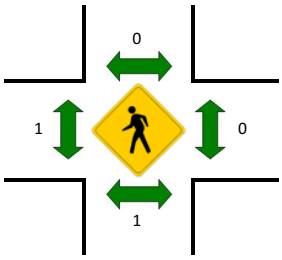
QC JOB #: 17212302
DATE: Tue, Sep 9 2025

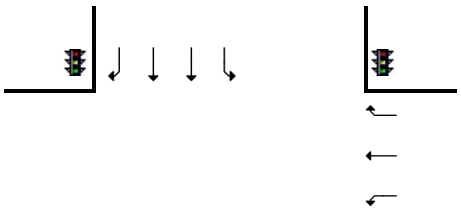
Peak-Hour: 3:35 PM -- 4:35 PM
Peak 15-Min: 3:45 PM -- 4:00 PM

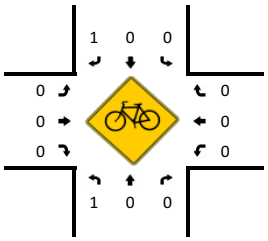


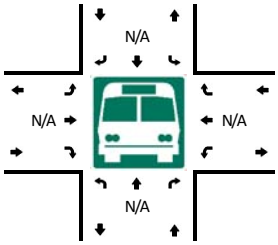


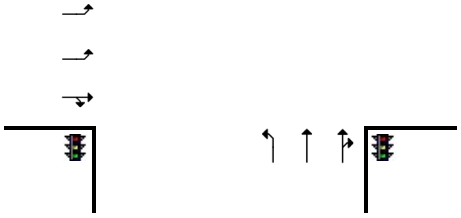
TRUE DATA TO IMPROVE MOBILITY

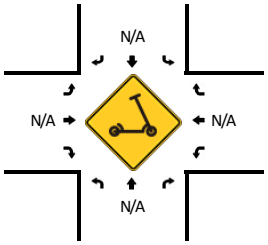












R* = RTOR

5-Min Count Period Beginning At	US-20 (Northbound)					US-20 (Southbound)					Burdell Blvd/Weldwood Dr (Eastbound)					Burdell Blvd/Weldwood Dr (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
3:00 PM	0	42	1	0	0	4	62	8	1	4	25	0	3	0	5	1	0	2	0	3	161	
3:05 PM	9	43	0	0	0	6	64	7	0	6	31	1	5	0	4	2	1	0	0	0	179	
3:10 PM	6	44	0	0	0	4	73	15	0	6	24	1	1	0	4	1	3	1	0	5	188	
3:15 PM	6	57	0	0	0	2	69	10	0	6	19	1	4	0	3	0	1	1	0	3	182	
3:20 PM	8	50	0	0	0	4	50	13	0	10	19	2	6	0	5	4	2	2	0	0	175	
3:25 PM	6	47	0	0	0	3	49	12	1	6	27	0	5	0	7	0	0	1	0	1	165	
3:30 PM	2	49	0	0	0	1	41	13	0	3	28	1	3	0	7	1	2	0	0	3	154	
3:35 PM	3	42	0	0	0	4	64	10	0	13	31	0	1	0	6	2	1	0	0	0	177	
3:40 PM	4	57	1	0	0	2	69	13	0	3	29	0	3	0	5	2	1	1	0	3	193	
3:45 PM	7	59	0	0	0	2	71	23	0	4	27	0	1	0	7	0	1	0	0	1	203	
3:50 PM	5	49	0	0	0	3	72	9	0	8	34	1	7	0	3	2	0	2	0	1	196	
3:55 PM	8	48	1	0	0	5	51	6	1	17	63	1	14	0	3	1	0	1	0	3	223	2196
4:00 PM	3	46	0	0	0	5	53	9	0	9	60	0	5	0	6	2	0	0	0	5	203	2238
4:05 PM	6	41	0	0	0	3	57	14	0	7	37	0	10	0	2	1	3	0	0	4	185	2244
4:10 PM	10	47	0	0	0	1	73	6	0	9	43	2	5	0	6	0	0	0	0	2	204	2260
4:15 PM	2	55	0	0	0	2	69	7	0	2	30	0	8	0	2	0	0	1	0	4	182	2260
4:20 PM	8	54	0	0	0	3	76	10	0	6	20	0	1	0	5	2	0	0	0	1	186	2271
4:25 PM	4	22	0	0	1	6	63	5	0	6	39	0	5	0	4	3	1	0	0	3	162	2268
4:30 PM	7	40	0	0	0	4	57	2	0	9	28	1	14	0	3	0	1	2	0	3	171	2285
4:35 PM	1	39	0	0	0	2	64	6	0	4	30	0	10	0	5	0	0	2	0	2	165	2273
4:40 PM	7	35	0	0	0	2	56	6	0	1	27	0	5	0	4	1	1	1	0	1	147	2227
4:45 PM	4	44	0	0	0	2	75	11	0	1	20	0	4	0	5	0	1	0	0	2	169	2193
4:50 PM	12	49	0	0	0	7	55	13	0	7	31	0	6	0	6	2	1	1	0	2	192	2189
4:55 PM	5	36	0	0	0	1	59	15	0	8	29	0	6	0	5	0	2	1	0	2	169	2135
5:00 PM	5	28	0	0	0	3	75	14	0	8	42	0	7	0	3	0	1	0	0	1	187	2119
5:05 PM	1	35	1	0	0	1	58	13	0	11	39	0	4	0	1	0	1	0	0	3	168	2102
5:10 PM	4	27	1	0	0	3	68	12	0	4	29	1	6	0	6	1	1	0	0	1	164	2062
5:15 PM	3	35	0	0	0	1	86	9	0	13	45	1	5	0	2	2	2	0	0	3	207	2087
5:20 PM	3	47	0	0	0	2	61	22	0	8	24	0	3	0	2	1	0	3	0	1	177	2078
5:25 PM	1	31	0	0	0	3	60	18	0	8	29	0	4	0	2	2	0	0	0	2	160	2076
5:30 PM	3	28	0	0	0	2	60	9	0	6	33	1	7	0	2	0	1	0	0	1	153	2058
5:35 PM	5	25	0	0	0	0	67	15	0	6	33	1	6	0	4	0	0	0	0	2	164	2057
5:40 PM	2	33	0	0	0	1	63	15	0	8	28	0	6	0	0	2	1	0	0	3	162	2072
5:45 PM	1	34	0	0	0	1	52	13	0	11	29	0	8	0	0	0	2	1	0	0	152	2055
5:50 PM	2	40	0	0	0	2	56	12	0	7	44	1	4	0	1	0	0	1	0	1	171	2034
5:55 PM	5	30	0	0	0	0	62	9	0	2	30	0	1	0	6	0	1	0	0	2	148	2013

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	80	624	4	0	0	40	776	268	4	116	496	8	140	0	52	12	4	32	0	20	2676
Heavy Trucks	0	32	0			0	24	8			20	0	4			0	0	4			92
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	4			0	0	0			0	0	0			4
Scooters																					

Comments:

Report generated on 9/16/2025 9:38 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

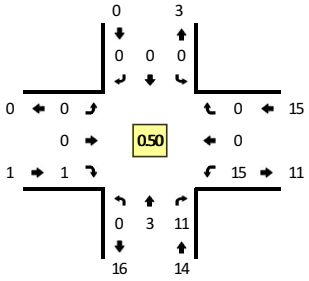
Type of peak hour being reported: User-Defined

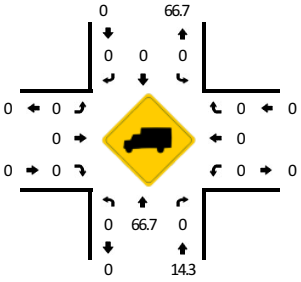
Method for determining peak hour: Total Entering Volume

LOCATION: Burdell Blvd -- Walgreens Dwy/Cooperative Wy
CITY/STATE: Lebanon, OR

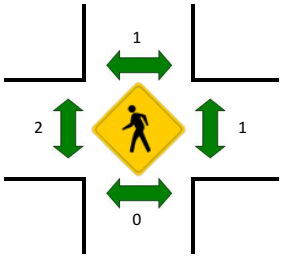
QC JOB #: 17212305
DATE: Tue, Sep 9 2025

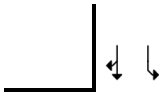
Peak-Hour: 7:25 AM -- 8:25 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

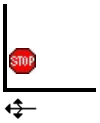


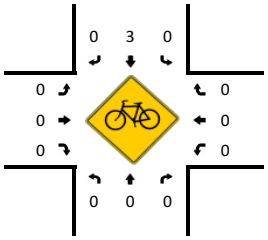


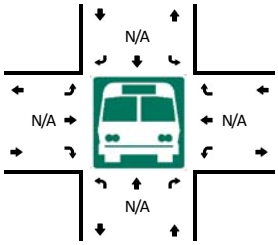
TRUE DATA TO IMPROVE MOBILITY

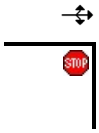


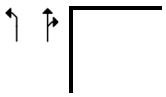


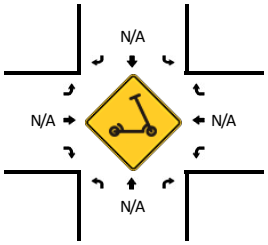












R* = RTOR

5-Min Count Period Beginning At	Burdell Blvd (Northbound)					Burdell Blvd (Southbound)					Walgreens Dwy/Cooperative Wy (Eastbound)					Walgreens Dwy/Cooperative Wy (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	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:05 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	
7:10 AM	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	
7:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
7:25 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:40 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	4	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
7:50 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
7:55 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	19
8:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	4	22
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	22
8:10 AM	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	3	0	0	0	0	8	27
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	27
8:20 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	4	30
8:25 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	7	36
8:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	38
8:35 AM	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	3	1	0	0	0	7	45
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41
8:45 AM	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	7	47
8:50 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	4	49
8:55 AM	1	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	51

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	0	0	24	0	0	0	0	0	0	0	0	0	4	0	0	32	0	0	0	0	60
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	0	0			0
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	8	0			0	0	0			0	0	0			8
Scooters																					

Comments:

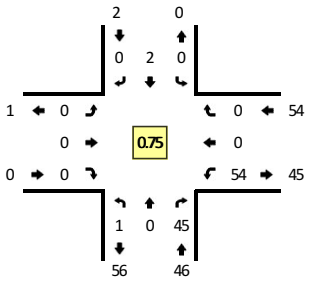
Type of peak hour being reported: User-Defined

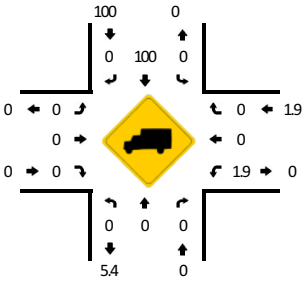
Method for determining peak hour: Total Entering Volume

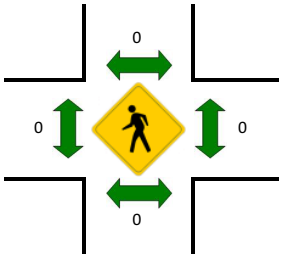
LOCATION: Burdell Blvd -- Walgreens Dwy/Cooperative Wy
CITY/STATE: Lebanon, OR

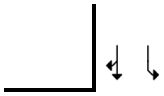
QC JOB #: 17212306
DATE: Tue, Sep 9 2025

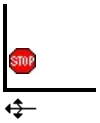
Peak-Hour: 3:35 PM -- 4:35 PM
Peak 15-Min: 3:50 PM -- 4:05 PM

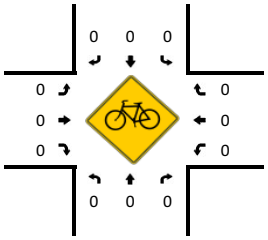


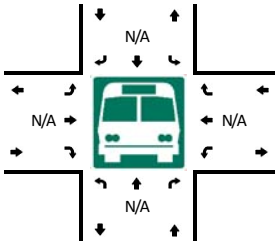


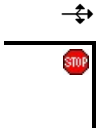


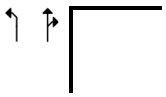


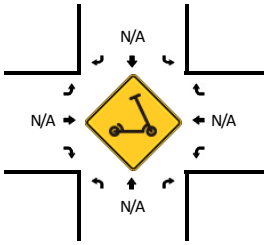












R* = RTOR

5-Min Count Period Beginning At	Burdell Blvd (Northbound)					Burdell Blvd (Southbound)					Walgreens Dwy/Cooperative Wy (Eastbound)					Walgreens Dwy/Cooperative Wy (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
3:00 PM	0	0	5	0	0	0	1	0	0	0	0	0	0	0	0	5	0	0	0	0	11	
3:05 PM	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	7	
3:10 PM	1	0	6	0	0	0	0	0	0	0	0	0	1	0	0	10	0	0	0	0	18	
3:15 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	9	
3:20 PM	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	11	
3:25 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	6	
3:30 PM	0	0	2	0	0	0	1	0	0	0	0	0	2	0	0	6	0	0	0	0	11	
3:35 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	5	
3:40 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	8	
3:45 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	4	
3:50 PM	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	5	0	0	0	0	10	
3:55 PM	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	11	111
4:00 PM	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	13	113
4:05 PM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	6	0	0	0	0	10	116
4:10 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	5	103
4:15 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	8	102
4:20 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	5	96
4:25 PM	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	12	102
4:30 PM	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	11	102
4:35 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	6	103
4:40 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	5	100
4:45 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	9	105
4:50 PM	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	9	104
4:55 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	7	100
5:00 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	6	93
5:05 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	5	88
5:10 PM	0	0	5	0	0	0	0	0	0	0	0	0	2	0	0	3	0	0	0	0	10	93
5:15 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	10	95
5:20 PM	0	0	1	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	4	94
5:25 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	4	86
5:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	78
5:35 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	4	76
5:40 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	7	78
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	4	73
5:50 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	6	70
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	64

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	4	0	60	0	0	0	4	0	0	0	0	0	0	0	0	68	0	0	0	0	136
Heavy Trucks	0	0	0			0	4	0			0	0	0			0	0	0			4
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 10/7/2025 2:30 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

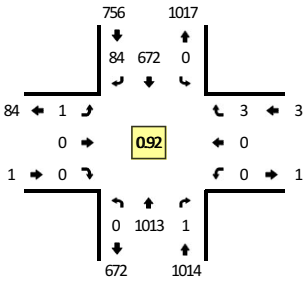
Type of peak hour being reported: Intersection Peak

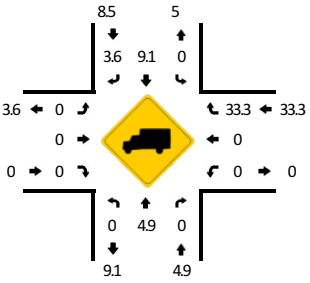
Method for determining peak hour: Total Entering Volume

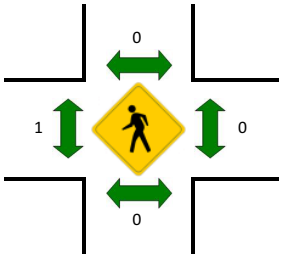
LOCATION: US-20 -- Walgreens/Walmart RIRO Dwy
CITY/STATE: Lebanon, OR

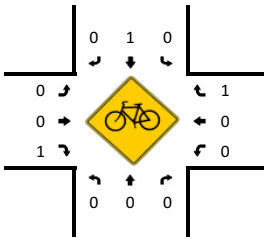
QC JOB #: 17212307
DATE: Tue, Sep 9 2025

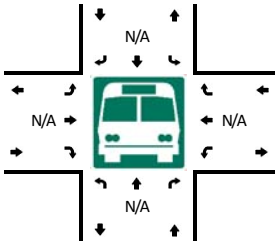
Peak-Hour: 7:25 AM -- 8:25 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

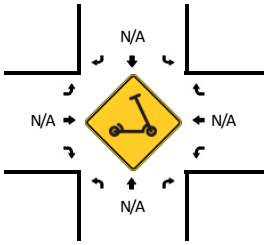












R* = RTOR

5-Min Count Period Beginning At	US-20 (Northbound)					US-20 (Southbound)					Walgreens/Walmart RIRO Dwy (Eastbound)					Walgreens/Walmart RIRO Dwy (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	0	64	0	0	0	0	20	4	0	0	0	0	0	0	0	0	0	0	0	0	88	
7:05 AM	0	67	0	0	0	0	32	9	0	0	0	0	0	0	0	0	0	0	0	0	108	
7:10 AM	0	77	0	0	0	0	31	9	0	0	0	0	0	0	0	0	0	0	0	0	117	
7:15 AM	0	70	0	0	0	0	41	5	0	0	0	0	0	0	0	0	0	0	0	0	116	
7:20 AM	0	81	0	0	0	0	28	6	0	0	0	0	0	0	0	0	0	0	0	0	115	
7:25 AM	0	83	0	0	0	0	57	5	0	0	0	0	0	0	0	0	0	1	0	0	146	
7:30 AM	0	74	0	0	0	0	42	4	0	0	0	0	0	0	0	0	0	0	0	0	120	
7:35 AM	0	85	0	0	0	0	45	12	0	0	0	0	0	0	0	0	0	0	0	0	142	
7:40 AM	0	73	0	0	0	0	81	12	0	0	0	0	0	0	0	0	0	0	0	0	166	
7:45 AM	0	98	0	0	0	0	60	7	0	0	0	0	0	0	0	0	0	1	0	0	166	
7:50 AM	0	70	0	0	0	0	69	10	0	0	0	0	0	0	0	0	0	0	0	0	149	
7:55 AM	0	102	0	0	0	0	52	7	0	0	0	0	0	0	0	0	0	0	0	0	161	1594
8:00 AM	0	93	0	0	0	0	48	3	0	0	0	0	0	0	0	0	0	0	0	0	144	1650
8:05 AM	0	71	0	0	0	0	66	5	0	0	0	0	0	0	0	0	0	1	0	0	143	1685
8:10 AM	0	86	1	0	0	0	48	9	0	0	0	0	0	0	0	0	0	0	0	0	144	1712
8:15 AM	0	86	0	0	0	0	51	6	0	0	0	0	0	0	0	0	0	0	0	0	143	1739
8:20 AM	0	92	0	0	0	0	53	4	0	0	1	0	0	0	0	0	0	0	0	0	150	1774
8:25 AM	0	98	0	0	0	0	36	5	0	0	0	0	0	0	0	0	0	0	0	0	139	1767
8:30 AM	0	61	0	0	0	0	40	14	0	0	0	0	0	0	0	0	0	0	0	0	115	1762
8:35 AM	0	48	0	0	0	0	37	9	0	0	0	0	0	0	0	0	0	1	0	0	95	1715
8:40 AM	0	60	0	0	0	0	23	10	0	0	0	0	0	0	0	0	0	0	0	0	93	1642
8:45 AM	0	50	0	0	0	0	33	11	0	0	0	0	0	0	0	0	0	1	0	0	95	1571
8:50 AM	0	57	0	0	0	0	33	10	0	0	0	0	0	0	0	0	0	0	0	0	100	1522
8:55 AM	0	74	0	0	0	0	21	13	0	0	0	0	0	0	0	0	0	0	0	0	108	1469

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	0	964	0	0	0	0	840	116	0	0	0	0	0	0	0	0	0	4	0	0	1924
Heavy Trucks	0	32	0			0	56	8			0	0	0			0	0	0			96
Buses																					
Pedestrians		0					0					4					0				4
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

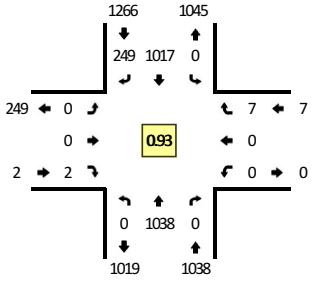
Type of peak hour being reported: Intersection Peak

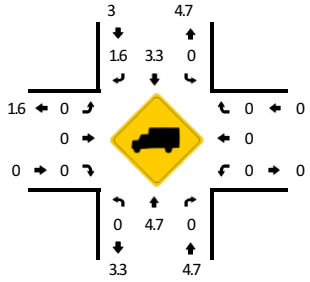
Method for determining peak hour: Total Entering Volume

LOCATION: US-20 -- Walgreens/Walmart RIRO Dwy
CITY/STATE: Lebanon, OR

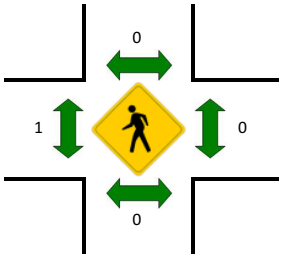
QC JOB #: 17212308
DATE: Tue, Sep 9 2025

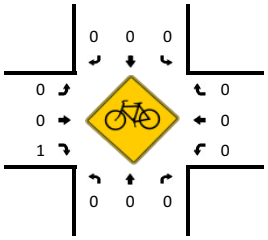
Peak-Hour: 3:35 PM -- 4:35 PM
Peak 15-Min: 3:45 PM -- 4:00 PM

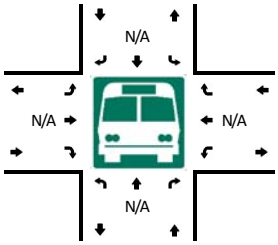


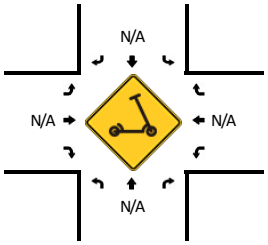


TRUE DATA TO IMPROVE MOBILITY









R* = RTOR

5-Min Count Period Beginning At	US-20 (Northbound)					US-20 (Southbound)					Walgreens/Walmart RIRO Dwy (Eastbound)					Walgreens/Walmart RIRO Dwy (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
3:00 PM	0	76	0	0	0	0	80	15	0	0	0	0	0	0	0	0	0	0	0	0	171	
3:05 PM	0	72	0	0	0	0	85	32	0	0	0	0	1	0	0	0	0	0	0	0	190	
3:10 PM	0	69	0	0	0	0	100	20	0	0	0	0	0	0	0	0	0	1	0	0	190	
3:15 PM	0	85	0	0	0	0	89	25	0	0	0	0	0	0	0	0	0	0	0	0	199	
3:20 PM	0	71	0	0	0	0	77	25	0	0	0	0	0	0	0	0	0	0	0	0	173	
3:25 PM	0	75	0	0	0	0	73	16	0	0	0	0	1	0	0	0	0	1	0	0	166	
3:30 PM	0	80	0	0	0	0	68	22	0	0	0	0	0	0	0	0	0	0	0	0	170	
3:35 PM	0	72	0	0	0	0	89	15	0	0	0	0	0	0	0	0	0	1	0	0	177	
3:40 PM	0	87	0	0	0	0	73	22	0	0	0	0	0	0	0	0	0	1	0	0	183	
3:45 PM	0	86	0	0	0	0	109	22	0	0	0	0	0	0	0	0	0	0	0	0	217	
3:50 PM	0	94	0	0	0	0	89	18	0	0	0	0	0	0	0	0	0	2	0	0	203	
3:55 PM	0	106	0	0	0	0	77	22	0	0	0	0	0	0	0	0	0	0	0	0	205	2244
4:00 PM	0	112	0	0	0	0	73	14	0	0	0	0	1	0	0	0	0	0	0	0	200	2273
4:05 PM	0	88	0	0	0	0	93	20	0	0	0	0	0	0	0	0	0	3	0	0	204	2287
4:10 PM	0	83	0	0	0	0	76	17	0	0	0	0	0	0	0	0	0	0	0	0	176	2273
4:15 PM	0	104	0	0	0	0	86	25	0	0	0	0	0	0	0	0	0	0	0	0	215	2289
4:20 PM	0	76	0	0	0	0	94	25	0	0	0	0	0	0	0	0	0	0	0	0	195	2311
4:25 PM	0	61	0	0	0	0	76	23	0	0	0	0	1	0	0	0	0	0	0	0	161	2306
4:30 PM	0	69	0	0	0	0	82	26	0	0	0	0	0	0	0	0	0	0	0	0	177	2313
4:35 PM	0	73	0	0	0	0	63	24	0	0	0	0	0	0	0	0	0	0	0	0	160	2296
4:40 PM	0	68	0	0	0	0	67	24	0	0	0	0	0	0	0	0	0	0	0	0	159	2272
4:45 PM	0	68	0	0	0	0	91	25	0	0	0	0	0	0	0	0	0	0	0	0	184	2239
4:50 PM	0	82	0	0	0	0	87	32	0	0	0	0	0	0	0	0	0	0	0	0	201	2237
4:55 PM	0	65	0	0	0	0	82	17	0	0	0	0	0	0	0	0	0	0	0	0	164	2196
5:00 PM	0	66	0	0	0	0	94	22	0	0	0	0	0	0	0	0	0	0	0	0	182	2178
5:05 PM	0	79	0	0	0	0	98	18	0	0	0	0	0	0	0	0	0	2	0	0	197	2171
5:10 PM	0	59	0	0	0	0	81	14	0	0	0	0	0	0	0	0	0	0	0	0	154	2149
5:15 PM	0	83	0	0	0	0	98	21	0	0	0	0	0	0	0	0	0	0	0	0	202	2136
5:20 PM	0	80	0	0	0	0	91	16	0	0	0	0	0	0	0	0	0	0	0	0	187	2128
5:25 PM	0	52	0	0	0	0	99	17	0	0	0	0	0	0	0	0	0	0	0	0	168	2135
5:30 PM	0	72	0	0	0	0	73	17	0	0	0	0	0	0	0	0	0	1	0	0	163	2121
5:35 PM	0	53	0	0	0	0	91	15	0	0	0	0	0	0	0	0	0	0	0	0	159	2120
5:40 PM	0	69	2	0	0	0	86	20	0	0	0	0	0	0	0	0	0	1	0	0	178	2139
5:45 PM	0	65	0	0	0	0	77	17	0	0	0	0	0	0	0	0	0	0	0	0	159	2114
5:50 PM	0	80	1	0	0	0	83	21	0	0	0	0	0	0	0	0	0	2	0	0	187	2100
5:55 PM	0	68	0	0	0	0	66	24	0	0	0	0	0	0	0	0	0	0	0	0	158	2094

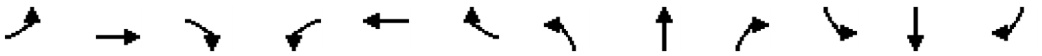
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	1144	0	0	0	0	1100	248	0	0	0	0	0	0	0	0	0	8	0	0	2500
Heavy Trucks	0	48	0			0	48	8			0	0	0			0	0	0			104
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	4			0	0	0			4
Scooters																					

Comments:

Report generated on 9/16/2025 9:38 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Appendix C
2025 Existing Traffic Conditions Worksheets and Volumes



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	303	1	34	3	2	11	39	756	1	9	479	214
Future Volume (vph)	303	1	34	3	2	11	39	756	1	9	479	214
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	6.0		4.0	6.0	6.0
Lane Util. Factor	0.97	1.00		1.00	1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.99	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.85		1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3101	1062		1663	1750	1468	1539	3107		1421	2995	1473
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3101	1062		1663	1750	1468	1539	3107		1421	2995	1473
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	329	1	37	3	2	12	42	822	1	10	521	233
RTOR Reduction (vph)	0	29	0	0	0	11	0	0	0	0	0	144
Lane Group Flow (vph)	329	9	0	3	2	1	42	823	0	10	521	89
Confl. Peds. (#/hr)			1	1		2						
Heavy Vehicles (%)	4%	0%	40%	0%	0%	0%	8%	7%	0%	17%	11%	1%
Turn Type	Split	NA		Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases						4						2
Actuated Green, G (s)	14.8	14.8		4.1	4.1	4.1	4.6	29.4		1.0	25.8	25.8
Effective Green, g (s)	14.8	14.8		4.1	4.1	4.1	4.6	29.4		1.0	25.8	25.8
Actuated g/C Ratio	0.22	0.22		0.06	0.06	0.06	0.07	0.44		0.01	0.38	0.38
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	6.0		4.0	6.0	6.0
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	4.8		4.8	2.5	2.5
Lane Grp Cap (vph)	681	233		101	106	89	105	1357		21	1148	564
v/s Ratio Prot	c0.11	0.01		c0.00	0.00		c0.03	c0.26		0.01	0.17	
v/s Ratio Perm						0.00						0.06
v/c Ratio	0.48	0.04		0.03	0.02	0.01	0.40	0.61		0.48	0.45	0.16
Uniform Delay, d1	22.9	20.7		29.7	29.7	29.7	30.0	14.5		32.9	15.5	13.6
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.4	0.1		0.1	0.1	0.0	1.8	1.1		29.6	0.2	0.1
Delay (s)	23.3	20.7		29.8	29.8	29.7	31.8	15.6		62.5	15.7	13.7
Level of Service	C	C		C	C	C	C	B		E	B	B
Approach Delay (s/veh)		23.0			29.7			16.4			15.7	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	17.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	67.3	Sum of lost time (s)	18.0
Intersection Capacity Utilization	54.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection Level Of Service Report
Intersection 2: Burdell Blvd / South Dwy-Cooperative Way

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.030

Intersection Setup

Name	Burdell Blvd			Burdell Blvd			South Dwy			Cooperative Way		
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]	150.00	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			30.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Burdell Blvd			Burdell Blvd			South Dwy			Cooperative Way		
Base Volume Input [veh/h]	0	0	11	0	0	0	0	0	1	15	0	0
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	2.00	0.00	0.00	0.00	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	3	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	11	0	3	0	0	0	1	15	0	0
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
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	0	6	0	2	0	0	0	1	8	0	0
Total Analysis Volume [veh/h]	0	0	22	0	6	0	0	0	2	30	0	0
Pedestrian Volume [ped/h]	0			1			2			1		

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	0.03	0.00	0.00
d_M, Delay for Movement [s/veh]	7.22	0.00	0.00	7.24	0.00	0.00	8.62	9.18	8.35	8.72	9.22	8.47
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	0.01	0.01	0.01	0.09	0.09	0.09
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.14	0.14	0.14	2.32	2.32	2.32
d_A, Approach Delay [s/veh]	0.00			0.00			8.35			8.72		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.64											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 4: US 20 / Frontage road

Control Type:	Two-way stop	Delay (sec / veh):	12.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.004

Intersection Setup

Name	US 20		US 20		Frontage road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	180.00	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]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

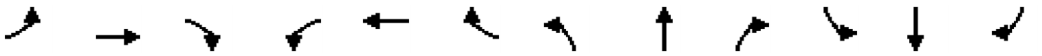
Name	US 20		US 20		Frontage road	
Base Volume Input [veh/h]	1070	0	0	702	0	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	5.00	0.00	2.00	9.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	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	1	0	1
Total Hourly Volume [veh/h]	1070	0	0	703	0	2
Peak Hour Factor	0.9200	0.9200	1.0000	0.9200	1.0000	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	291	0	0	191	0	1
Total Analysis Volume [veh/h]	1163	0	0	764	0	2
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
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	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	12.92
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.33
d_A, Approach Delay [s/veh]	0.00		0.00		12.92	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.01					
Intersection LOS	B					



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	449	5	126	13	8	37	67	612	2	41	826	209
Future Volume (vph)	449	5	126	13	8	37	67	612	2	41	826	209
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	6.0		4.0	6.0	6.0
Lane Util. Factor	0.97	1.00		1.00	1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	0.99		1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.86		1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3162	1464		1554	1563	1305	1663	3107		1663	3228	1427
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3162	1464		1554	1563	1305	1663	3107		1663	3228	1427
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	488	5	137	14	9	40	73	665	2	45	898	227
RTOR Reduction (vph)	0	102	0	0	0	38	0	0	0	0	0	119
Lane Group Flow (vph)	488	40	0	14	9	2	73	667	0	45	898	108
Confl. Peds. (#/hr)			1	1								1
Heavy Vehicles (%)	2%	0%	1%	7%	12%	14%	0%	7%	0%	0%	3%	2%
Turn Type	Split	NA		Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases						4						2
Actuated Green, G (s)	20.3	20.3		3.2	3.2	3.2	7.2	33.5		5.4	31.7	31.7
Effective Green, g (s)	20.3	20.3		3.2	3.2	3.2	7.2	33.5		5.4	31.7	31.7
Actuated g/C Ratio	0.25	0.25		0.04	0.04	0.04	0.09	0.42		0.07	0.39	0.39
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	6.0		4.0	6.0	6.0
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	4.8		4.8	2.5	2.5
Lane Grp Cap (vph)	798	369		61	62	51	148	1294		111	1272	562
v/s Ratio Prot	c0.15	0.03		c0.01	0.01		c0.04	0.21		0.03	c0.28	
v/s Ratio Perm						0.00						0.08
v/c Ratio	0.61	0.11		0.23	0.15	0.03	0.49	0.52		0.41	0.71	0.19
Uniform Delay, d1	26.6	23.1		37.4	37.3	37.1	34.9	17.4		36.0	20.4	16.0
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.2	0.1		1.4	0.8	0.2	1.9	0.6		4.7	1.7	0.1
Delay (s)	27.8	23.2		38.8	38.1	37.3	36.7	18.1		40.6	22.1	16.1
Level of Service	C	C		D	D	D	D	B		D	C	B
Approach Delay (s/veh)		26.7			37.7			19.9			21.7	
Approach LOS		C			D			B			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	22.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	80.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	61.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection Level Of Service Report
Intersection 2: Burdell Blvd / South Dwy-Cooperative Way

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.080

Intersection Setup

Name	Burdell Blvd			Burdell Blvd			South Dwy			Cooperative Way		
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]	150.00	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			30.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Burdell Blvd			Burdell Blvd			South Dwy			Cooperative Way		
Base Volume Input [veh/h]	1	0	47	0	0	0	0	0	0	58	0	0
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	0.00	2.00	0.00	0.00	0.00	0.00	2.00	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	3	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	0	47	0	3	0	0	0	0	58	0	0
Peak Hour Factor	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500
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	0	16	0	1	0	0	0	0	19	0	0
Total Analysis Volume [veh/h]	1	0	63	0	4	0	0	0	0	77	0	0
Pedestrian Volume [ped/h]	0			1			2			1		

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	0.08	0.00	0.00
d_M, Delay for Movement [s/veh]	7.22	0.00	0.00	7.32	0.00	0.00	8.73	9.39	8.33	9.06	9.55	8.77
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	0.26	0.26	0.26
95th-Percentile Queue Length [ft/ln]	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.49	6.49	6.49
d_A, Approach Delay [s/veh]	0.11			0.00			8.82			9.06		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	4.86											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 4: US 20 / Frontage road

Control Type:	Two-way stop	Delay (sec / veh):	13.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	US 20		US 20		Frontage road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	180.00	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]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	US 20		US 20		Frontage road	
Base Volume Input [veh/h]	1099	0	0	1074	0	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	5.00	0.00	2.00	3.00	2.00	2.00
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]	1099	0	0	1074	0	1
Peak Hour Factor	0.9300	0.9300	1.0000	0.9300	1.0000	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	295	0	0	289	0	0
Total Analysis Volume [veh/h]	1182	0	0	1155	0	1
Pedestrian Volume [ped/h]	0		0		0	

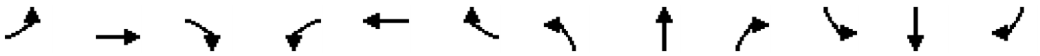
Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
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	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	13.02
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.01
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.17
d_A, Approach Delay [s/veh]	0.00		0.00		13.02	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.01					
Intersection LOS	B					

Appendix D
2026 Background Traffic Conditions Worksheets and Volumes



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	312	3	34	22	5	11	40	789	6	23	489	217
Future Volume (vph)	312	3	34	22	5	11	40	789	6	23	489	217
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	6.0		4.0	6.0	6.0
Lane Util. Factor	0.97	1.00		1.00	1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.99	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.86		1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3101	1087		1663	1750	1468	1539	3105		1421	2995	1473
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3101	1087		1663	1750	1468	1539	3105		1421	2995	1473
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	339	3	37	24	5	12	43	858	7	25	532	236
RTOR Reduction (vph)	0	29	0	0	0	11	0	1	0	0	0	138
Lane Group Flow (vph)	339	11	0	24	5	1	43	864	0	25	532	98
Confl. Peds. (#/hr)			1	1		2						
Heavy Vehicles (%)	4%	0%	40%	0%	0%	0%	8%	7%	0%	17%	11%	1%
Turn Type	Split	NA		Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases						4						2
Actuated Green, G (s)	16.3	16.3		6.0	6.0	6.0	4.4	32.9		3.0	31.5	31.5
Effective Green, g (s)	16.3	16.3		6.0	6.0	6.0	4.4	32.9		3.0	31.5	31.5
Actuated g/C Ratio	0.21	0.21		0.08	0.08	0.08	0.06	0.43		0.04	0.41	0.41
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	6.0		4.0	6.0	6.0
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	4.8		4.8	2.5	2.5
Lane Grp Cap (vph)	663	232		130	137	115	88	1340		55	1238	608
v/s Ratio Prot	c0.11	0.01		c0.01	0.00		c0.03	c0.28		0.02	0.18	
v/s Ratio Perm						0.00						0.07
v/c Ratio	0.51	0.05		0.18	0.04	0.01	0.49	0.65		0.45	0.43	0.16
Uniform Delay, d1	26.4	23.8		32.8	32.4	32.4	34.8	17.1		35.8	15.9	14.0
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.5	0.1		0.5	0.1	0.0	3.1	1.4		11.2	0.2	0.1
Delay (s)	26.9	23.8		33.3	32.5	32.4	37.9	18.5		47.0	16.1	14.1
Level of Service	C	C		C	C	C	D	B		D	B	B
Approach Delay (s/veh)		26.6			32.9			19.4			16.5	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	19.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	76.2	Sum of lost time (s)	18.0
Intersection Capacity Utilization	55.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection Level Of Service Report
Intersection 2: Burdell Blvd / South Dwy-Cooperative Way

Control Type:	Two-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.034

Intersection Setup

Name	Burdell Blvd			Burdell Blvd			South Dwy			Cooperative Way		
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]	150.00	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			30.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Burdell Blvd			Burdell Blvd			South Dwy			Cooperative Way		
Base Volume Input [veh/h]	0	21	11	0	22	0	0	0	1	15	0	0
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	2.00	0.00	0.00	2.00	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	3	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	21	11	0	25	0	0	0	1	15	0	0
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
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	11	6	0	13	0	0	0	1	8	0	0
Total Analysis Volume [veh/h]	0	42	22	0	50	0	0	0	2	30	0	0
Pedestrian Volume [ped/h]	0			1			2			1		

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	0.03	0.00	0.00
d_M, Delay for Movement [s/veh]	7.30	0.00	0.00	7.32	0.00	0.00	9.12	9.65	8.54	9.24	9.73	8.69
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	0.01	0.01	0.01	0.11	0.11	0.11
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00	0.15	0.15	0.15	2.65	2.65	2.65
d_A, Approach Delay [s/veh]	0.00			0.00			8.54			9.24		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	2.02											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 3: Burdell Blvd / North Dwy

Control Type:	Two-way stop	Delay (sec / veh):	8.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.022

Intersection Setup

Name	Burdell Blvd		Burdell Blvd		North Dwy	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	1	0
Entry Pocket Length [ft]	50.00	100.00	100.00	100.00	50.00	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]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Burdell Blvd		Burdell Blvd		North Dwy	
Base Volume Input [veh/h]	21	0	0	0	0	22
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	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
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]	21	0	0	0	0	22
Peak Hour Factor	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
Total 15-Minute Volume [veh/h]	6	0	0	0	0	6
Total Analysis Volume [veh/h]	23	0	0	0	0	24
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
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	0.00	0.02
d_M, Delay for Movement [s/veh]	7.25	0.00	0.00	0.00	8.79	8.39
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.04	0.00	0.00	0.00	0.00	0.07
95th-Percentile Queue Length [ft/ln]	1.08	0.00	0.00	0.00	0.00	1.70
d_A, Approach Delay [s/veh]	7.25		0.00		8.39	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	7.83					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 4: US 20 / Frontage road

Control Type:	Two-way stop	Delay (sec / veh):	13.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.033

Intersection Setup

Name	US 20		US 20		Frontage road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	180.00	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]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

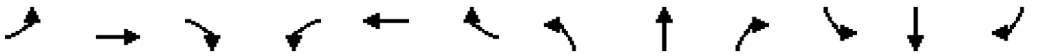
Name	US 20		US 20		Frontage road	
Base Volume Input [veh/h]	1091	21	0	730	0	13
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	5.00	0.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	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	1	0	1
Total Hourly Volume [veh/h]	1091	21	0	731	0	14
Peak Hour Factor	0.9200	0.9200	1.0000	0.9200	1.0000	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	296	6	0	199	0	4
Total Analysis Volume [veh/h]	1186	23	0	795	0	15
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
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	0.01	0.00	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	13.30
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.10
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	2.59
d_A, Approach Delay [s/veh]	0.00		0.00		13.30	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.10					
Intersection LOS	B					



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	461	6	127	45	14	37	68	649	9	56	843	211
Future Volume (vph)	461	6	127	45	14	37	68	649	9	56	843	211
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	6.0		4.0	6.0	6.0
Lane Util. Factor	0.97	1.00		1.00	1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	0.99		1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.86		1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3162	1468		1554	1563	1305	1663	3104		1663	3228	1427
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3162	1468		1554	1563	1305	1663	3104		1663	3228	1427
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	501	7	138	49	15	40	74	705	10	61	916	229
RTOR Reduction (vph)	0	104	0	0	0	37	0	1	0	0	0	120
Lane Group Flow (vph)	501	41	0	49	15	3	74	714	0	61	916	109
Confl. Peds. (#/hr)			1	1								1
Heavy Vehicles (%)	2%	0%	1%	7%	12%	14%	0%	7%	0%	0%	3%	2%
Turn Type	Split	NA		Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases						4						2
Actuated Green, G (s)	21.0	21.0		6.3	6.3	6.3	7.4	31.6		8.3	32.5	32.5
Effective Green, g (s)	21.0	21.0		6.3	6.3	6.3	7.4	31.6		8.3	32.5	32.5
Actuated g/C Ratio	0.25	0.25		0.07	0.07	0.07	0.09	0.37		0.10	0.38	0.38
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	6.0		4.0	6.0	6.0
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	4.8		4.8	2.5	2.5
Lane Grp Cap (vph)	779	361		114	115	96	144	1151		161	1231	544
v/s Ratio Prot	c0.16	0.03		c0.03	0.01		c0.04	0.23		0.04	c0.28	
v/s Ratio Perm						0.00						0.08
v/c Ratio	0.64	0.11		0.43	0.13	0.03	0.51	0.62		0.38	0.74	0.20
Uniform Delay, d1	28.7	24.9		37.7	36.9	36.6	37.2	21.9		36.0	22.8	17.6
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.6	0.1		1.9	0.4	0.1	2.3	1.4		2.9	2.4	0.1
Delay (s)	30.4	25.0		39.6	37.3	36.7	39.5	23.3		38.9	25.1	17.8
Level of Service	C	C		D	D	D	D	C		D	C	B
Approach Delay (s/veh)		29.2			38.2			24.8			24.4	
Approach LOS		C			D			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	26.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	85.2	Sum of lost time (s)	18.0
Intersection Capacity Utilization	62.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection Level Of Service Report
Intersection 2: Burdell Blvd / South Dwy-Cooperative Way

Control Type:	Two-way stop	Delay (sec / veh):	9.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.090

Intersection Setup

Name	Burdell Blvd			Burdell Blvd			South Dwy			Cooperative Way		
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]	150.00	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			30.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Burdell Blvd			Burdell Blvd			South Dwy			Cooperative Way		
Base Volume Input [veh/h]	1	22	47	0	38	0	0	0	0	58	0	0
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	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	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	3	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	22	47	0	41	0	0	0	0	58	0	0
Peak Hour Factor	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500
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	7	16	0	14	0	0	0	0	19	0	0
Total Analysis Volume [veh/h]	1	29	63	0	55	0	0	0	0	77	0	0
Pedestrian Volume [ped/h]	0			1			2			1		

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	0.09	0.00	0.00
d_M, Delay for Movement [s/veh]	7.31	0.00	0.00	7.38	0.00	0.00	9.20	9.86	8.55	9.62	10.09	8.99
Movement LOS	A	A	A	A	A	A	A	A	A	A	B	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	0.30	0.30	0.30
95th-Percentile Queue Length [ft/ln]	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.39	7.39	7.39
d_A, Approach Delay [s/veh]	0.08			0.00			9.21			9.62		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	3.33											
Intersection LOS	A											

Intersection Level Of Service Report
Intersection 3: Burdell Blvd / North Dwy

Control Type:	Two-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.039

Intersection Setup

Name	Burdell Blvd		Burdell Blvd		North Dwy	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	1	0
Entry Pocket Length [ft]	50.00	100.00	100.00	100.00	50.00	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]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Burdell Blvd		Burdell Blvd		North Dwy	
Base Volume Input [veh/h]	22	0	0	0	0	38
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	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
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]	22	0	0	0	0	38
Peak Hour Factor	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
Total 15-Minute Volume [veh/h]	6	0	0	0	0	10
Total Analysis Volume [veh/h]	24	0	0	0	0	41
Pedestrian Volume [ped/h]	0		0		14	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
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	0.02	0.00	0.00	0.00	0.00	0.04
d_M, Delay for Movement [s/veh]	7.31	0.00	0.00	0.00	8.92	8.56
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.00	0.00	0.00	0.00	0.12
95th-Percentile Queue Length [ft/ln]	1.15	0.00	0.00	0.00	0.00	3.04
d_A, Approach Delay [s/veh]	7.31		0.00		8.56	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	8.10					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 4: US 20 / Frontage road

Control Type:	Two-way stop	Delay (sec / veh):	13.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.041

Intersection Setup

Name	US 20		US 20		Frontage road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	180.00	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]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	US 20		US 20		Frontage road	
Base Volume Input [veh/h]	1121	28	0	1110	0	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	5.00	0.00	2.00	2.00	2.00	2.00
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]	1121	28	0	1110	0	17
Peak Hour Factor	0.9300	0.9300	1.0000	0.9300	1.0000	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	301	8	0	298	0	5
Total Analysis Volume [veh/h]	1205	30	0	1194	0	18
Pedestrian Volume [ped/h]	0		0		0	

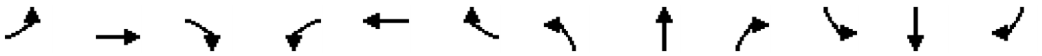
Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
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	0.01	0.00	0.04
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	13.48
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.13
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	3.17
d_A, Approach Delay [s/veh]	0.00		0.00		13.48	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.10					
Intersection LOS	B					

Appendix E
2026 Total Traffic Conditions Worksheets and Volumes



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	297	31	34	49	15	11	40	744	64	51	473	217
Future Volume (vph)	297	31	34	49	15	11	40	744	64	51	473	217
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	6.0		4.0	6.0	6.0
Lane Util. Factor	0.97	1.00		1.00	1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.99	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.92		1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3101	1326		1663	1750	1467	1539	3086		1421	2995	1473
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3101	1326		1663	1750	1467	1539	3086		1421	2995	1473
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	323	34	37	53	16	12	43	809	70	55	514	236
RTOR Reduction (vph)	0	30	0	0	0	11	0	5	0	0	0	129
Lane Group Flow (vph)	323	41	0	53	16	1	43	874	0	55	514	107
Confl. Peds. (#/hr)			1	1		2						
Heavy Vehicles (%)	4%	0%	40%	0%	0%	0%	8%	7%	0%	17%	11%	1%
Turn Type	Split	NA		Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases						4						2
Actuated Green, G (s)	16.5	16.5		8.8	8.8	8.8	4.7	36.0		8.5	39.8	39.8
Effective Green, g (s)	16.5	16.5		8.8	8.8	8.8	4.7	36.0		8.5	39.8	39.8
Actuated g/C Ratio	0.19	0.19		0.10	0.10	0.10	0.05	0.41		0.10	0.45	0.45
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	6.0		4.0	6.0	6.0
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	4.8		4.8	2.5	2.5
Lane Grp Cap (vph)	582	249		166	175	147	82	1265		137	1357	667
v/s Ratio Prot	c0.10	0.03		c0.03	0.01		0.03	c0.28		c0.04	c0.17	
v/s Ratio Perm						0.00						0.07
v/c Ratio	0.55	0.16		0.32	0.09	0.01	0.52	0.69		0.40	0.38	0.16
Uniform Delay, d1	32.3	29.9		36.7	35.9	35.6	40.5	21.3		37.3	15.8	14.1
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.9	0.2		0.8	0.2	0.0	4.6	2.0		3.7	0.1	0.1
Delay (s)	33.2	30.1		37.5	36.0	35.6	45.0	23.3		41.0	16.0	14.2
Level of Service	C	C		D	D	D	D	C		D	B	B
Approach Delay (s/veh)		32.7			36.9			24.4			17.2	
Approach LOS		C			D			C			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	23.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	87.8	Sum of lost time (s)	18.0
Intersection Capacity Utilization	55.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection Level Of Service Report
Intersection 2: Burdell Blvd / South Dwy-Cooperative Way

Control Type:	Two-way stop	Delay (sec / veh):	16.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.090

Intersection Setup

Name	Burdell Blvd			Burdell Blvd			South Dwy			Cooperative Way		
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]	150.00	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			30.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Burdell Blvd			Burdell Blvd			South Dwy			Cooperative Way		
Base Volume Input [veh/h]	114	21	11	0	54	0	0	0	6	15	0	0
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	2.00	0.00	0.00	2.00	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	3	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	114	21	11	0	57	0	0	0	6	15	0	0
Peak Hour Factor	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000	0.5000
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]	57	11	6	0	29	0	0	0	3	8	0	0
Total Analysis Volume [veh/h]	228	42	22	0	114	0	0	0	12	30	0	0
Pedestrian Volume [ped/h]	0			1			2			1		

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	0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.09	0.00	0.00
d_M, Delay for Movement [s/veh]	7.87	0.00	0.00	7.32	0.00	0.00	15.73	15.78	8.88	16.82	16.64	9.60
Movement LOS	A	A	A	A	A	A	C	C	A	C	C	A
95th-Percentile Queue Length [veh/ln]	0.54	0.00	0.00	0.00	0.00	0.00	0.04	0.04	0.04	0.29	0.29	0.29
95th-Percentile Queue Length [ft/ln]	13.58	0.00	0.00	0.00	0.00	0.00	0.97	0.97	0.97	7.33	7.33	7.33
d_A, Approach Delay [s/veh]	6.14			0.00			8.88			16.82		
Approach LOS	A			A			A			C		
d_I, Intersection Delay [s/veh]	5.37											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 3: Burdell Blvd / North Dwy

Control Type:	Two-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.054

Intersection Setup

Name	Burdell Blvd		Burdell Blvd		North Dwy	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	1	0
Entry Pocket Length [ft]	50.00	100.00	100.00	100.00	50.00	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]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Burdell Blvd		Burdell Blvd		North Dwy	
Base Volume Input [veh/h]	21	0	0	0	0	54
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	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
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]	21	0	0	0	0	54
Peak Hour Factor	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
Total 15-Minute Volume [veh/h]	6	0	0	0	0	15
Total Analysis Volume [veh/h]	23	0	0	0	0	59
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
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	0.00	0.05
d_M, Delay for Movement [s/veh]	7.25	0.00	0.00	0.00	8.79	8.51
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.04	0.00	0.00	0.00	0.00	0.17
95th-Percentile Queue Length [ft/ln]	1.08	0.00	0.00	0.00	0.00	4.31
d_A, Approach Delay [s/veh]	7.25		0.00		8.51	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	8.16					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 4: US 20 / Frontage road

Control Type:	Two-way stop	Delay (sec / veh):	14.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.202

Intersection Setup

Name	US 20		US 20		Frontage road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	180.00	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]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

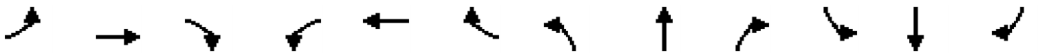
Name	US 20		US 20		Frontage road	
Base Volume Input [veh/h]	1031	21	0	742	0	86
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	5.00	0.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	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	1	0	1
Total Hourly Volume [veh/h]	1031	21	0	743	0	87
Peak Hour Factor	0.9200	0.9200	1.0000	0.9200	1.0000	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	280	6	0	202	0	24
Total Analysis Volume [veh/h]	1121	23	0	808	0	95
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
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	0.01	0.00	0.20
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	14.56
Movement LOS	A	A		A		B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.75
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	18.64
d_A, Approach Delay [s/veh]	0.00		0.00		14.56	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	0.68					
Intersection LOS	B					



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	444	36	127	77	26	37	68	599	75	88	826	211
Future Volume (vph)	444	36	127	77	26	37	68	599	75	88	826	211
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	6.0		4.0	6.0	6.0
Lane Util. Factor	0.97	1.00		1.00	1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	0.99		1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.88		1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3162	1518		1554	1563	1305	1663	3078		1663	3228	1427
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3162	1518		1554	1563	1305	1663	3078		1663	3228	1427
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	483	39	138	84	28	40	74	651	82	96	898	229
RTOR Reduction (vph)	0	99	0	0	0	36	0	8	0	0	0	121
Lane Group Flow (vph)	483	78	0	84	28	4	74	725	0	96	898	108
Confl. Peds. (#/hr)			1	1								1
Heavy Vehicles (%)	2%	0%	1%	7%	12%	14%	0%	7%	0%	0%	3%	2%
Turn Type	Split	NA		Split	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases						4						2
Actuated Green, G (s)	21.3	21.3		8.2	8.2	8.2	7.5	32.9		9.7	35.1	35.1
Effective Green, g (s)	21.3	21.3		8.2	8.2	8.2	7.5	32.9		9.7	35.1	35.1
Actuated g/C Ratio	0.24	0.24		0.09	0.09	0.09	0.08	0.37		0.11	0.39	0.39
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	6.0		4.0	6.0	6.0
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	4.8		4.8	2.5	2.5
Lane Grp Cap (vph)	747	358		141	142	118	138	1123		178	1257	555
v/s Ratio Prot	c0.15	0.05		c0.05	0.02		0.04	0.24		c0.06	c0.28	
v/s Ratio Perm						0.00						0.08
v/c Ratio	0.65	0.22		0.60	0.20	0.03	0.54	0.65		0.54	0.71	0.19
Uniform Delay, d1	31.0	27.7		39.4	37.9	37.3	39.6	23.8		38.1	23.3	18.2
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.7	0.2		5.5	0.5	0.1	3.1	1.7		5.3	1.8	0.1
Delay (s)	32.7	27.9		44.9	38.4	37.4	42.7	25.4		43.4	25.1	18.3
Level of Service	C	C		D	D	D	D	C		D	C	B
Approach Delay (s/veh)		31.4			41.7			27.0			25.2	
Approach LOS		C			D			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	28.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	90.1	Sum of lost time (s)	18.0
Intersection Capacity Utilization	61.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection Level Of Service Report
Intersection 2: Burdell Blvd / South Dwy-Cooperative Way

Control Type:	Two-way stop	Delay (sec / veh):	15.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.185

Intersection Setup

Name	Burdell Blvd			Burdell Blvd			South Dwy			Cooperative Way		
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]	150.00	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			30.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name	Burdell Blvd			Burdell Blvd			South Dwy			Cooperative Way		
Base Volume Input [veh/h]	129	22	47	0	74	0	0	0	8	58	0	0
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	2.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	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	3	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	129	22	47	0	77	0	0	0	8	58	0	0
Peak Hour Factor	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500	0.7500
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]	43	7	16	0	26	0	0	0	3	19	0	0
Total Analysis Volume [veh/h]	172	29	63	0	103	0	0	0	11	77	0	0
Pedestrian Volume [ped/h]	0			1			2			1		

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	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.19	0.00	0.00
d_M, Delay for Movement [s/veh]	7.72	0.00	0.00	7.38	0.00	0.00	13.60	14.10	8.82	15.64	15.66	10.54
Movement LOS	A	A	A	A	A	A	B	B	A	C	C	B
95th-Percentile Queue Length [veh/ln]	0.39	0.00	0.00	0.00	0.00	0.00	0.04	0.04	0.04	0.67	0.67	0.67
95th-Percentile Queue Length [ft/ln]	9.72	0.00	0.00	0.00	0.00	0.00	0.88	0.88	0.88	16.81	16.81	16.81
d_A, Approach Delay [s/veh]	5.03			0.00			8.82			15.64		
Approach LOS	A			A			A			C		
d_I, Intersection Delay [s/veh]	5.78											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 3: Burdell Blvd / North Dwy

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.076

Intersection Setup

Name	Burdell Blvd		Burdell Blvd		North Dwy	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	1	0
Entry Pocket Length [ft]	50.00	100.00	100.00	100.00	50.00	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]	25.00		25.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Burdell Blvd		Burdell Blvd		North Dwy	
Base Volume Input [veh/h]	22	0	0	0	0	74
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	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
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]	22	0	0	0	0	74
Peak Hour Factor	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
Total 15-Minute Volume [veh/h]	6	0	0	0	0	20
Total Analysis Volume [veh/h]	24	0	0	0	0	80
Pedestrian Volume [ped/h]	0		0		14	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
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	0.02	0.00	0.00	0.00	0.00	0.08
d_M, Delay for Movement [s/veh]	7.31	0.00	0.00	0.00	8.92	8.70
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.00	0.00	0.00	0.00	0.25
95th-Percentile Queue Length [ft/ln]	1.15	0.00	0.00	0.00	0.00	6.16
d_A, Approach Delay [s/veh]	7.31		0.00		8.70	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	8.38					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 4: US 20 / Frontage road

Control Type:	Two-way stop	Delay (sec / veh):	15.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.233

Intersection Setup

Name	US 20		US 20		Frontage road	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	180.00	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]	45.00		45.00		25.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	US 20		US 20		Frontage road	
Base Volume Input [veh/h]	1054	28	0	1125	0	101
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	5.00	0.00	2.00	2.00	2.00	2.00
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]	1054	28	0	1125	0	101
Peak Hour Factor	0.9300	0.9300	1.0000	0.9300	1.0000	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	283	8	0	302	0	27
Total Analysis Volume [veh/h]	1133	30	0	1210	0	109
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			
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	0.01	0.00	0.23
d_M, Delay for Movement [s/veh]	0.00	0.00	0.00	0.00	0.00	15.04
Movement LOS	A	A		A		C
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.90
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	22.38
d_A, Approach Delay [s/veh]	0.00		0.00		15.04	
Approach LOS	A		A		C	
d_I, Intersection Delay [s/veh]	0.66					
Intersection LOS	C					

THIS INSTRUMENT WAS PREPARED BY,
AND UPON RECORDATION, RETURN TO:
ABRAHAM TRIEGER, ESQ.
LEVENFELD PEARLSTEIN, LLC
2 NORTH LASALLE STREET
SUITE 1300
CHICAGO, ILLINOIS 60602

LINN COUNTY, OREGON 2007-24506
E-REC
Cnt=2 Stn=1 COUNTER 10/15/2007 03:35:34 PM
$100.00 $5.00 $11.00 $10.00 $126.00

00064260200700245060200209

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

Steve Druckenmiller - County Clerk

THIS SPACE FOR RECORDER'S USE ONLY

RECIPROCAL EASEMENT AGREEMENT WITH COVENANTS, CONDITIONS AND RESTRICTIONS

THIS RECIPROCAL EASEMENT AGREEMENT WITH COVENANTS, CONDITIONS AND RESTRICTIONS (the "Agreement") is made and entered into this 11 day of October, 2007, by and between FRERES LUMBER COMPANY, INC., an Oregon corporation (the "Parcel A Owner"), and SOUTH MEADOWS CENTER, LLC, a Utah limited liability company, SOUTH WELDWOOD, LLC, a Utah limited liability company, and WELDWOOD CENTER, LLC, a Utah limited liability company (collectively and severally, the "Parcel B Owner").

RECITALS

A. The Parcel A Owner is the owner of that certain real property situated in the City of Lebanon, County of Linn, State of Oregon, more particularly described on Exhibit A attached hereto and incorporated herein by this reference ("Parcel A").

B. The Parcel B Owner is the owner of that certain real property situated in the City of Lebanon, County of Linn, State of Oregon, more particularly described on Exhibit B attached hereto and incorporated herein by this reference ("Parcel B").

C. The Parcel B Owner intends to develop Parcel B for use by Walgreen (as hereinafter defined).

D. The parties hereto desire to impose certain easements upon the Parcels, and to establish certain covenants, conditions and restrictions with respect to said Parcels, for the mutual and reciprocal benefit and complement of Parcel A and Parcel B, and the present and future owners and occupants thereof, on the terms and conditions hereinafter set forth.

NOW, THEREFORE, in consideration of the above premises and of the covenants herein contained, the Parcel A Owner and the Parcel B Owner hereby covenant and agree that the Parcels and all present and future owners and occupants of the Parcels shall be and hereby are subject to the terms, covenants, easements, restrictions and conditions hereinafter set forth in this Agreement, so that said Parcels shall be maintained, kept, sold and used in full compliance with and subject to this Agreement and, in connection therewith, the parties hereto on behalf of themselves and their respective successors and assigns covenant and agree as follows:

AGREEMENTS

1. **Definitions**. For purposes hereof:

(a) The term "Owner" or "Owners" shall mean the Parcel A Owner (as to Parcel A) and the Parcel B Owner (as to Parcel B), and any and all respective successors or assigns of such persons as the owner or owners of fee simple title to all or any portion of the real property covered hereby, whether by sale, assignment, inheritance, operation of law, trustee's sale, foreclosure, or otherwise, but not including the holder of any lien or encumbrance on such real property.

(b) The term "Parcel" or "Parcels" shall mean each separately identified parcel of real property now constituting a part of the real property subjected to this Agreement, that is, Parcel A and Parcel B, and any future subdivisions thereof.

(c) The term "Permittees" shall mean the tenant(s) or occupant(s) of a Parcel, and the respective employees, agents, contractors, customers, invitees and licensees of (i) the Owner of such Parcel, and/or (ii) such tenant(s) or occupant(s).

(d) The term "Common Area" shall mean those portions of Parcel A and Parcel B that are outside of exterior walls of buildings or other structures from time to time located on the Parcels, and which are either unimproved, or are improved as (without limitation) parking areas, landscaped areas, driveways, roadways, walkways, light standards, curbing, paving, entrances, exits and other similar exterior site improvements.

(e) The term "Walgreen" or "Walgreen's" shall mean Walgreen Co., an Illinois corporation (or any of its affiliates, subsidiaries, successors or assigns). Walgreen shall be deemed a third party beneficiary to this Agreement.

(f) The term "Walgreen Lease" or "Walgreen's Lease" shall mean that Lease of Parcel B from the Parcel B Owner, as landlord, to Walgreen, as tenant, and any amendments, extensions or replacements thereof.

(g) The term "Site Plan" shall mean that site plan of the Parcels attached hereto as Exhibit C and by reference made a part hereof. Except as may be otherwise provided in this Agreement, the Site Plan is for identification purposes only.

(h) The term "Driveways" shall mean: (i) those driveways presently or hereafter constructed within the Parcels, including those driveways shown on the Site Plan and further described hereinbelow; and (ii) related driveway improvements, paving, curbing, entrances and exits.

(i) The term "Access Openings" shall have the same meaning as set forth in Paragraph 2.3 below.

2. **Driveway Easements**.

2.1. Grant of Reciprocal Easements. The Owners hereby grant, establish, covenant and agree that the Parcels, and all present and future owners and Permittees of the Parcels, shall be benefited and burdened by a nonexclusive, perpetual and reciprocal easements for reasonable access, ingress and egress over the Driveways, the Access Openings and the Common Areas as presently or hereafter constructed within the Parcels, so as to provide for the passage of motor vehicles and pedestrians between all portions of the Common Area of such Parcels intended for such purposes, and to and from all abutting streets or

rights of way furnishing access to such Parcels. Without limiting the general scope of this Section 2.1: (i) the Parcel A Owner hereby grants and establishes for the benefit of Parcel B, a nonexclusive, perpetual and reciprocal easement over that portion of Parcel A as shown on the Site Plan and legally described in Exhibit D attached hereto, and by this reference, made a part hereof (the "Hwy. 20 Driveway") so as to provide for the passage of motor vehicles between Parcel B and the public roadway known as Highway 20/Santiam Highway; and (ii) the Parcel A Owner and the Parcel B Owner hereby grant and establish for the benefit of the Parcels a nonexclusive perpetual and reciprocal easement over that portion of the Parcels as shown on the Site Plan, which portion is legally described on Exhibit E attached hereto and by this referenced made a part hereof (the "Burdell Boulevard Driveway") and shall be used solely as a Driveway over and across those portions of Parcel A and Parcel B for ingress and egress to and from the public road known as Burdell Boulevard Drive. At no time shall the Hwy. 20 Driveway, the Burdell Boulevard Driveway, nor access thereto and therefrom, be blocked, obstructed, closed, altered, changed or removed.

2.2. Indemnification. Each Owner having rights with respect to an easement granted hereunder shall indemnify and hold the Owner whose Parcel is subject to the easement (including Walgreen, in the case of the Owner of Parcel B) harmless from and against all claims, liabilities and expenses (including reasonable attorneys' fees) relating to accidents, injuries, loss, or damage of or to any person or property arising from the negligent, intentional or willful acts or omissions of such Owner, its contractors, employees, agents, or others acting on behalf of such Owner.

2.3. Access Opening. The openings and access points contemplated between the Parcels for use of the Driveways, are shown on the Site Plan and such openings and access points between the Parcels for use of the Driveways, as contemplated pursuant to Paragraph 2.1 above, are hereinafter called the "Access Openings." The Access Openings shall in no event be blocked, closed, altered, changed or removed and shall at all times remain in place as shown on the Site Plan, subject to temporary and incidental blocking or closures for repair, improvement or maintenance; provided that the Owner performing any such repair, improvement or maintenance: (i) shall not perform any such repair, improvements or maintenance during the months of November and December, unless any such repair, improvements or maintenance is required pursuant to any ordinance, code, regulation, statute or other law or is necessitated by an emergency (i.e., actual or threatened risk to persons or property); and (ii) shall otherwise use commercially reasonable efforts to minimize any interference with the Access Openings. There shall be maintained between the Access Openings a smooth and level grade transition to allow the use of the Driveways for pedestrian and vehicular ingress and egress as set forth in Paragraph 2.1 above. Except with respect to the Access Openings, each Owner shall be permitted to maintain a fence, curbing, landscaping or other improvements along the boundary line of its Parcel.

2.4. Other Property. The easements herein granted to Parcel B are also appurtenant to any land that may hereafter come into common ownership with Parcel B which is contiguous to Parcel B. An area physically separated from Parcel B but having access thereto by means of public ways or private easements, rights or licenses shall be deemed to be contiguous to Parcel B.

2.5. Separation of Parcel B. If Parcel B is hereinafter divided into two (2) or more parts by separation of ownership, each party owning a part thereof shall enjoy the benefit of the easements granted to the Parcel B Owner herein.

3. **Maintenance**.

3.1. General. Until such time as improvements are constructed on a Parcel, the Owner thereof shall maintain the same in a clean and neat condition and shall take such measures as are necessary to control grass, weeds, blowing dust, dirt, litter or debris.

3.2. Buildings and Appurtenances Thereto. Each Owner covenants to keep and maintain, at its sole cost and expense, the building(s) located from time to time on its respective Parcel in good order, condition and repair. Once constructed, in the event of any damage to or destruction of a building on any Parcel, the Owner of such Parcel shall, at its sole cost and expense, with due diligence either (a) repair, restore and rebuild such building to its condition prior to such damage or destruction (or with such changes as shall not conflict with this Agreement), or (b) demolish and remove all portions of such damaged or destroyed building then remaining, including the debris resulting therefrom, and otherwise clean and restore the area affected by such casualty to a level, graded condition. Nothing contained in this Paragraph 4.2 shall be deemed to allow an Owner to avoid a more stringent obligation for repair, restoration and rebuilding contained in a lease or other written agreement between an Owner and such Owner's Permittee.

4. **Restrictions**.

4.1. General. Each Parcel shall be used for lawful purposes in conformance with all restrictions imposed by all applicable governmental laws, ordinances, codes, and regulations, and no use or operation shall be made, conducted or permitted on or with respect to all or any portion of a Parcel, which is illegal. In addition to the foregoing, throughout the term of this Declaration, it is expressly agreed that neither all nor any portion of any Parcel shall be used, directly or indirectly, for purposes of an adult book store, adult theatre, adult amusement facility, any facility selling or displaying pornographic materials or having such displays (except as may be incidental to a book, record or video store, provided such sale of pornographic materials is not the primary purpose of such a facility), massage parlor, the outdoor housing or raising of animals, any industrial use (including, without limitation, any manufacturing, smelting, rendering, refining, chemical manufacturing or processing, or other manufacturing uses), any mining or mineral exploration or development except by non-surface means, a carnival, amusement park or circus, any use which may materially or adversely affect the water and sewer services supplied to either Parcel, or any facility for the sale of paraphernalia for use with illicit drugs, or any use which creates a nuisance. Notwithstanding anything contained in this Section 5.1, an Owner shall not be deemed to be in violation of this Section 5.1 if a violation of any of the prohibitions under this Section 5.1 is a result of the use of such Owner's Parcel, or any portion thereof, by a third party tenant, sub-tenant or other occupant without such Owner's consent, and such Owner takes reasonable action to enjoin such use.

4.2. Additional Parcel Restrictions. Throughout the term of the Walgreen's Lease or if Walgreen becomes the owner of Parcel B, it is expressly agreed that Parcel A shall not be used, directly or indirectly, for any one or more of the following purposes: (i) the operation of a drug store or a so-called prescription pharmacy or prescription ordering, processing or delivery facility, whether or not a pharmacist is present at such facility, or for any other purpose requiring a qualified pharmacist or other person authorized by law to dispense medicinal drugs, directly or indirectly, for a fee or remuneration of any kind; except if such use is incidental to a primary use such as grocery store or general merchandise retailer (such as Safeway, Albertson's, Fred Meyer, Bi-Mart, or similar stores (ii) the operation of a medical diagnostic lab and/or the provision of treatment (other than as part of a medical, dental, physician, surgical or chiropractic office[s], which office[s] shall not be restricted by this subsection [ii]); and (iii) the operation of a convenience store, except a convenience store located within, or associated with, a gas station. Additionally, throughout the term of the Walgreen's Lease, it is expressly agreed that Parcel A shall not be used, directly or indirectly, for any one or more of the following purposes, in stores or businesses occupying less than 12,000 square feet in size: (a) the sale of so-called health and/or beauty aids and/or drug sundries, except for which is incidental to the operation of barber shop or beauty or hair salon; provided, however, in no event shall the Owner of Parcel A permit or suffer the operation of a store similar in nature to Ulta, Sally's Beauty Supply or GNC store); (b) the operation of a business in which photo-finishing services (including, without limitation, digital photographic processing or printing, or the

sale of any other imaging services, processes or goods) and/or photographic film are offered for sale; except if such use is incidental to the primary use.

5. **Insurance**. Throughout the term of this Agreement, each Owner shall procure and maintain general and/or comprehensive public liability and property damage insurance against claims for personal injury (including contractual liability arising under the indemnity contained in Paragraph 2.2 above), death, or property damage occurring upon such Owner's Parcel, with single limit coverage of not less than an aggregate of One Million Dollars ($1,000,000) including umbrella coverage, if any. Walgreen (whether as tenant under the Walgreen Lease or in the event Walgreen becomes an Owner of a Parcel) may elect to self insure and/or carry insurance required hereunder under master or blanket policies of insurance.

6. **Taxes and Assessments**. Each Owner shall pay all taxes, assessments, or charges of any type levied or made by any governmental body or agency with respect to its Parcel.

7. **No Rights in Public; No Implied Easements**. Nothing contained herein shall be construed as creating any rights in the general public or as dedicating for public use any portion of Parcel A or Parcel B. No easements, except (i) those expressly set forth in Paragraph 2, and/or (ii) an easement over Parcel A so as to enable the construction of the Driveways and other improvements required for the initial development for Walgreen's by the Owner of Parcel B, shall be implied by this Agreement; in that regard, and without limiting the foregoing, no easements for parking, signage, drainage or utilities are granted or implied.

8. **Remedies and Enforcement**.

8.1. All Legal and Equitable Remedies Available. In the event of a breach or threatened breach by any Owner or its Permittees of any of the terms, covenants, restrictions or conditions hereof, the other Owner(s) and Walgreen shall be entitled forthwith to full and adequate relief by injunction and/or all such other available legal and equitable remedies from the consequences of such breach, including payment of any amounts due and/or specific performance. Walgreen shall have the right, but not the obligation, to enforce this Agreement on behalf of the Owner of Parcel B, and/or to cure a breach or default hereunder by the Owner of Parcel B, which enforcement or cure shall be accepted by the other Owner(s) as if effected by the Owner of Parcel B.

8.2. Self-Help. In addition to all other remedies available at law or in equity, upon the failure of a defaulting Owner to cure a breach of this Agreement within thirty (30) days following written notice thereof by an Owner or Walgreen (unless, with respect to any such breach the nature of which cannot reasonably be cured within such 30-day period, the defaulting Owner commences such cure within such 30-day period and thereafter diligently prosecutes such cure to completion), Walgreen or any Owner shall have the right to perform such obligation contained in this Agreement on behalf of such defaulting Owner and be reimbursed by such defaulting Owner upon demand for the reasonable costs thereof together with interest at the prime rate charged from time to time by Bank of America (its successors or assigns), plus two percent (2%) (not to exceed the maximum rate of interest allowed by law). Notwithstanding the foregoing, in the event of (i) an emergency, (ii) blockage or material impairment of the easement rights, and/or (iii) the unauthorized parking of vehicles on Parcel B, an Owner or Walgreen may immediately cure the same and be reimbursed by the other Owner upon demand for the reasonable cost thereof together with interest at the prime rate, plus two percent (2%), as above described.

8.3. Lien Rights. Any claim for reimbursement, including interest as aforesaid, and all costs and expenses including reasonable attorneys' fees awarded to any Owner (or to Walgreen in connection with the exercise of its rights set forth in Paragraphs 8.1 and/or 8.2 above) in enforcing any payment in

any suit or proceeding under this Agreement shall be assessed against the defaulting Owner in favor of the prevailing party and shall constitute a lien (the "Assessment Lien") against the Parcel of the defaulting Owner until paid, effective upon the recording of a notice of lien with respect thereto in the Office of the County Recorder of Linn County, Oregon; provided, however, that any such Assessment Lien shall be subject and subordinate to (i) liens for taxes and other public charges which by applicable law are expressly made superior, (ii) all liens recorded in the Office of the County Recorder of Linn County, Oregon prior to the date of recordation of said notice of lien, and (iii) all leases entered into, whether or not recorded, prior to the date of recordation of said notice of lien. All liens recorded subsequent to the recordation of the notice of lien described herein shall be junior and subordinate to the Assessment Lien. Upon the timely curing by the defaulting Owner of any default for which a notice of lien was recorded, the party recording same shall record an appropriate release of such notice of lien and Assessment Lien.

8.4. Remedies Cumulative. The remedies specified herein shall be cumulative and in addition to all other remedies permitted at law or in equity.

8.5. No Termination For Breach. Notwithstanding the foregoing to the contrary, no breach hereunder shall entitle any Owner to cancel, rescind, or otherwise terminate this Agreement. No breach hereunder shall defeat or render invalid the lien of any mortgage or deed of trust upon any Parcel made in good faith for value, but the easements, covenants, conditions and restrictions hereof shall be binding upon and effective against any Owner of such Parcel covered hereby whose title thereto is acquired by foreclosure, trustee's sale, or otherwise.

8.6. Irreparable Harm. In the event of a violation or threat thereof of any of the provisions of Paragraph 2 of this Agreement, each Owner agrees that such violation or threat thereof shall cause the nondefaulting Owner and/or its Permittees to suffer irreparable harm and such nondefaulting Owner and its Permittees shall have no adequate remedy at law. As a result, in the event of a violation or threat thereof of any of the provisions of Paragraph 2 of this Agreement, the nondefaulting Owner and Walgreen, in addition to all remedies available at law or otherwise under this Agreement, shall be entitled to injunctive or other equitable relief to enjoin a violation or threat thereof of Paragraph 2 of this Agreement.

9. **Term**. The easements, covenants, conditions and restrictions contained in this Agreement shall be effective commencing on the date of recordation of this Agreement in the office of the Linn County Recorder and shall remain in full force and effect thereafter in perpetuity, unless this Agreement is modified, amended, canceled or terminated by the written consent of all then record Owners of Parcel A and Parcel B in accordance with Paragraph 10.2 hereof.

10. **Miscellaneous**.

10.1. Attorneys' Fees. In the event a party (including Walgreen) institutes any legal action or proceeding for the enforcement of any right or obligation herein contained, the prevailing party after a final adjudication shall be entitled to recover its costs and reasonable attorneys' fees incurred in the preparation and prosecution of such action or proceeding.

10.2. Amendment.

(a) The parties agree that the provisions of this Agreement may be modified or amended, in whole or in part, or terminated, only by the written consent of all record Owners of Parcel A and Parcel B, evidenced by a document that has been fully executed and acknowledged by all such record Owners and recorded in the official records of the County Recorder of Linn County, Oregon, and, subject to Paragraph 10.2(b) hereof, shall be binding upon all tenants and other occupants of the Parcels.

(b) Notwithstanding Paragraph 10.2(a) above to the contrary, no termination of this Agreement, and no modification or amendment of this Agreement shall be made nor shall the same be effective unless the same has been expressly consented to in writing by Walgreen (during the continuance of the Walgreen Lease).

10.3. Consents. Wherever in this Agreement the consent or approval of an Owner is required, unless otherwise expressly provided herein, such consent or approval shall not be unreasonably withheld or delayed. Any request for consent or approval shall: (a) be in writing; (b) specify the section hereof which requires that such notice be given or that such consent or approval be obtained; and (c) be accompanied by such background data as is reasonably necessary to make an informed decision thereon. The consent of an Owner or Walgreen under this Agreement, to be effective, must be given, denied or conditioned expressly and in writing. During the continuance of the Walgreen Lease, any consent by the Owner of Parcel B, to be effective, shall also require the consent of Walgreen. Any consent of Walgreen may be given, denied or conditioned by Walgreen in Walgreen's sole and absolute discretion.

10.4. No Waiver. No waiver of any default of any obligation by any party hereto shall be implied from any omission by the other party to take any action with respect to such default.

10.5. No Agency. Nothing in this Agreement shall be deemed or construed by either party or by any third person to create the relationship of principal and agent or of limited or general partners or of joint venturers or of any other association between the parties.

10.6. Covenants to Run with Land. It is intended that each of the easements, covenants, conditions, restrictions, rights and obligations set forth herein shall run with the land and create equitable servitudes in favor of the real property benefited thereby, shall bind every person having any fee, leasehold or other interest therein and shall inure to the benefit of the respective parties and their successors, assigns, heirs, and personal representatives.

10.7. Grantee's Acceptance. The grantee of any Parcel or any portion thereof, by acceptance of a deed conveying title thereto or the execution of a contract for the purchase thereof, whether from an original party or from a subsequent owner of such Parcel, shall accept such deed or contract upon and subject to each and all of the easements, covenants, conditions, restrictions and obligations contained herein. By such acceptance, any such grantee shall for himself and his successors, assigns, heirs, and personal representatives, covenant, consent, and agree to and with the other party, to keep, observe, comply with, and perform the obligations and agreements set forth herein with respect to the property so acquired by such grantee.

10.8. Separability. Each provision of this Agreement and the application thereof to Parcel A and Parcel B are hereby declared to be independent of and severable from the remainder of this Agreement. If any provision contained herein shall be held to be invalid or to be unenforceable or not to run with the land, such holding shall not affect the validity or enforceability of the remainder of this Agreement. In the event the validity or enforceability of any provision of this Agreement is held to be dependent upon the existence of a specific legal description, the parties agree to promptly cause such legal description to be prepared. Ownership of both Parcels by the same person or entity shall not terminate this Agreement nor in any manner affect or impair the validity or enforceability of this Agreement.

10.9. Time of Essence. Time is of the essence of this Agreement.

10.10. Entire Agreement. This Agreement contains the complete understanding and agreement of the parties hereto with respect to all matters referred to herein, and all prior representations, negotiations, and understandings are superseded hereby.

10.11. Notices. Notices or other communication hereunder shall be in writing and shall be sent certified or registered mail, return receipt requested, or by other national overnight courier company, or personal delivery. Notice shall be deemed given upon receipt or refusal to accept delivery. Each party and Walgreen may change from time to time their respective address for notice hereunder by like notice to the other party and Walgreen. Notice given by any Owner hereunder to be effective shall also simultaneously be delivered to Walgreen (during the continuance of the Walgreen Lease). The notice addresses of the Parcel A Owner, the Parcel B Owner and Walgreen are as follows:

Walgreen:	Walgreen Co. Attention: Real Estate Law Department Mail Stop No. 1420 104 Wilmot Road Deerfield, Illinois 60015
Parcel A Owner:	Freres Lumber Company PO Box 276 Lyons, OR 97358 Phone 503-859-2121 Fax 503-859-2112
Parcel B Owner:	Weldwood Center, LLC South Weldwood, LLC South Meadows Center, LLC et al 515 West Picket Circle, Suite 400 Salt Lake City, Utah 84115 Phone 801-596-7711 Fax 801-596-7161

10.12. Governing Law. The laws of the State in which the Parcels are located shall govern the interpretation, validity, performance, and enforcement of this Agreement.

10.13. Estoppel Certificates. Each Owner, within twenty (20) day of its receipt of a written request from the other Owner(s) or Walgreen, shall from time to time provide the requesting Owner or Walgreen, a certificate binding upon such Owner stating: (a) to the best of such Owner's knowledge, whether any party to this Agreement is in default or violation of this Agreement and if so identifying such default or violation; and (b) that this Agreement is in full force and effect and identifying any amendments to the Agreement as of the date of such certificate.

10.14. Bankruptcy. In the event of any bankruptcy affecting any Owner or occupant of any Parcel, the parties agree that this Agreement shall, to the maximum extent permitted by law, be considered an agreement that runs with the land and that is not rejectable, in whole or in part, by the bankrupt person or entity.

[SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, the parties have executed this Agreement as of the date first written above.

Parcel A Owner

FRERES LUMBER COMPANY, INC., an Oregon corporation

By: Robert Freres Jr
Its: Exec. Vice President
Attest: _____

Witnesses:

_____

_____

Parcel B Owner

SOUTH MEADOWS CENTER, LLC, a Utah limited liability company

Witnesses:

_____

_____

By: _____
Its: _____
Attest: _____

SOUTH WELDWOOD, LLC, a Utah limited liability company

Witnesses:

_____

_____

By: _____
Its: _____
Attest: _____

WELDWOOD CENTER, LLC, a Utah limited liability company

Witnesses:

_____

_____

By: _____
Its: _____
Attest: _____

IN WITNESS WHEREOF, the parties have executed this Agreement as of the date first written above.

Parcel A Owner

FRERES LUMBER COMPANY, INC., an Oregon corporation

By: Robert Freres Jr
Its: Exec. Vice President
Attest: _____

Witnesses:

_____

_____

Parcel B Owner

SOUTH MEADOWS CENTER, LLC, a Utah limited liability company

Witnesses:

_____

_____

By: Norman A. Hulbert
Its: Manager
Attest: _____

SOUTH WELDWOOD, LLC, a Utah limited liability company

Witnesses:

_____

_____

By: _____
Its: Mgr.
Attest: _____

WELDWOOD CENTER, LLC, a Utah limited liability company

Witnesses:

_____

_____

By: TTP Service Co., a Utah Corporation, its Manager
By: Norman A Hulbert
Its: President
Attest: _____
Secretary

STATE OF Oregon of)
) :ss
COUNTY OF Benton)

The foregoing instrument was acknowledged before me this 5th day of Oct., 2007, by Robert Freres Jr. Exec. Vice President of FRERES LUMBER COMPANY, INC., an Oregon corporation, on behalf of the corporation.

OFFICIAL SEAL
KIMBERLY ZENTMIRE
NOTARY PUBLIC – OREGON
COMMISSION NO. 412681
MY COMMISSION EXPIRES JANUARY 14, 2011

Kimberly Zentmire
Notary Public

My Commission expires: 1/14/2011

NOTICE OF PUBLIC HEARING
LEBANON PLANNING COMMISSION

NOTICE IS HEREBY GIVEN that a public hearing will be held before the Lebanon Planning Commission on **November 19, 2025, at 6:00 p.m.** in the Library Community Room located at 55 Academy Street, to afford interested persons and the general public an opportunity to be heard and give testimony concerning the following matter:

Planning Case No.:	CU-25-02
Applicant:	Khan Development, LLC
Location:	3300 Burdell Boulevard
Map & Tax Lot No.:	12S02W23B 00104
Request:	Conditional Use
Decision Criteria:	Lebanon Development Code Chapters: 16.06, 16.20 & 16.21

Request: The applicant is requesting Conditional Use approval for the establishment of a Gas (Filling) Station on the subject property.

Providing Comments: The city will be accepting public comment on this item in several ways to afford interested persons and 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, November 18, 2025**. Written testimony may be emailed to cdc@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 cdc@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 **November 19, 2025,** *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 close of the hearing, request that the record remain open for at least seven days so such material may be reviewed.

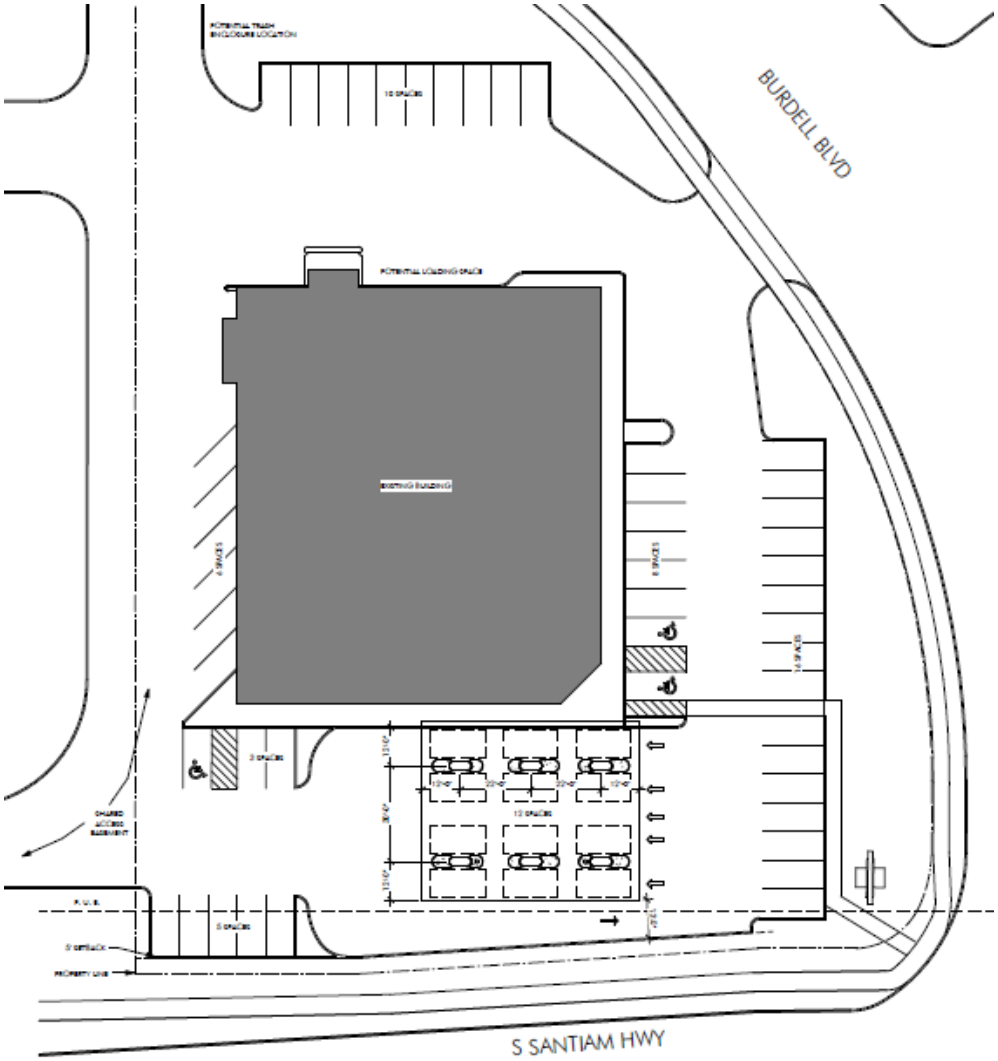
Appeals: Failure to raise an issue in the hearings, in person or by letter, or failure to provide sufficient specificity to afford the decision makers an opportunity to respond to the issue precludes appeal to the Land Use Board of Appeals based on that issue. Decisions of the Planning Commission may be appealed to the Lebanon City Council within 15 days following the date the Commission's final written

decision is mailed. Only the applicant, a party providing testimony, and/or a person who requests a copy of the decision has rights to appeal a land use decision. The appeal must be submitted on the appeals form as prescribed by City Council with appropriate fee paid and must set forth the criteria issues that were raised which the applicant or party deems itself aggrieved. Please contact our office should you have any questions about our appeals process.

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

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

PROPOSED PLAN



Community Development
925 S. Main Street
Lebanon, Oregon 97355

TEL: 541.258.4906
cdc@ci.lebanon.or.us
www.ci.lebanon.or.us

September 22, 2025

Laura LaRoque
Pathfinder Land Use Consulting, LLC
PO Box 484
Lebanon, OR 97355
Sent via email

RE: Conditional Use Permit CU-25-02
3300 Burdell Blvd. / 12S 02W 23B 104

Dear Mrs. LaRoque,

On Friday, September 12, 2025, the City of Lebanon received your email notification indicating that no additional information will be provided as part of the record for this application. As such, per ORS 227.178(2), the City acknowledges the application as deemed complete as of September 12, 2025.

Although it has been indicated that no further materials will be submitted as part of the record, the City will accept any documents the applicant wishes to submit to further support the application.

If you have any questions, please do not hesitate to reach out.

Respectfully,

Kelly Hart
Community Development Director

Community Development
925 S. Main Street
Lebanon, Oregon 97355

TEL: 541.258.4906
cdc@ci.lebanon.or.us
www.ci.lebanon.or.us

August 13, 2025

Laura LaRoque
Pathfinder Land Use Consulting, LLC
PO Box 484
Lebanon, OR 97355
Sent via email

RE: Conditional Use Permit CU-25-02
3300 Burdell Blvd. / 12S 02W 23B 104

Dear Mrs. LaRoque,

On August 5, 2025, the City of Lebanon received your Planning application for a Conditional Use Permit for the referenced address. After a thorough review of the application, the Planning Division has determined that your application is deemed **incomplete** for processing purposes.

- Per Section 16.21.050.B.8 of the Lebanon Development Code, "Traffic Impact Analysis Study. When required, shall be prepared in accordance with the provisions of this code..."

The application will not be deemed complete until the required traffic analysis has been provided to the satisfaction of the Engineering Department.

If you have any questions, please do not hesitate to reach out.

Respectfully,

Kelly Hart
Community Development Director

CONDITIONAL USE APPLICATION

Submitted to:	City of Lebanon Community Development Department 925 South Main Street Lebanon, Oregon 97355 (541) 258-4906 / cdc@lebanonoregon.gov
Property Owner/Applicant:	Khan Development, LLC 12405 SE 97th Avenue Clackamas, Oregon 97015 Omar Khan (503) 853-0534 / omar.sohail.khan@gmail.com
Architect:	Studio 3 Architecture 275 Court Street NE, Salem, OR 97301 Scott McDonald, AIA (971) 239-0250 / scott@studio3architecture.com
Land Use Planner:	Pathfinder Land Use Consulting, LLC P.O. Box 484, Lebanon, OR 97355 Laura LaRoque, Land Use Consultant (503) 501-7197 / laura@pathfinderlanduse.com
Site Location:	3300 Burdell Boulevard, Lebanon, OR 97355
Linn County Tax Assessor's Map No.	12S-02W-23B; Tax Lot 104
Site Size:	±1.58-acres
Existing Land Use:	Commercial
Zone Designation:	Mixed Use (Z-MU)
Comprehensive Plan Designation:	Mixed Use (C-MU)

I. Proposal Summary

Omar Khan, on behalf of Khan Development, LLC ("Applicant"), requests Conditional Use approval for the establishment of a Gas (Filling) Station on the subject property. The proposed development includes the installation of six fueling pumps, an overhead canopy, underground fuel storage tank(s), and related infrastructure necessary to support vehicle fueling operations. In the Mixed Use (Z-MU) zone, a Gas (Filling) Station is classified as a Conditional Use and is therefore subject to the applicable review procedures and approval criteria set forth in the Lebanon Development Code.

The subject site is currently improved with a commercial retail building, which was authorized under Planning File No. AR-07-06 through an Administrative Review decision issued by the City on April 26, 2007. The current proposal builds upon the existing commercial use of the property by introducing vehicle fueling as a complementary service, consistent with the site's Mixed Use zoning designation and its established commercial character.

The proposal is also consistent with the Comprehensive Plan's Mixed Use (C-MU) designation, which encourages a variety of compatible commercial services along major corridors, and will enhance the commercial viability of the site by providing convenient fueling services for the surrounding area.

The purpose of this proposal is to expand the existing commercial use of the property by adding fueling services and accessory retail operations that enhance vehicular-oriented convenience along the S. Santiam Highway corridor.

II. Applicable Review Procedure:

This application is subject to the following provisions of the Lebanon Development Code (LDC):

LDC § 16.20.050 – Quasi-Judicial Review Procedures: Establishes procedures for public notice, hearing requirements, recordkeeping, decision-making, and standards of impartiality applicable to discretionary land use actions reviewed by the Planning Commission.

LDC Chapter 16.21 – Conditional Use Review: Governs review of uses identified as "Conditional" in the zoning district. The purpose of this chapter is to ensure that such uses are compatible with surrounding uses and development patterns, and that they comply with applicable land use regulations (LDC Chapters 16.05–16.11) and Community Development Standards (LDC Chapters 16.12–16.19).

III. Applicable Code Provisions:

In In addition to the procedural requirements for Conditional Use review, this application is subject to several applicable provisions of the Lebanon Development Code (LDC) that collectively govern site development, access, design standards, and approval criteria.

The subject site is located within the Mixed Use (Z-MU) zoning district and is therefore subject to the provisions of LDC Chapter 16.06. Section 16.06.060 identifies the range of permitted, conditional, and prohibited uses in the Z-MU zone and classifies Gas (Filling) Stations as a Conditional Use. Section 16.06.100 establishes applicable site development standards, including minimum setbacks, maximum building height, and lot coverage limitations. In addition, Section 16.06.110 provides design requirements intended to ensure consistency with the character and purpose of the Mixed-Use district.

Because the site is located on an arterial roadway, the proposal is also subject to the Highway Commercial Zone Development Standards outlined in LDC § 16.08.100, which apply to vehicle-oriented commercial developments and address additional compatibility and access considerations.

Transportation and circulation standards are addressed in LDC Chapters 16.12 and 16.13. Chapter 16.12 governs transportation access, driveway spacing, and internal circulation to ensure safe and efficient vehicular and pedestrian movement. Chapter 16.13 addresses required frontage improvements, right-of-way dedication, and on-site infrastructure related to streets and circulation systems.

Off-street parking and loading standards are provided in LDC Chapter 16.14, which establishes minimum parking ratios, stall and aisle dimensions, and loading space requirements for commercial uses. Landscaping and screening requirements are addressed in LDC Chapter 16.15, which includes standards for perimeter landscaping, street trees, and buffering between uses.

Lighting design and performance standards are governed by LDC § 16.19.050, which requires full shielding and prevention of off-site glare from exterior fixtures. Finally, LDC § 16.21.060(A) outlines the applicable Conditional Use approval criteria that must be addressed to demonstrate compatibility with surrounding development and consistency with the City's land use regulations.

IV. Conditional Use Findings – § 16.21.060(A)

Pursuant to the Lebanon Development Code (LDC) § 16.21.020(A), the City may approve, approve with conditions, or deny an application for a Conditional Use based on findings that all applicable criteria are satisfied. The proposed Gas (Filling) Station has been evaluated against the seven required criteria as follows:

(1) Criterion 1: Compliance with Zoning Standards

The proposal must meet all applicable requirements of the base zone (LDC Chapters 16.05–16.11), including setbacks, lot size, height, lot coverage, orientation, and design standards.

Applicable Z-HCM standards include the absence of a minimum lot size requirement; a maximum building height of 45 feet; maximum lot coverage of 100 percent, excluding required setbacks; and minimum front and street-side setbacks of 10 feet. The subject site is approximately 1.58 acres (±68,600 square feet), which exceeds typical minimum lot sizes for commercial development and easily accommodates the proposed use. The existing retail building is a single-story structure, and the proposed fuel canopy will also remain well below the maximum height limit.

The canopy will be a standard design and will provide approximately 16 feet of vertical clearance to accommodate fueling for passenger vehicles and service trucks.

The combined footprint of the existing building, canopy, paved parking areas, and circulation drives falls within the maximum allowable lot coverage when required setbacks are excluded. The submitted site plan (Sheet A1.01) confirms that all new and existing structures comply with the required minimum 10-foot front and street-side setbacks along both S. Santiam Highway and Burdell Boulevard.

The project includes the addition of six fueling pumps under an overhead canopy, integrated with the existing commercial use of the site. No variances, exceptions, or alternative adjustments are requested. The proposed development fully complies with all applicable Z-HCM dimensional and design standards.

The proposal supports the intended mix of uses envisioned in the Z-MU zone by integrating a vehicle-oriented service that complements the site's existing commercial character while maintaining full compliance with applicable dimensional, orientation, and development standards.

Conclusion: The proposed development complies with all applicable zoning and site development standards. This criterion is satisfied.

(2) Criterion 2: Site Suitability

The site must be appropriately sized and configured for the proposed use, taking into account physical impacts such as traffic, noise, emissions, lighting, and aesthetics.

The ±1.58-acre site is developed with a 14,820-square-foot retail building, originally approved under Planning File No. AR-07-06. The proposed fueling station will be constructed south of the existing building, adjacent to S. Santiam Highway, and will operate as a complementary use to the existing commercial development.

Vehicular access to the site is provided via multiple routes: a shared access easement connecting to S. Santiam Highway (U.S. 20), a second shared access easement along the western property line connecting to Burdell Boulevard, and a direct access driveway to Burdell Boulevard along the eastern edge of the property. This access configuration supports safe and efficient vehicle circulation and meets applicable spacing and design standards.

Surrounding land uses include a Tractor Supply Co. store under construction to the west; the railroad right-of-way and Burdell Boulevard to the north; Oregon State Credit Union and medical office buildings to the east; and Walmart and other highway commercial developments located south across S. Santiam Highway. The site's location within a well-established commercial corridor supports its suitability for use of a gas station.

Under LDC Chapters 16.12 and 16.13, the proposal complies with all applicable transportation and access standards. A Traffic Impact Analysis (TIA) is not required pursuant to LDC § 16.12.010 due to the project's low anticipated trip generation. Driveways are spaced and designed in accordance with clear vision and access management requirements under LDC § 16.12.040. Additionally, recorded shared access easements comply with LDC §§ 16.12.050–060.

Pedestrian and internal circulation is adequately addressed. ADA-compliant pedestrian routes connect the building entrances to adjacent public sidewalks and on-site parking areas. Internal walkways meet minimum width, surface treatment, and buffering standards to ensure safety and accessibility for all users.

All required street frontage improvements, including sidewalks, utilities, and stormwater infrastructure have already been constructed. The street section design complies with applicable City standards as outlined in LDC Table 16.13-2. A non-remonstrance agreement is not required under LDC § 16.13.040(C), as all public improvements have been completed.

The project will not generate excessive noise or emissions beyond those typical for commercial fueling operations. Fueling operations will occur entirely within the designated canopy area, and landscaping and lighting will buffer any potential visual or operational impacts from adjacent properties. The design is consistent with the surrounding highway commercial context and does not introduce new aesthetic conflicts.

Emergency access routes comply with applicable fire code standards. The site plan provides sufficient turning radius and unobstructed access for emergency vehicles, consistent with applicable fire/life safety requirements.

Conclusion: The site is appropriate in size, access, and configuration. All development complies with applicable access and circulation standards. This criterion is met.

(3) Criterion 3: Impact Mitigation

Negative impacts to adjacent properties or the public must be mitigated through Code requirements or conditions of approval.

Parking for the proposed development is calculated based on a building area of 14,820 square feet, which at a rate of four spaces per 1,000 square feet results in a requirement of approximately 60 vehicle spaces. The development provides a total of 42 standard vehicle parking stalls. In addition, 12 fueling station pump positions are proposed.

The City of Lebanon interprets fueling positions at gas stations as temporary, accessory vehicle parking that contributes to satisfying parking demand. Given the short duration of fueling activities, these pump positions are considered sufficient to reduce turnover pressure on other parking areas and are therefore appropriately counted toward the total vehicle parking supply. Accordingly, the total of 60 vehicle parking spaces satisfies the reduced minimum requirement.

For bicycle parking, the code requires a minimum of 5 percent of the total required vehicle spaces, or four spaces, whichever is greater. Based on 60 required vehicle spaces, this equates to a minimum of four bicycle spaces. The applicant provides 4 bicycle parking spaces, meeting the minimum bicycle parking requirements under LDC § 16.14.060. All bicycle racks meet the dimensional and clearance standards of the code and provide a 5-foot maneuvering aisle to ensure accessibility and functionality.

Loading facilities are also provided in accordance with code requirements. One loading space is required for commercial buildings between 5,000 and 60,000 square feet. The site plan includes a 12-foot by 19-foot loading space with direct access to the internal drive aisle, consistent with the requirements of LDC § 16.14.070.

The parking design meets all applicable standards. Stall dimensions, drive aisle widths, and turning radii conform to City and AASHTO standards. Stalls are appropriately limited, and curbs, wheel stops, and perimeter landscaping buffers are provided to ensure safety and visual screening.

Finally, all exterior lighting complies with LDC § 16.19.050. Fixtures are fully shielded to prevent glare and spillover, and visual impacts are further mitigated through the use of perimeter landscaping and fencing. These elements ensure compatibility with surrounding development and minimize adverse impacts on adjacent properties.

The site plan provides adequate turning movement and loading space for fuel delivery vehicles, which will access the fueling station via the internal circulation drive. No conflict with customer traffic is anticipated, and truck movements are fully contained on-site.

No new signage is proposed as part of this application.

Conclusion: The project mitigates all potential negative impacts through compliance with applicable development standards. This criterion is met.

(4) Criterion 4: Public Facilities

Public services and infrastructure must have adequate capacity to serve the development.

Utilities (LDC Chapter 16.16): City water and sewer service lines are available adjacent to the site and have adequate capacity to serve the proposed development. Stormwater management facilities have been designed in accordance with City of Lebanon Engineering Design Standards and the Oregon DEQ Phase II MS4 requirements, ensuring proper detention and treatment of runoff. All utilities, including electric, communications, and gas, will be installed underground as required.

Easements and Improvements: All required utility and access easements will be recorded prior to construction or as a condition of building permit issuance. Infrastructure improvements will comply with applicable City construction and inspection standards and will be installed or financially secured through performance guarantees in accordance with LDC § 16.16.070(C).

Conclusion: Adequate public facilities exist or will be provided. Criterion 4 is satisfied.

(5) Criterion 5: Prior Conditions of Approval

Any conditions from previously approved land use decisions must be satisfied.

The subject site was previously approved for development through Administrative Review (AR-07-06), which authorized the construction of the existing 14,820-square-foot commercial retail building.

The proposal does not constitute a modification or deviation from the AR-07-06 site plan approval. Rather, it supplements the existing commercial entitlement with a new conditional use, reviewed independently under current standards.

All improvements associated with that approval such as access, utility connections, parking, and frontage improvements have been constructed in accordance with the approved plans and applicable City standards.

Conclusion: All prior conditions of land use approval have been satisfied. This criterion is met.

(6) Criterion 6: Nonconforming Development

The applicant must upgrade existing development that does not meet current code standards, in accordance with Chapter 16.30 (Nonconforming Uses and Development).

The subject site was developed under Planning File No. AR-07-06 and conforms to all applicable current development standards. There are no known nonconforming uses, structures, or site improvements that would trigger upgrades under the provisions of LDC Chapter 16.30 (Nonconforming Uses and

Development). Additionally, the site is not located within any mapped hazard areas, including floodplains, geologic hazard zones, or airport overlay districts.

Conclusion: This criterion is satisfied.

(7) Criterion 7: Changes to Existing Uses

If the use existed prior to adoption of the current Code and is now classified as a conditional use, any expansion or modification must undergo Conditional Use review.

The proposed Gas (Filling) Station is not an expansion or alteration of a nonconforming use; rather, it is a new conditional use proposed in compliance with current Lebanon Development Code standards. As such, the application is properly reviewed under the Conditional Use criteria applicable at the time of submittal. In addition, the proposal complies with the special development standards for gas stations set forth in LDC § 16.06.110. The site exceeds the minimum required lot size of 12,000 square feet, is located at the intersection of two major streets S. Santiam Highway and Burdell Boulevard and all canopy lighting is recessed and fully shielded to prevent glare and off-site impacts, consistent with code requirements.

The proposed Gas (Filling) Station is a new use, not associated with any preexisting use classification under the prior code. It is being reviewed exclusively under current development standards as a Conditional Use, not as a change to a nonconforming or previously permitted use.

In addition to the fueling station, the existing retail building will undergo an internal tenant improvement to support the accessory convenience store and associated retail operations.

Conclusion: The project satisfies all applicable use-specific standards. This criterion is met.

V. Conclusion

The application for a gas (filling) station with accessory convenience store meets all applicable Conditional Use criteria under LDC § 16.21.060(A). The site is appropriately located, adequately served, and designed to mitigate potential impacts consistent with City regulations and the approved site development under AR-07-06. The application is eligible for approval.

VI. Attachments

A. Site Plan

LAND USE APPLICATION

PROPERTY INFORMATION	
Site Address(es): 3300 Burdell Boulevard, Lebanon, OR 97355	
Assessor's Map & Tax Lot No.(s): 12S-02W-23B; Tax Lot 104	
Comprehensive Plan Designation / Zoning Designation: Z-MU / C-MU	
Current Property Use: Commercial Retail	
Project Description:	
Conditional Use approval for the establishment of a Gas (Filling) Station on the subject property	

APPLICANT / PRIMARY CONTACT INFORMATION	
Applicant: Laura LaRoque; Pathfinder Land Use Consulting, LLC	Phone: (503) 501-7197
Address: P.O. Box 484	Email: laura@pathfinderlanduse.com
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 LaRoque	Date: 8/4/25

PROPERTY OWNER INFORMATION (IF DIFFERENT THAN ABOVE)	
Owner: Omar Khan; Khan Development, LLC	Phone: (503) 853-0534
Address: 12405 SE 97th Avenue	Email: omar.sohail.khan@gmail.com
City/State/Zip: Clackamas, Oregon 97015	
OWNER SIGNATURE Omar Khan (Aug 5, 2025 11:52:01 PDT)	Date: Aug 5, 2025

ADDITIONAL CONTACT INFORMATION	
Engineer / Surveyor:	Phone:
Address:	Email:
City/State/Zip:	

Architect: Scott McDonald; Studio 3 Architecture	Phone: (971) 239-0250
Address: 275 Court Street NE	Email: scott@studio3architecture.com
City/State/Zip: Salem, OR 97301	

Other:	Phone:
Address:	Email:
City/State/Zip	

REQUIRED SUBMITTALS

- [x] Application and Filing Fee
- [x] 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)
- [x] Site Plan(s) drawn to scale with dimensions, Include other drawings if applicable
- [x] 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
x	Conditional Use	$1,500		Tree Felling Permit (Steep Slopes only)	$150 + $5/tree
x	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.:

Khan S. Santiam Gas Station CU App

Final Audit Report 2025-08-05

Created:	2025-08-04
By:	Laura LaRoque (laura@pathfinderlanduse.com)
Status:	Signed
Transaction ID:	CBJCHBCAABAA_fnvdJISJNktwkgvjr2CVYo3oWwAI2Nz

"Khan S. Santiam Gas Station CU App" History

Document created by Laura LaRoque (laura@pathfinderlanduse.com)
2025-08-04 - 10:11:27 PM GMT

Document emailed to omar.sohail.khan@gmail.com for signature
2025-08-04 - 10:12:03 PM GMT

Email viewed by omar.sohail.khan@gmail.com
2025-08-05 - 6:51:46 PM GMT

Signer omar.sohail.khan@gmail.com entered name at signing as Omar Khan
2025-08-05 - 6:51:59 PM GMT

Document e-signed by Omar Khan (omar.sohail.khan@gmail.com)
Signature Date: 2025-08-05 - 6:52:01 PM GMT - Time Source: server

Agreement completed.
2025-08-05 - 6:52:01 PM GMT

After recording return to:

Khan Oil (Clackamas) LLC
12405 SE 97th Avenue
Clackamas, OR 97015

Until a change is requested, all tax statements shall be sent to Grantee at the following address:

Khan Oil (Clackamas) LLC
12405 SE 97th Avenue
Clackamas, OR 97015

NCS-1258563

This space reserved for recorder's use.

LINN COUNTY, OREGON **2025-06462**
D-WD
Stn=10118 GANTAJ **06/06/2025 09:57:00 AM**
$15.00 $11.00 $10.00 $60.00 $19.00 **$115.00**

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

Marcie Richey - County Clerk

STATUTORY SPECIAL WARRANTY DEED

WALTRUST PROPERTIES, INC., a Delaware corporation, with an address of 104 Wilmot Road, MS 144G, Deerfield, IL 60015 ("Grantor") conveys and specially warrants to **KHAN DEVELOPMENT LLC**, an Oregon limited liability company whose address is 12405 SE 97th Avenue, Clackamas, OR 97015 ("Grantee") the following described real property in Linn County, Oregon, free and clear of encumbrances, except for the use restriction set forth below and those encumbrances set forth on Exhibit A, attached hereto and by this reference incorporated herein.

PARCEL 1, PARTITION PLAT NO. 2007-79, RECORD OF PARTITION PLATS, IN THE CITY OF LEBANON, LINN COUNTY, OREGON ("the Property")

The Property shall not be used for the operation of a drug store or a so-called prescription pharmacy or prescription ordering, processing or delivery facility, whether or not a pharmacist is present at such facility, or for any other purpose requiring a qualified pharmacist or other person authorized by law to dispense medicinal drugs, directly or indirectly, for a fee or remuneration of any kind. The above restrictions shall remain in effect for as long as allowed by law and shall run with the land.

The true consideration for this conveyance in terms of dollars is $1,650,000.00

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTION 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.

DATED: June 6, 2025

WALTRUST PROPERTIES, INC.,
a Delaware corporation

By: _____
Name: Richard N. Steiner
Its: Senior Director and Managing Counsel
Commercial Law, as Delegatee

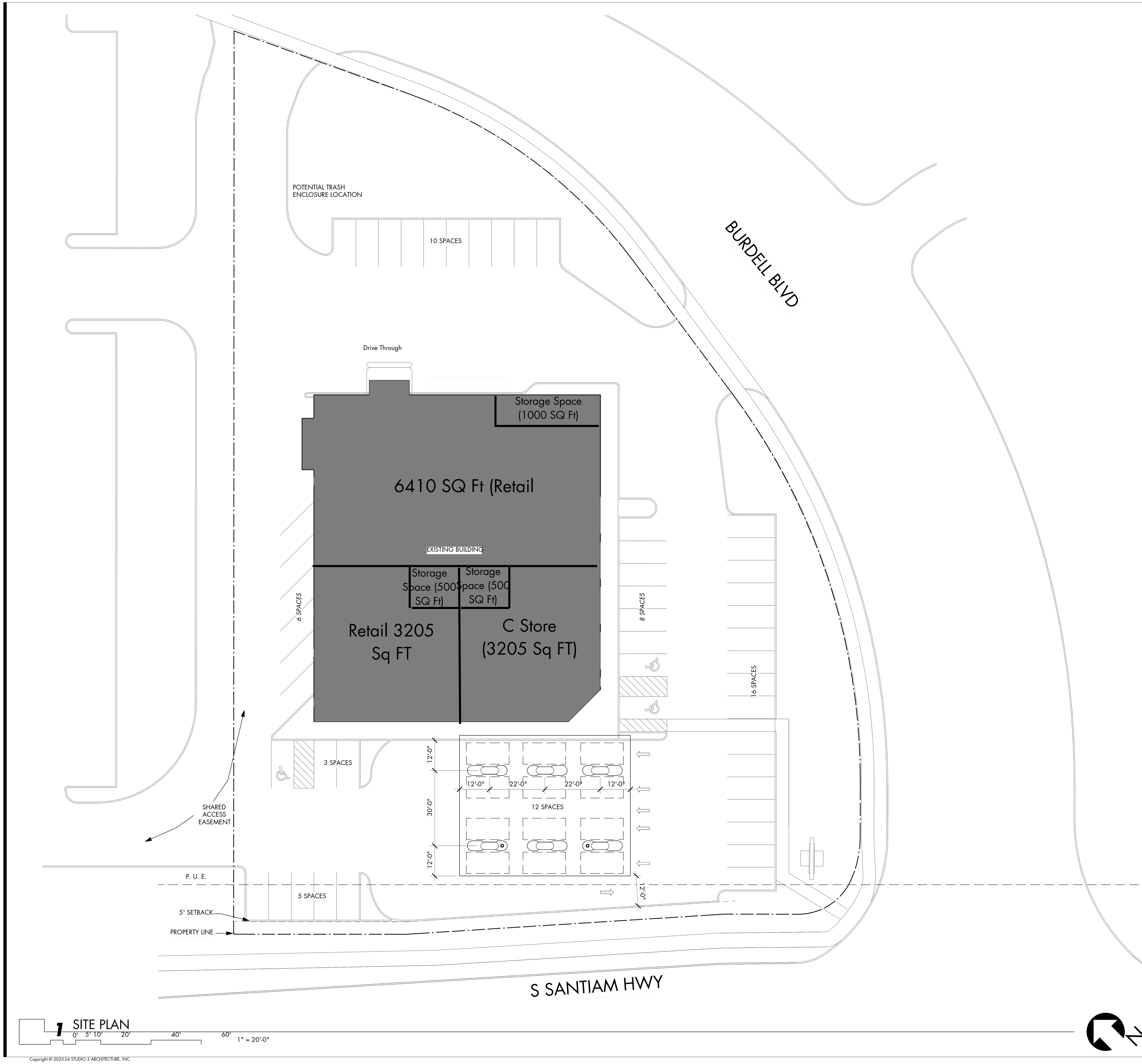
STATE OF ILLINOIS)
) ss.
COUNTY OF LAKE)

I, the undersigned, a Notary Public in and for said County, in the State aforesaid, DO HEREBY CERTIFY that Richard N. Steiner, Senior Director and Managing Counsel, Commercial Law, as Delegatee of Waltrust Properties, Inc., a Delaware corporation, who is personally known to me to be the same persons whose names are subscribed to the foregoing instrument as such Delegatee of said corporation, appeared before me this day in person and acknowledged that they signed and delivered the said instrument as their own free and voluntary act and as a free and voluntary act of said corporation, for the uses and purposes therein set forth.

GIVEN under my hand and notarial seal this 29th day of ~~June~~ May, 2025.

Semonida Lika
Print
Name: Semonida Lika
Notary Public

OFFICIAL SEAL
SEMONIDA LIKA
NOTARY PUBLIC, STATE OF ILLINOIS
My Commission Expires 1/11/27



SITE PLAN GENERAL NOTES:

- THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVES. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTORS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.
- PROVIDE CONSTRUCTION FENCING AS REQUIRED TO SECURE SITE AND BUILDING DURING CONSTRUCTION.
- EXTREME CARE SHOULD BE TAKEN TO PRESERVE EXISTING ROOTS OF TREES TO REMAIN.
-
- REFERTO CIVIL DRAWINGS FOR GRADING. SITE IS REQUIRED TO MEET THE LAWS OF FHA AND ADA. ACCESSIBLE ROUTES SHALL NOT EXCEED 5% (1 IN 20) OR CROSS SLOPES SHALL NOT EXCEED 2% (1 IN 50). ALL AT GRADE SIDEWALKS ARE ACCESSIBLE ROUTES.
- JOINTS IN CONCRETE WALKS NOTED AS E.J. ARE TO BE CONSTRUCTED AS EXPANSION JOINTS. ALL OTHER JOINTS SHOWN, TO BE TOOLED CONTROL JOINTS. SEE CIVIL.
- SEE LANDSCAPE DRAWINGS FOR LANDSCAPE AND IRRIGATION ELEMENTS.
- SEE ELECTRICAL DRAWINGS FOR SITE LIGHTING.
-

SITE DEVELOPMENT CODE REVIEW:

SITE AREA: 68, 605.31 sf= 1.57ac

ZONING: Z-HCMHIGHWAY COMMERCIAL

BUILDING AREAS:
- BLDG: 14, 820 sf

PARKING:
- COMMERCIAL USES: 4/1000sf REQ'D
- 60 SPACES REQ.
- PROVIDED = 48 REGULAR SPACES + 12 PUMP SPACES.

BIKE PARKING:
- 5% PERCENT OF REQ. VEHICLE PARKING OR 4 SPACES, WHICHEVER IS GREATER. THEREFORE PROVIDE 4 BIKE PARKING SPACES.

LOADING SPACES:
- FOR BUILDINGS BETWEEN 5,000 sf TO 60,000 sf PROVIDE 1 SPACE: LOADING SPACE SIZE: 12'-0" x 19'-0" WITH ACCESS TO STREET OR ALLEY.

SITE PLAN NOTES:

1 SAMPLE SITE PLAN NOTE

STUDIO 3 ARCHITECTURE INCORPORATED
275 COURT ST. NE
SALEM, OR 97301-3442
P: 503.390.6500
www.studio3architecture.com

PROJECT #2025-050
DATE: 08/04/2025
REVISIONS

NEW GAS STAT/C-STORE

KHAN OIL LEBANON

SHEET:

A1.0