

ORDINANCE NO. 1043

**AN ORDINANCE ADOPTING A TRANSPORTATION SYSTEM PLAN,
AND DECLARING AN EMERGENCY.**

WHEREAS, Resolution 574 adopted an Interim Transportation System Plan in 1994 pending the completion of an Access Management Plan, which has now been completed and agreed to by property owners, city staff, and the Oregon Department of Transportation; and

WHEREAS, Ordinance 1007 authorized an update to the Interim Transportation System Plan, and that update has now been completed; and

WHEREAS, the Canby Planning Commission, after providing appropriate public notice, conducted a public hearing on the Transportation System Plan, during which the citizens of Canby were given the opportunity to come forward to present testimony on these proposed changes; and

WHEREAS, after concluding the public hearing, the Planning Commission made appropriate changes to the wording of the proposal to assure that the public interest would be best served by this ordinance; and

WHEREAS, the Planning Commission found that the standards and criteria of Sections 16.88.160 and 16.88.180 of the Land Development and Planning Ordinance, concerning amendments to the text of Title 16 and Comprehensive Plan Amendments, were met, and recommended adoption of the Transportation System Plan to the City Council; and

WHEREAS, the City Council, after conducting a public hearing and review of the record of the Canby Planning Commission regarding the subject amendment, concluded that the amendment is appropriate.


NOW, THEREFORE, THE CANBY CITY COUNCIL ORDAINS AS FOLLOWS:

- (1) CPA 99-01/TA 99-01 is hereby approved with the findings of fact attached hereto as Exhibit A.
- (2) The Transportation System Plan, attached hereto as Exhibit B, is adopted as an Element of the Comprehensive Plan of the City of Canby, with the modifications included in Exhibit C.
- (3) Canby's Comprehensive Plan and Title 16 of the Municipal Code are amended as detailed in the Transportation System Plan and supporting documents.
- (4) Inasmuch as it is in the best interest of the citizens of Canby to begin applying the provisions of the Transportation System Plan as soon as possible, an emergency is hereby declared to exist and this ordinance shall take effect immediately upon its enactment after final reading.

SUBMITTED to the Council and read the first time at a regular meeting thereof on April 5, 2000, ordered posted in three (3) public and conspicuous places in the City for a period of five (5) days, as authorized by the Canby City Charter; and to come up for final reading and action by the Canby City Council at a regular meeting thereof on April 19, 2000, commencing after the hour of 7:30 p.m., at the Council's regular meeting chambers at the Canby City Hall in Canby, Oregon.

ENACTED on the second and final reading by the Canby City Council at a regular meeting thereof on April 19, 2000 by the following vote:

YEAS 5 NAYS 1



Scott Taylor, Mayor

ATTEST:



Chauncey F. Seifried, City Recorder Pro Tem

**BEFORE THE CITY COUNCIL
OF THE
CITY OF CANBY**

**A REQUEST FOR AN AMENDMENT TO THE COMPREHENSIVE PLAN AND LAND USE REGULATIONS TO ADOPT AN UPDATE TO THE TRANSPORTATION SYSTEMS PLAN) FINDINGS, CONCLUSION & FINAL ORDER
CPA 99-01/TA 99-01
(Transportation Systems Plan Update)**

NATURE OF APPLICATION

Application CPA 99-01/TA 99-01 is a legislative action by the City of Canby to incorporate an update to the Transportation Systems Plan into the City's Comprehensive Plan and Municipal Code.

HEARINGS

The City Council considered this application at its meetings of February 2, February 16, March 15, and April 5, 2000.

CRITERIA AND STANDARDS

In judging whether or not the Comprehensive Plan should be amended or changed, the Planning Commission and City Council shall consider:

- A. The remainder of the Comprehensive Plan of the City, and the plans and policies of the county, state and local districts, in order to preserve functions and local aspects of land conservation and development;
- B. A public need for the change;
- C. Whether the proposed change will serve the public need better than any other change which might be expected to be made;
- D. Whether the change will preserve and protect the health, safety and general welfare of the residents in the community;
- E. Statewide planning goals.

FINDINGS AND REASONS

The City Council deliberated on all input presented at the February 2, February 16, March 15, and April 5, 2000 public hearings, and incorporates this testimony, the February 2, February 16, March 15, and April 5 staff reports, and the Planning Commission record as support for its decision. The City Council approved the findings and reasons in the staff reports insofar as they did not conflict with the following supplemental findings:

1. The Council found that, to balance safety and livability issues, arterial and collector streets shall have a travel lane width of eleven feet.
2. The Council found that, in light of projections of increased traffic in the future, SE 13th Avenue shall be shown in the TSP as maintaining a 44 foot width from S. Redwood to Mulino.

CONCLUSION

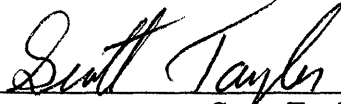
The City Council of the City of Canby concludes that based on the recommendations contained in the February 2, February 16, March 15, and April 5 staff reports, and from public testimony and Council deliberations at the February 2, February 16, March 15, and April 5, 2000 public hearings, that the proposal to amend the Comprehensive Plan and land use regulations is in conformance with the applicable criteria and is appropriate at this time.

ORDER

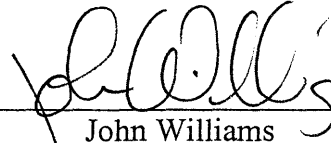
IT IS ORDERED BY THE CITY COUNCIL of the City of Canby that CPA 99-01/TA 99-01 is approved with the modifications noted in Exhibit C of Ordinance 1043.

I CERTIFY THAT THIS ORDER approving CPA 99-01/TA 99-01 was presented to and APPROVED by the City Council of the City of Canby.

DATED this 19 day of APRIL, 2000.



Scott Taylor
Mayor, City of Canby



John Williams
Interim Planning Director, City of Canby

ATTEST:

April 5, 2000

AYES: 5

NOES: 1

ABSTAIN:

ABSENT:

EXHIBIT C

ERRATA AND MODIFICATIONS TO JANUARY 26, 2000 TSP DRAFT TO BE
INCORPORATED WITH ADOPTION

City Council Decisions, March 15:

1. Street Cross-sections. Street cross-sections and matching text in Chapters 4, 5 and Appendix D will follow those submitted to and approved by the Council on March 15, with the following changes:

A. Sidewalk width. Change text and figures in Chapter 4 and Code sections in Appendix D will reflect 5' sidewalk width, as shown in the cross-sections submitted with the 3/15/00 Staff Report.

B. Neighborhood Connector/Local Street widths. Add the following Code Amendment to the list of amendments in Appendix D:

16.86.040 Reduced Roadway Width Standards

A. The minimum roadway width for neighborhood collector and local streets may be reduced in accordance with Section B below if the Planning Commission or City Council finds that all of the following criteria have been met:

- 1. Adequate access is available for emergency vehicles, street maintenance vehicles, utility provision, and other necessary services.*
- 2. Adequate parking is available for residents and visitors.*
- 3. Adequate provisions have been made for ongoing enforcement of parking restrictions and for installation and maintenance of signage, painting or other measures providing notice of such restrictions.*

B. Allowable roadway widths for Section A:

- 1. On neighborhood connectors, a minimum of 30 feet if parking is restricted to one side only and a minimum of 22 feet with no parking on either side.*
- 2. On local streets, a minimum of 28 feet if parking is restricted to one side only and a minimum of 20 feet with no parking on either side.*

C. Public right-of-way width may be reduced by the same amount as roadway width as part of the same process.

In addition, minor changes in the text and figures of Chapter 4 and Appendix D will be made to reflect these provisions.

C. Arterial/Collector lane widths. Arterial and Collector travel lanes for both construction and adequacy standards will be 11', text and figures in Chapter 4 and appendix to comply.

D. Arterial/Collector adequacy standards in areas with limited width. Change text and figures in Chapter 4 and Code sections in Appendix D to reflect cross-sections shown in the revised Figure 4-1a. Add note stating that in restricted areas the Council will make cross-section determinations on a case-by-case basis.

2. SE 13th Avenue. Text and figures to be modified to reflect 44' width full distance to the Industrial Park.

3. Other changes. 3/28/00 memo from Curt McLeod (attached) summarizes other errata identified and corrected by staff.


March 28, 2000

CURRAN-McLEOD, INC.
CONSULTING ENGINEERS

6655 S.W. HAMPTON STREET, SUITE 210
PORTLAND, OREGON 97223

MEMORANDUM

TO: John Williams
CITY OF CANBY

FROM: Curt J. McLeod, P.E. 
CURRAN-McLEOD, INC.

RE: TSP MODIFICATIONS

We have made several modifications to the TSP and have enclosed a new spreadsheet and new Figure 4-3 for your review and inclusion in the final draft.

The changes to the spreadsheet include:

1. Note for "Updated March 2000" on both pages;
2. Included a new column showing the priority year for construction of the street jobs;
3. Deleted numerous sidewalk projects that were duplicated in a street job in table 1 or 2.
4. The total of the sidewalk improvements is the only cost that changed, from \$1,126,100 down to \$586,750. (Reduction of \$539,350)

The changes to Figure 4-3 include:

1. The addition of sidewalk improvements for NW 3rd, NW 2nd, and South Elm, and an extension of the NE 10th Ave sidewalk;
2. The deletion of sidewalk projects on North Ceder Street and North Pine Street;
3. Changed priority of SW 13th Ave from 1-5 to 6-10;
4. Added street projects on NW 2nd, North Holly, S Elm, SE 13th, S Teakwood, SE 4th, Haines Road, S Territorial Road;
5. Deleted street sections on N Holly 7th to 10th,

We have enclosed one original of the spreadsheet and 15 color copies of figure 4-3 for your use. Let me know what you want to finish the publication.