



Kevin Cook
December 5, 2005
Page 2 of 2

vice A during both the morning and evening peak hours. The level of service describes the delay for westbound vehicles exiting the site.

The Holmes property will also have access to Pine Street. The accesses for both properties (Holmes and Beck) should be aligned in order to eliminate the potential for queuing and conflict situations associated with offset intersections. The site plan for the Holmes property shows two access roads onto Pine Street—one at the northern boundary and one in the southern portion of the property. The tax lot lines for both the Holmes property and the subject property appear to be in alignment, so aligned access is possible. However, the property north of the subject property has been developed with an apartment complex and access cannot be shared between the apartment complex and the subject property. It appears that only a southern access road has the potential for alignment.

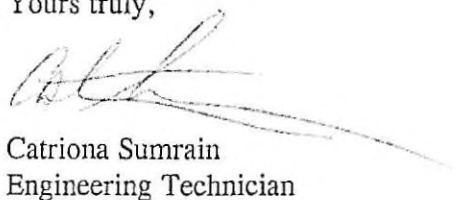
Because traffic volumes on Pine Street and at the future access to the property are low, an offset access alignment is unlikely to present major difficulties. The traffic study for this project will examine an offset arrangement in more detail.

If the Holmes property is also approved and the access roads are aligned, the preliminary analysis of the intersection showed a level of service A for both peak hours. This level of service describes the delay for both the eastbound and westbound movements.

Sight distance has been examined along Pine Street for the Holmes property. There were no sight distance issues identified pertaining to the alignment or grade of Pine Street. Therefore, sight distance should be adequate for the subject property with few, if any, mitigations. Sight distance will be examined in detail for the traffic study.

If you have any questions about this letter, please don't hesitate to call me.

Yours truly,



Catriona Sumrain
Engineering Technician

attachment: Technical Appendix



EXPIRES: 12/31/05

12/5/05



TECHNICAL APPENDIX



TRIP GENERATION CALCULATIONS

Land Use: Single-Family Detached Housing
Land Use Code: 210
Variable: Dwelling Units
Variable Value: 23

AM PEAK HOUR

Trip Rate: 0.75

	Enter	Exit	Total
Directional Distribution	25%	75%	
Trip Ends	4	13	17

PM PEAK HOUR

Trip Rate: 1.01

	Enter	Exit	Total
Directional Distribution	63%	37%	
Trip Ends	14	9	23

WEEKDAY

Trip Rate: 9.57

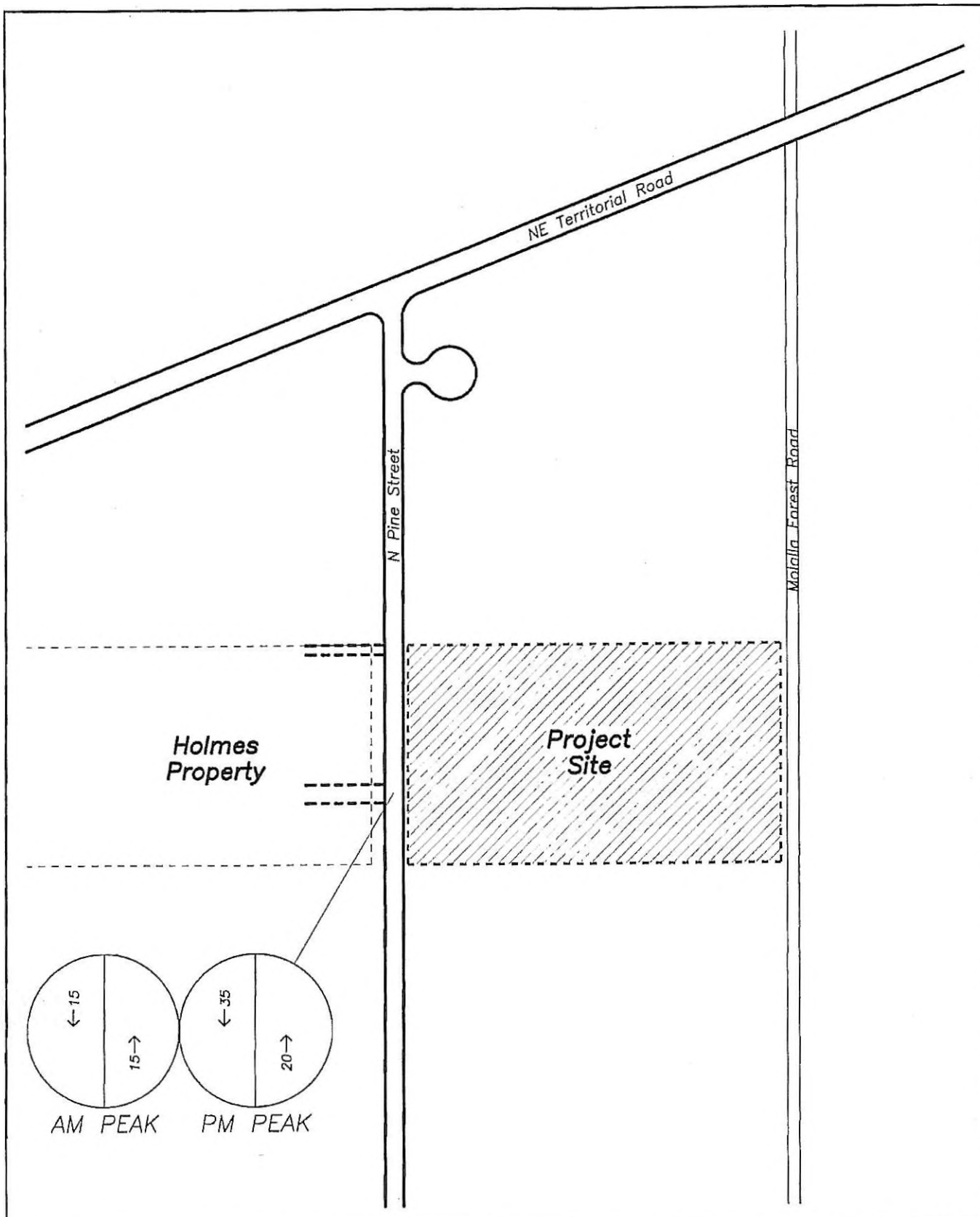
	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	110	110	220

SATURDAY

Trip Rate: 10.10

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	116	116	232

Source: TRIP GENERATION, Seventh Edition



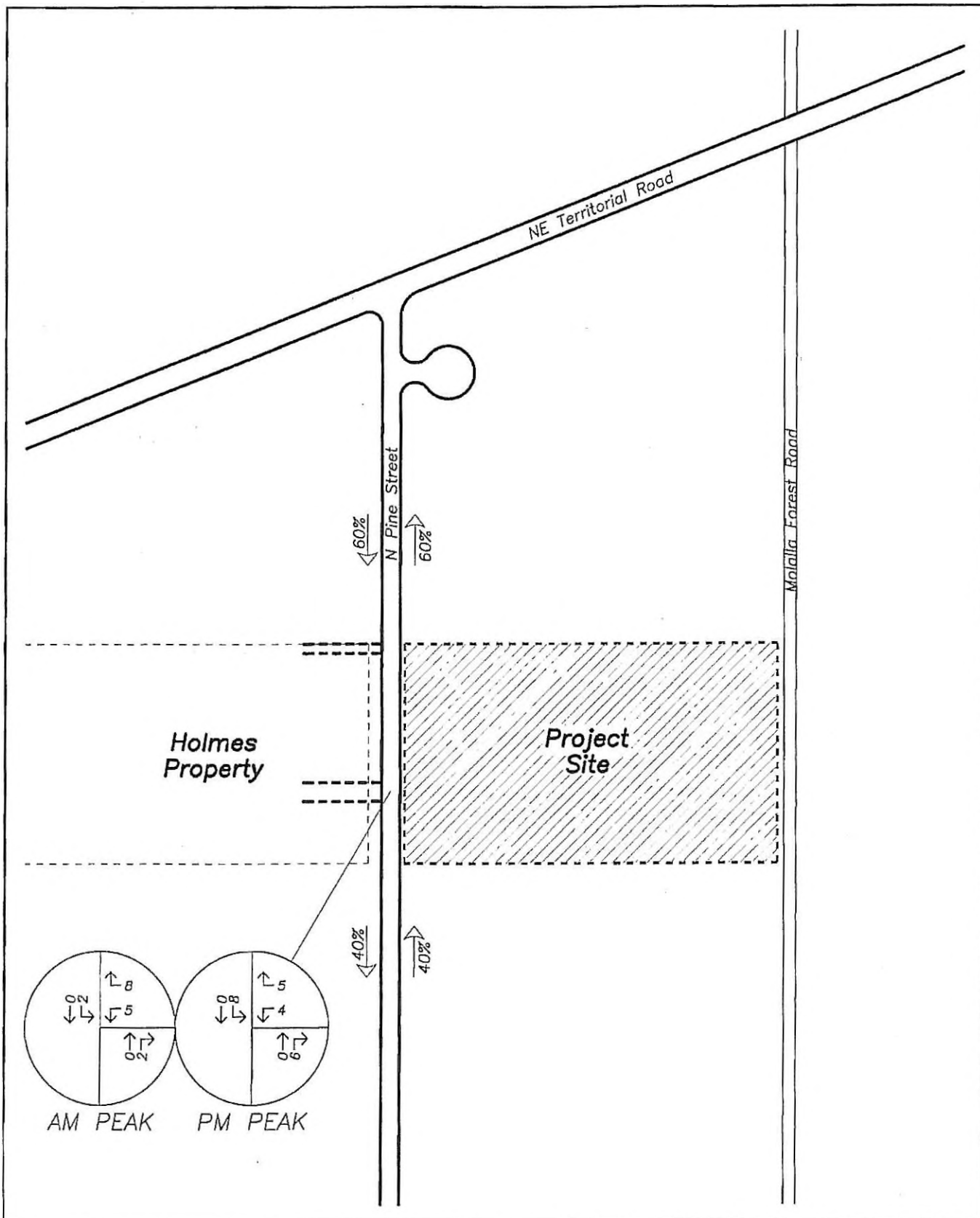
16

TRAFFIC VOLUMES
Existing Conditions
AM & PM Peak Hours

no scale

FIGURE
1

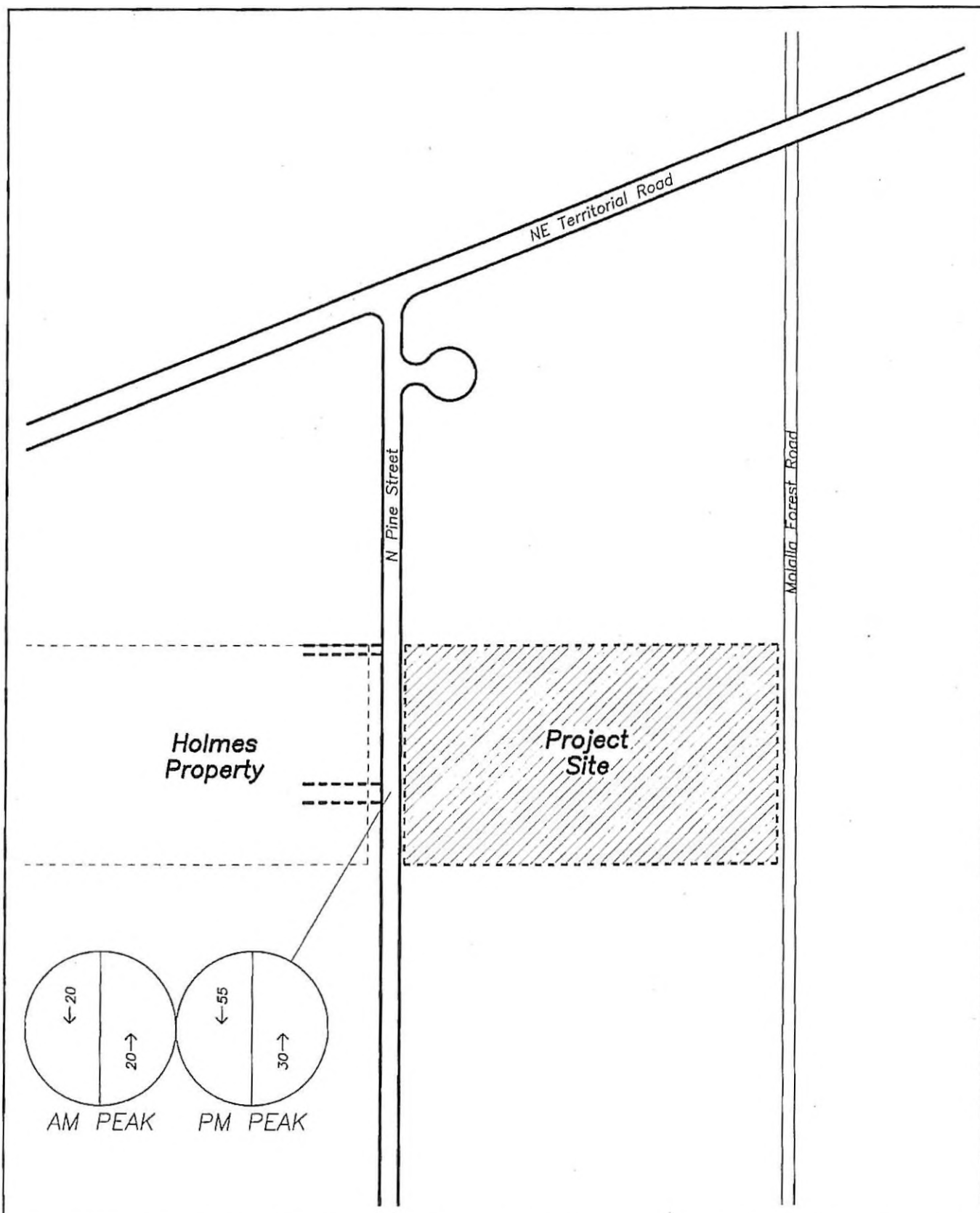
APPENDIX

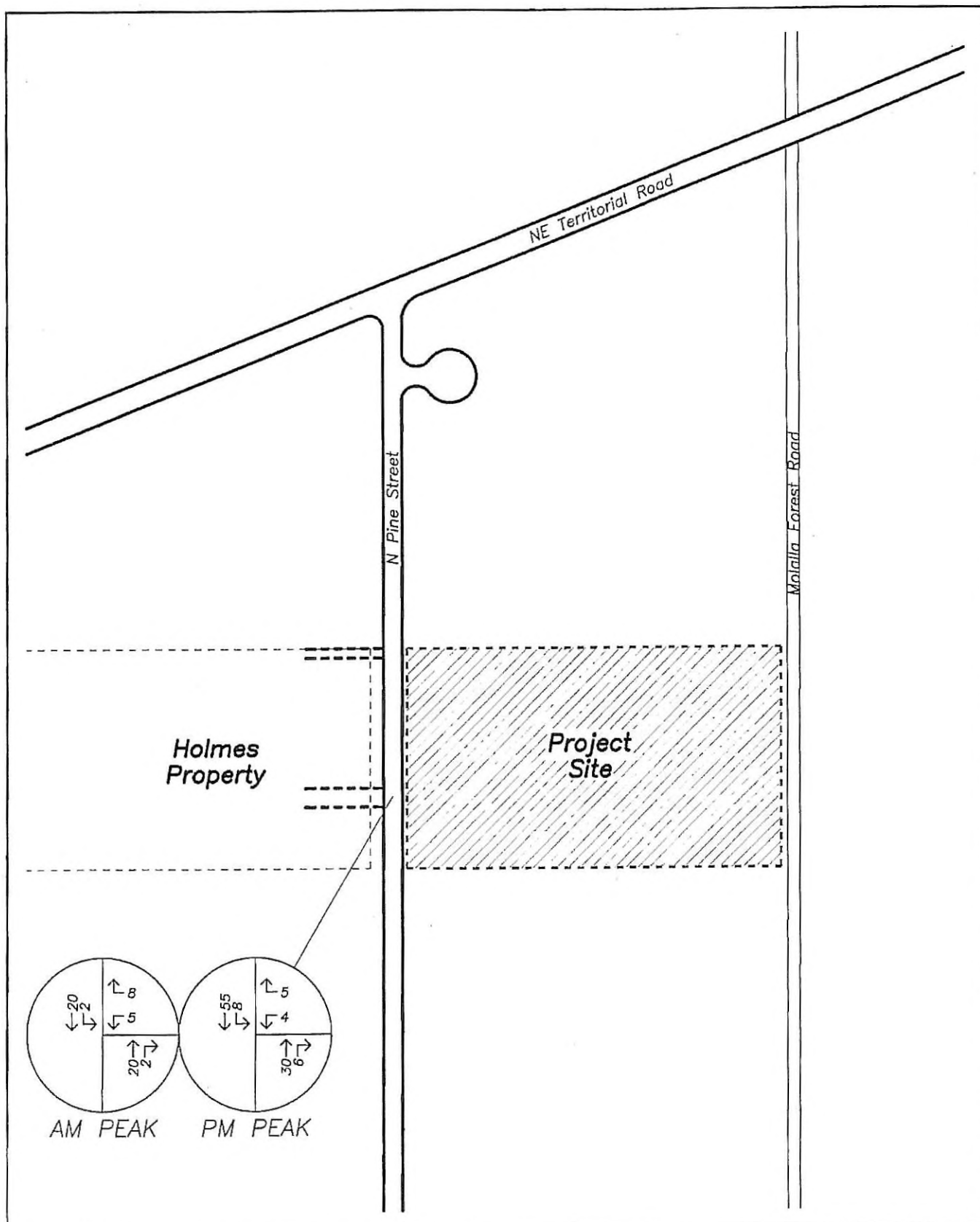


16 **SITE TRIP DISTRIBUTION & ASSIGNMENT**
 Inbound and Outbound Percentages & Site Trips
 AM & PM Peak Hours

no scale

FIGURE 2
APPENDIX

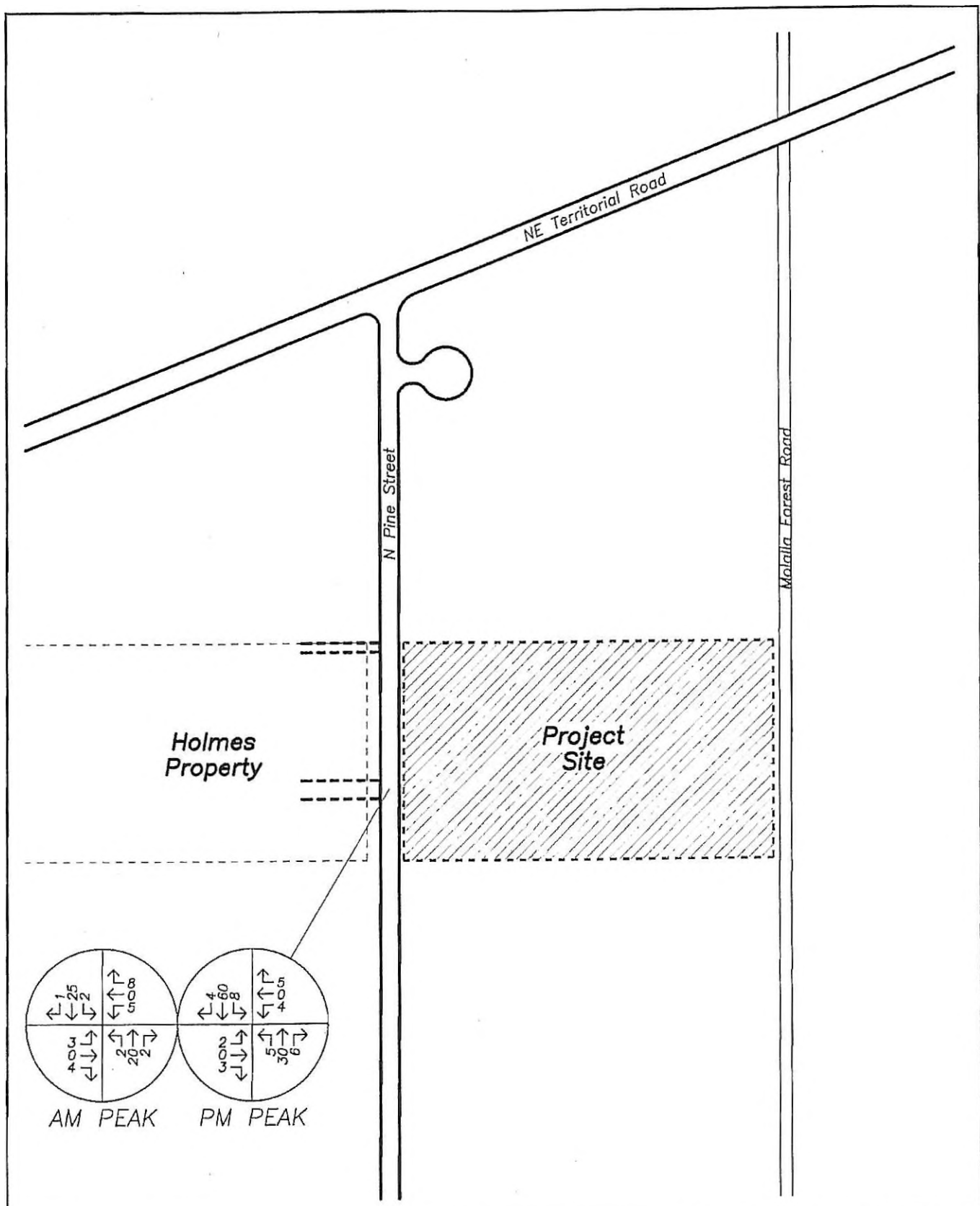




TRAFFIC VOLUMES
 Year 2020 Background plus Site Trips Conditions
 AM & PM Peak Hours

FIGURE 4
 APPENDIX

no scale

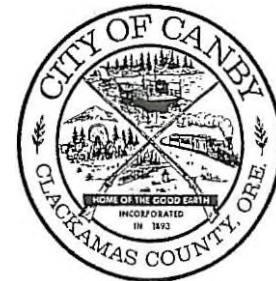


Le

TRAFFIC VOLUMES (with HOLMES ANNEXATION)
Year 2020 Background plus Site Trips Conditions
AM & PM Peak Hours

no scale

FIGURE
5
APPENDIX



**BEFORE THE PLANNING COMMISSION
OF THE
CITY OF CANBY**

**A REQUEST TO ANNEX 4.5
ACRES OF LAND INTO THE
CITY OF CANBY**

)
)
)

**FINDINGS, CONCLUSIONS & ORDER
ANN 05-06
(Beck)**

NATURE OF APPLICATION

The applicant is seeking to annex a single 4.5 acre tax lot into the City of Canby. If annexed, the applicant proposes to construct 18 single family homes with vehicle access from N Pine St. The parcel currently contains one single-family residence.

HEARINGS

The Planning Commission held a public hearing to consider the application on December 12, 2005.

CRITERIA AND STANDARDS

The Planning Commission forms a recommendation that the City Council may consider after conducting a public hearing. If the City Council approves the application, it forwards its recommendation to the voters of Canby as a ballot measure where a final decision is reached during a primary election.

Section 16.84.040 of the Canby Municipal Code states that when reviewing a proposed annexation, the Commission shall give ample consideration to the following:

1. Annexation shall be in keeping with prioritization categories, as designated on the adopted maps showing growth phasing (Urban Growth Element of the Comprehensive Plan);
2. Analysis of the "need" for additional property within the city limits shall be provided;

**Findings, Conclusions and Final Order
ANN 05-06
Page 1 of 4**

3. Smaller non-farm land shall be considered a priority for annexation over larger farm land;
4. Access shall be adequate to the site;
5. Adequate public facilities and services shall be available to service the potential (or proposed) development;
6. Compliance with other applicable city ordinances or policies;
7. Compliance of the application with the applicable sections of Oregon Revised Statutes Chapter 222. (In other words, a triple majority type application must contain proof that a triple majority does, in fact, exist, etc.);
8. Risk of natural hazards which might be expected to occur on the subject property shall be identified;
9. Urbanization of the subject property shall not have a significant adverse effect on specially designated open space, scenic, historic or natural resource areas;
10. Economic impacts which are likely to result from the annexation shall be evaluated in light of the social and physical impacts. The overall impact which is likely to result from the annexation and development shall not have a significant adverse effect on the economic, social and physical environment of the community, as a whole.

FINDINGS AND REASONS

The Planning Commission deliberated on all input presented at the December 12, 2005 meeting. The Planning Commission also incorporates the November 28, 2005 Staff Report and Commission deliberations as support for its decision. The Planning Commission accepted and adopted the findings in the November 28, 2005 Staff Report.

CONCLUSION

The Planning Commission of the City of Canby concludes that, based on the findings and conclusions contained in the November 28, 2005 staff report, and based on Commission deliberations at the December 12, 2005 public hearing:

1. The land is designated Priority "A" for annexation.
2. The current supply of platted residential land in Canby is estimated as follows:

R-1 Low Density	188 Lots	1.90 years
R-1.5 Medium Density	0 Lots	0.00 years
R-2 High Density	137 Lots	2.66 years

The supply of land in each category is less than the 3 year supply considered sufficient to meet the need for residential land.
3. The site is not well suited for agriculture.
4. Access is adequate to the site and will be further improved by the improvements of the roadway, including off-site improvements volunteered by the applicant, in conjunction with development.
5. The City and other affected service-providing entities have the capability to amply provide the area of the proposed annexation with urban level services upon future development.
6. The annexation proposal is in compliance with other applicable City ordinances or policies.
7. The annexation proposal complies with all applicable sections of Oregon Revised Statutes.
8. No natural hazards have been identified on the site.
9. The effect of urbanization of the subject property to designated open space, scenic, historic or natural resource areas is limited, in that the open space designation and requirements as found in the Parks Master Plan will be adhered to.
10. No adverse economic impacts are likely to result from the annexation of the subject property.

RECOMMENDATION

IT IS RECOMMENDED BY THE PLANNING COMMISSION of the City of Canby that the City Council **APPROVE** annexation application ANN 05-06.

I CERTIFY THAT THIS ORDER recommending **APPROVAL** of ANN 05-06 to the City Council was presented to and APPROVED by the Planning Commission of the City of Canby.

DATED this 9th day of January, 2006.



James Brown
Chairman, Canby Planning Commission



Kevin C. Cook
Associate Planner

ORAL DECISION – December 12, 2005

AYES: Ewert, Lucas, Manley, Molamphy, Tessman

NOES: None

ABSTAIN: None

ABSENT: Brown, Helbling

WRITTEN FINDINGS - January 9, 2006

AYES: Manley, Molamphy, Tessman

NOES: None

ABSTAIN: Brown, Helbling

ABSENT: Ewert, Lucas



January 6, 2006

Kevin Cook
City of Canby Planning
170 NW 2nd Avenue
Canby, OR 97013

RE: Beck Annexation

Dear Kevin:

We have prepared this traffic report for the proposed annexation of the Beck property on N Pine Street. The results of our analyses are reported in this letter and supporting data is included in the attached technical appendix.

The property is located at 1732 N Pine Street, which is on the east side of Pine Street and south of Territorial Road. The site is opposite the Holmes property, which has also applied for annexation into the City limits.

The site is approximately 4.47 acres and would be zoned R-1 (Low-Density Residential) upon approval of the annexation. The site could be developed with up to 23 homes under the future zoning designation.

The number of trips generated by the proposed annexation was calculated from the ITE *TRIP GENERATION* trip rates for land-use code 210, *Single-Family Detached Housing*. The rates are based on the number of dwelling units and were calculated for a total of 23 homes.

The results of the trip generation showed that the proposed annexation could generate 17 trips during the morning peak hour. Of these, 4 trips would be entering the site and 13 trips would be leaving the site. During the evening peak hour, there would be 23 trips expected with 14 trips entering the site and 9 trips leaving the site. A total of 220 trips would be expected during an average weekday, with half entering and half exiting the site.



Kevin Cook
January 6, 2006
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TRIP GENERATION SUMMARY

Beck Annexation

	Entering <u>Trips</u>	Exiting <u>Trips</u>	Total <u>Trips</u>
<i>Single-Family Homes (23 homes)</i>			
AM Peak Hour	4	13	17
PM Peak Hour	14	9	23
Weekday	110	110	220

The trip distribution was based on the recent counts taken for the previous Holmes property annexation project at the intersection of NE 17th Avenue and N Maple Street. These counts show a north/south directional split for residential traffic. A similar north/south split was assumed for the subject property.

To derive the projected traffic on Pine Street, data from the City's Transportation System Plan (TSP) was used. The TSP includes base year and future year *emme/2* data with volumes on Pine Street near the site. A growth rate of 2.7 percent per year was derived from the base and future link volumes. This growth rate was applied to the existing volumes on Pine Street to project traffic in the year 2020.

A capacity analysis was conducted for the 2020 future conditions. Since the property opposite is also proposed for annexation, two scenarios were examined—one showing the Beck property traffic volumes and one showing the traffic volumes for both the Beck property and the Holmes property. It was assumed for the analysis that the access points for both properties were aligned. A detailed discussion of access follows in this letter.

The results of the capacity analysis showed that the unsignalized intersection of the site access at Pine Street is forecast to function at level of service A during both the morning and evening peak hours. The level of service refers to the delay experienced by the westbound traffic exiting the site.



Kevin Cook
January 6, 2006
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With the Holmes property included and an aligned access road assumed, the level of service is A during both peak hours. The level of service describes the eastbound delay (exiting the Holmes property) during the morning peak hour and the westbound delay (leaving the Beck property) during the evening peak hour.

Site Access

The Holmes property opposite the site has applied for both annexation and development. A development plan has been submitted to the City, which shows the location of access. One access road will be located at the northern property boundary and is intended to be shared when the lot to the north is developed. The other access is located near the southern boundary, about one-third of the distance to the northern edge. The property lines for the Holmes property and the Beck property are aligned, so it would be possible to align the access roads to both properties. Aligned access roads are preferred.

The Willamette Green Apartments have been developed on the lot north of the Beck property. The driveway for the apartment complex is not located at the boundary, so access cannot be shared with the Beck property. This should not preclude access at the northern property boundary, but it is recognized that access to the subject property is unlikely to be located at the property line.

The property frontage is about 335 feet. Pine Street is classified by the City as a Collector, which requires a minimum of 150 feet between access points. If secondary access could be placed at the northern property line, the access spacing standards would be met. Any other location along the frontage would not meet the City's spacing standards and would create an offset access situation with the proposed street system opposite the site if the Holmes property annexation and development is approved.

It is strongly encouraged that both properties coordinate the development plans if both annexation projects are approved.



Kevin Cook
January 6, 2006
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Sight Distance

Sight distance was examined on N Pine Street along the property frontage. The posted speed on Pine Street is 25 mph, which requires a minimum distance of 280 feet in either direction based on the sight distance equations in the *2004 A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS*.

There are no obstructions to the sight distance on Pine Street. Sight distance should be adequate at any location for site access.

If you have any questions about this letter, please don't hesitate to call me.

Yours truly,

Catriona Sumrain
Transportation Analyst

attachment: Technical Appendix





TECHNICAL APPENDIX

Total Vehicle Summary

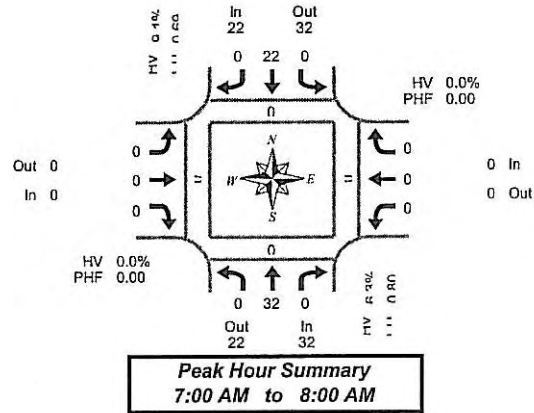


Clay Carney
(503) 833-2740

N Pine St & Driveway

Tuesday, December 13, 2005

7:00 AM to 9:00 AM



5-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound N Pine St				Southbound N Pine St				Eastbound Driveway				Westbound Driveway				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
07:00	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0
07:05	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
07:10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
07:15	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0
07:20	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
07:25	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
07:30	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0
07:35	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0
07:40	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
07:45	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0
07:50	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0
07:55	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0
08:00	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0
08:05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:10	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
08:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
08:20	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
08:25	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
08:30	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0
08:35	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
08:40	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
08:45	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0
08:50	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0
08:55	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
Total Survey	0	52	0	0	0	41	0	0	0	0	0	0	0	0	0	0	93	0	0	0	0

15-Minute Interval Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound N Pine St				Southbound N Pine St				Eastbound Driveway				Westbound Driveway				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
07:00	0	7	0	0	0	3	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0
07:15	0	7	0	0	0	5	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0
07:30	0	8	0	0	0	6	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0
07:45	0	10	0	0	0	8	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0
08:00	0	6	0	0	0	3	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0
08:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
08:30	0	6	0	0	0	7	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0
08:45	0	4	0	0	0	9	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0
Total Survey	0	52	0	0	0	41	0	0	0	0	0	0	0	0	0	0	93	0	0	0	0

Peak Hour Summary

7:00 AM to 8:00 AM

By Approach	Northbound N Pine St				Southbound N Pine St				Eastbound Driveway				Westbound Driveway				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	32	22	54	0	22	32	54	0	0	0	0	0	0	0	0	0	54	0	0	0	0
%HV	6.3%				9.1%				0.0%				0.0%				7.4%				
PHF	0.80				0.69				0.00				0.00				0.75				

By Movement	Northbound N Pine St				Southbound N Pine St				Eastbound Driveway				Westbound Driveway				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	32	0	32	0	22	0	22	0	0	0	0	0	0	0	0	54
%HV	0.0%	6.3%	0.0%	6.3%	0.0%	9.1%	0.0%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.4%
PHF	0.00	0.80	0.00	0.80	0.00	0.69	0.00	0.69	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75

Rolling Hour Summary

7:00 AM to 9:00 AM

Interval Start Time	Northbound N Pine St				Southbound N Pine St				Eastbound Driveway				Westbound Driveway				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
07:00	0	32	0	0	0	22	0	0	0	0	0	0	0	0	0	0	54	0	0	0	0
07:15	0	31	0	0	0	22	0	0	0	0	0	0	0	0	0	0	53	0	0	0	0
07:30	0	28	0	0	0	17	0	0	0	0	0	0	0	0	0	0	45	0	0	0	0
07:45	0	26	0	0	0	18	0	0	0	0	0	0	0	0	0	0	44	0	0	0	0

Total Vehicle Summary



Clay Carney
(503) 833-2740

N Pine St & Driveway

Tuesday, December 13, 2005

4:00 PM to 6:00 PM

5-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound N Pine St				Southbound N Pine St				Eastbound Driveway				Westbound Driveway				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
16:00	0	6	0	0	0	4	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0
16:05	0	6	0	0	0	2	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0
16:10	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0
16:15	0	6	0	0	0	3	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0
16:20	0	9	0	0	0	5	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0
16:25	0	3	0	0	0	6	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0
16:30	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0
16:35	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0
16:40	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0
16:45	0	4	0	0	0	9	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0
16:50	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0
16:55	0	7	0	0	0	6	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0
17:00	0	6	0	0	0	5	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0
17:05	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0
17:10	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0
17:15	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0
17:20	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0
17:25	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0
17:30	0	2	0	0	0	8	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0
17:35	0	6	0	0	0	5	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0
17:40	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
17:45	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0
17:50	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0
17:55	0	7	0	0	0	3	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0
Total Survey	0	108	0	0	0	107	0	0	0	0	0	0	0	0	0	0	215	0	0	0	0

15-Minute Interval Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound N Pine St				Southbound N Pine St				Eastbound Driveway				Westbound Driveway				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
16:00	0	18	0	0	0	10	0	0	0	0	0	0	0	0	0	0	28	0	0	0	0
16:15	0	18	0	0	0	16	0	0	0	0	0	0	0	0	0	0	34	0	0	0	0
16:30	0	10	0	0	0	9	0	0	0	0	0	0	0	0	0	0	19	0	0	0	0
16:45	0	15	0	0	0	19	0	0	0	0	0	0	0	0	0	0	34	0	0	0	0
17:00	0	15	0	0	0	14	0	0	0	0	0	0	0	0	0	0	29	0	0	0	0
17:15	0	11	0	0	0	12	0	0	0	0	0	0	0	0	0	0	23	0	0	0	0
17:30	0	11	0	0	0	14	0	0	0	0	0	0	0	0	0	0	25	0	0	0	0
17:45	0	10	0	0	0	13	0	0	0	0	0	0	0	0	0	0	23	0	0	0	0
Total Survey	0	108	0	0	0	107	0	0	0	0	0	0	0	0	0	0	215	0	0	0	0

Peak Hour Summary

4:05 PM to 5:05 PM

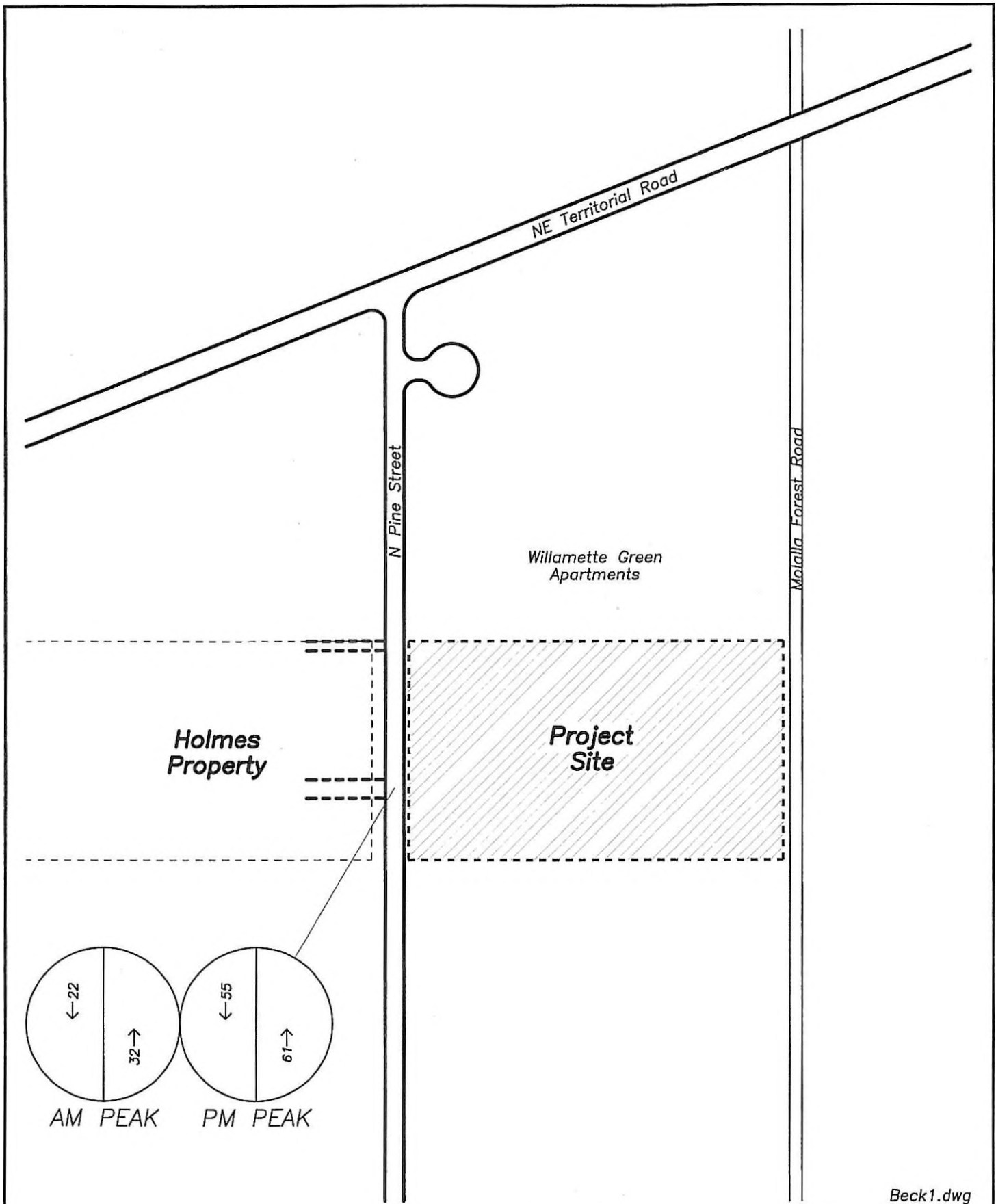
By Approach	Northbound N Pine St				Southbound N Pine St				Eastbound Driveway				Westbound Driveway				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	61	55	116	0	55	61	116	0	0	0	0	0	0	0	0	0	116	0	0	0	0
%HV	0.0%	0.0%	0.0%	0.0%	0.0%	5.5%	0.0%	5.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%				
PHF	0.80	0.72	0.72	0.85	0.72	0.80	0.72	0.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.85				

By Movement	Northbound N Pine St				Southbound N Pine St				Eastbound Driveway				Westbound Driveway				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	61	0	61	0	55	0	55	0	0	0	0	0	0	0	0	116
%HV	0.0%	0.0%	0.0%	0.0%	0.0%	5.5%	0.0%	5.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%
PHF	0.00	0.80	0.00	0.80	0.00	0.72	0.00	0.72	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.85

Rolling Hour Summary

4:00 PM to 6:00 PM

Interval Start Time	Northbound N Pine St				Southbound N Pine St				Eastbound Driveway				Westbound Driveway				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
16:00	0	61	0	0	0	54	0	0	0	0	0	0	0	0	0	0	115	0	0	0	0
16:15	0	58	0	0	0	58	0	0	0	0	0	0	0	0	0	0	116	0	0	0	0
16:30	0	51	0	0	0	54	0	0	0	0	0	0	0	0	0	0	105	0	0	0	0
16:45	0	52	0	0	0	59	0	0	0	0	0	0	0	0	0	0	111	0	0	0	0



Beck1.dwg

16

TRAFFIC VOLUMES
Existing Conditions
AM & PM Peak Hours

no scale

FIGURE
1

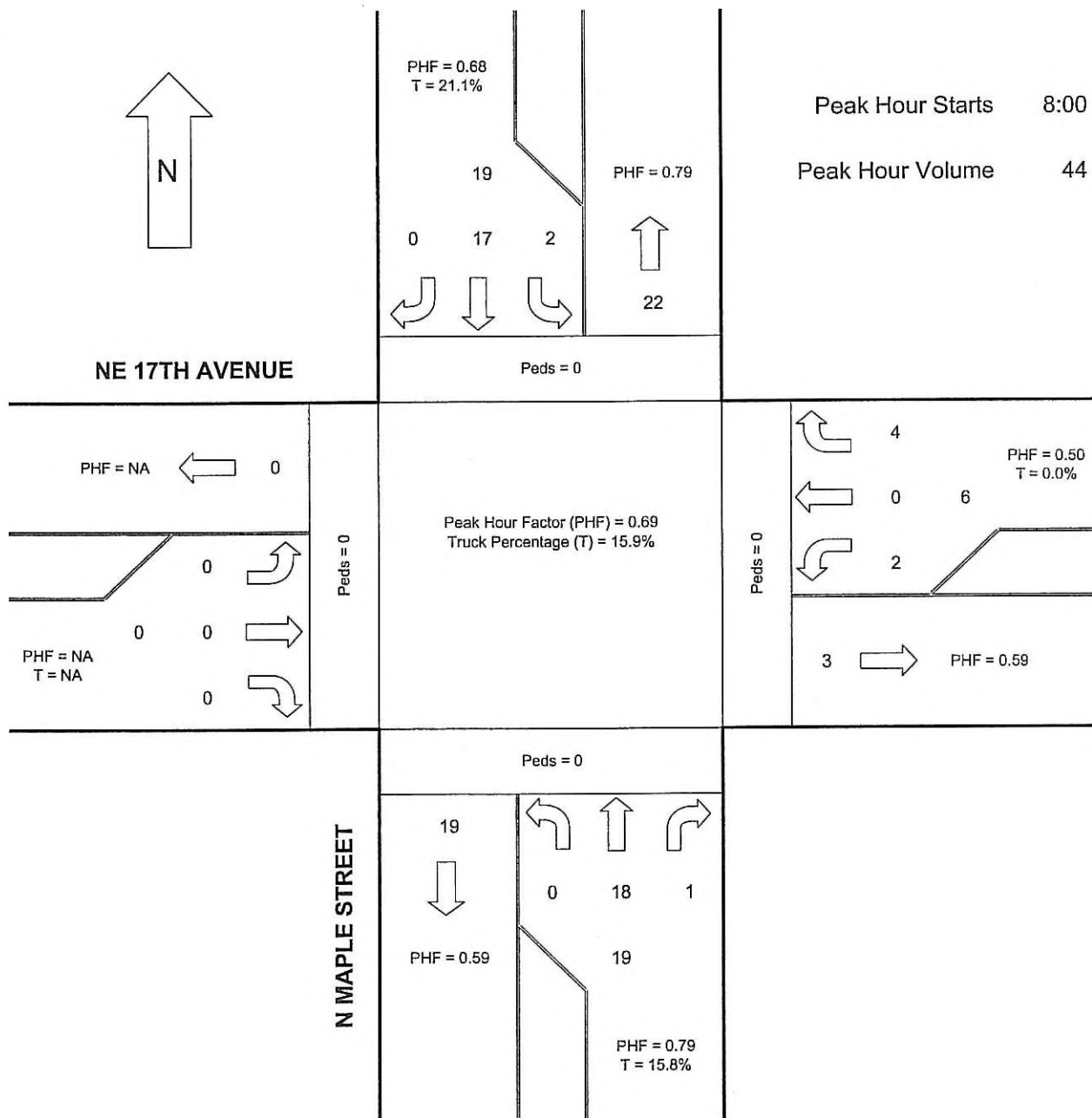
APPENDIX

76



Intersection Turning Movement Peak Hour Diagram

Location NE 17TH AVENUE AT N MAPLE STREET
Date 11/16/2005
Day of Week Wednesday
Time Begin 7:00
Reviewed By: DE





Intersection Turning Movement Peak Hour Diagram

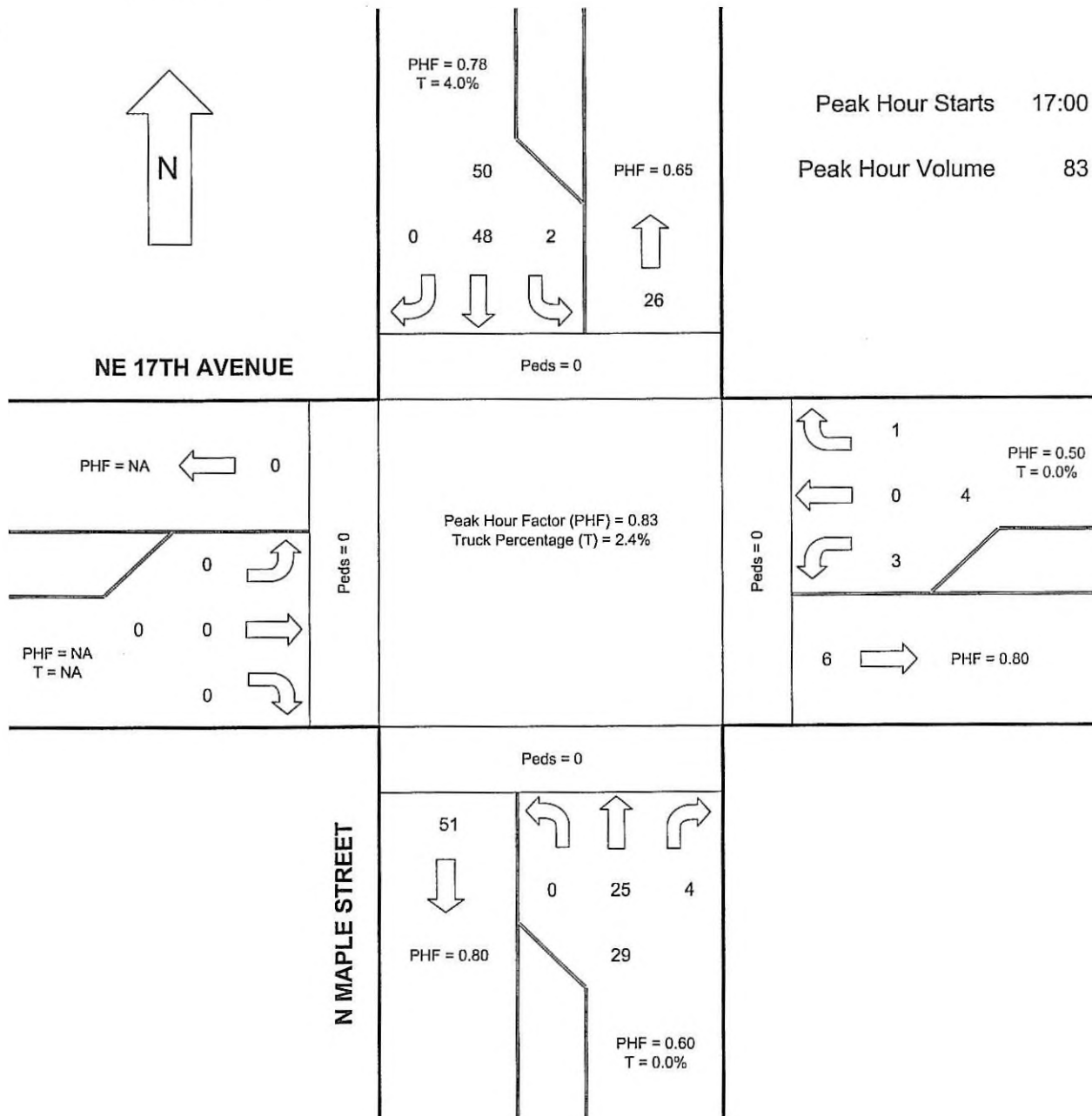
Location NE 17TH AVENUE AT N MAPLE STREET

Date 11/16/2005

Day of Week Wednesday

Time Begin 16:00

Reviewed By: DE





TRIP GENERATION CALCULATIONS

Land Use: Single-Family Detached Housing

Land Use Code: 210

Variable: Dwelling Units

Variable Value: 23

AM PEAK HOUR

Trip Rate: 0.75

	Enter	Exit	Total
Directional Distribution	25 %	75 %	
Trip Ends	4	13	17

PM PEAK HOUR

Trip Rate: 1.01

	Enter	Exit	Total
Directional Distribution	63 %	37 %	
Trip Ends	14	9	23

WEEKDAY

Trip Rate: 9.57

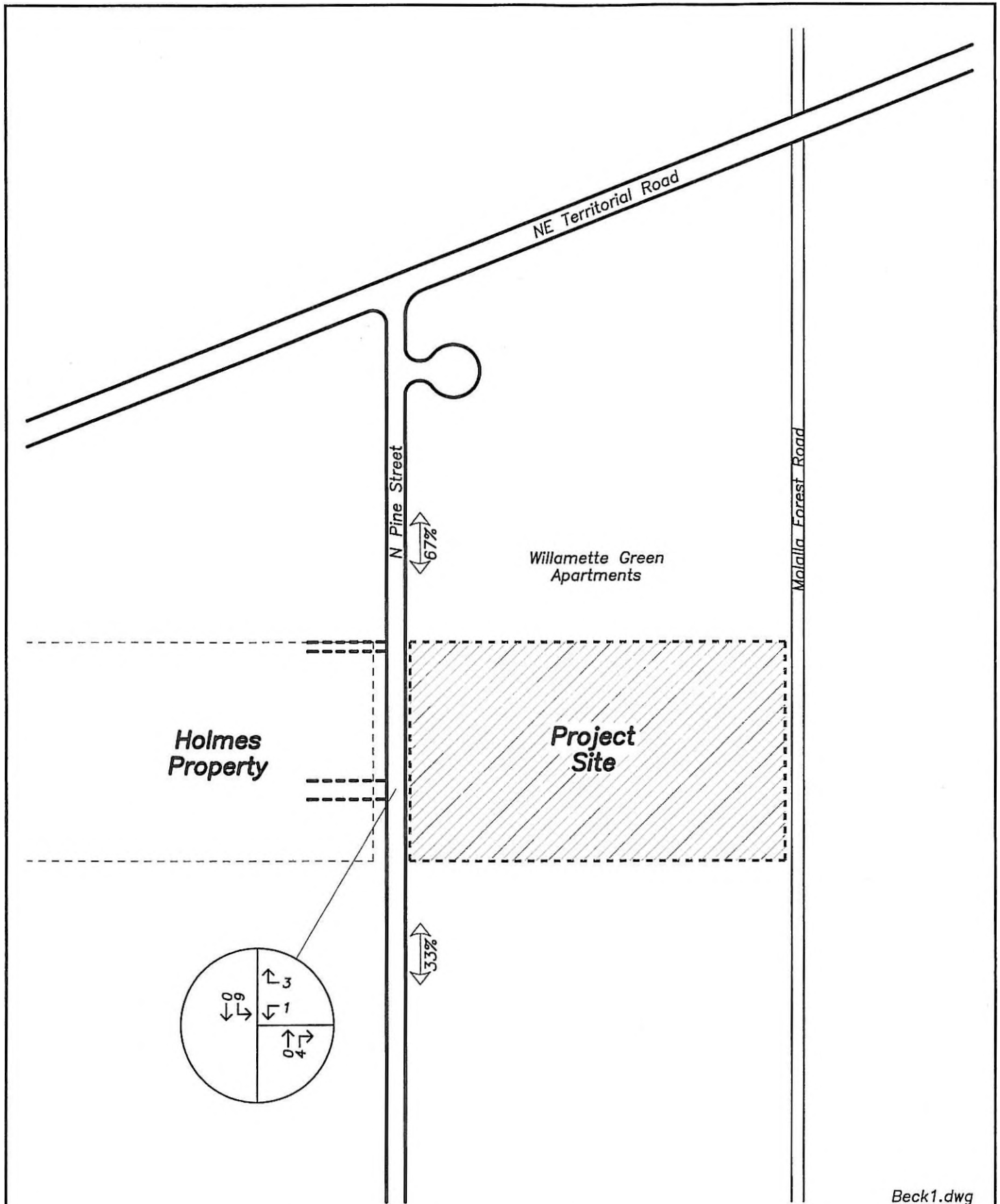
	Enter	Exit	Total
Directional Distribution	50 %	50 %	
Trip Ends	110	110	220

SATURDAY

Trip Rate: 10.10

	Enter	Exit	Total
Directional Distribution	50 %	50 %	
Trip Ends	116	116	232

Source: TRIP GENERATION, Seventh Edition



Beck1.dwg

Le

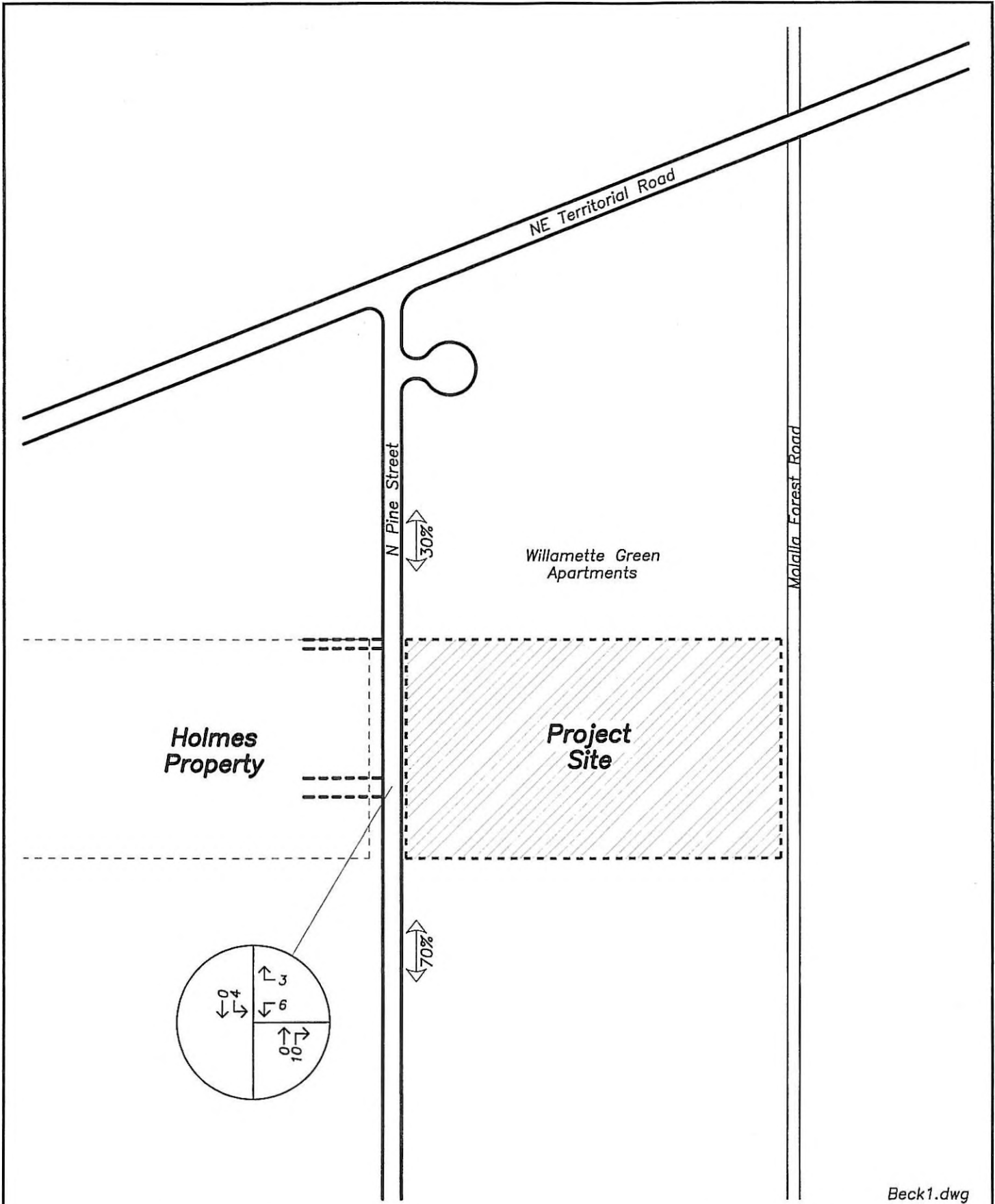
SITE TRIP DISTRIBUTION & ASSIGNMENT
 Inbound and Outbound Percentages & Site Trips
 AM Peak Hour

no scale

FIGURE 2

APPENDIX

80



Beck1.dwg



SITE TRIP DISTRIBUTION & ASSIGNMENT
 Inbound and Outbound Percentages & Site Trips
 PM Peak Hour

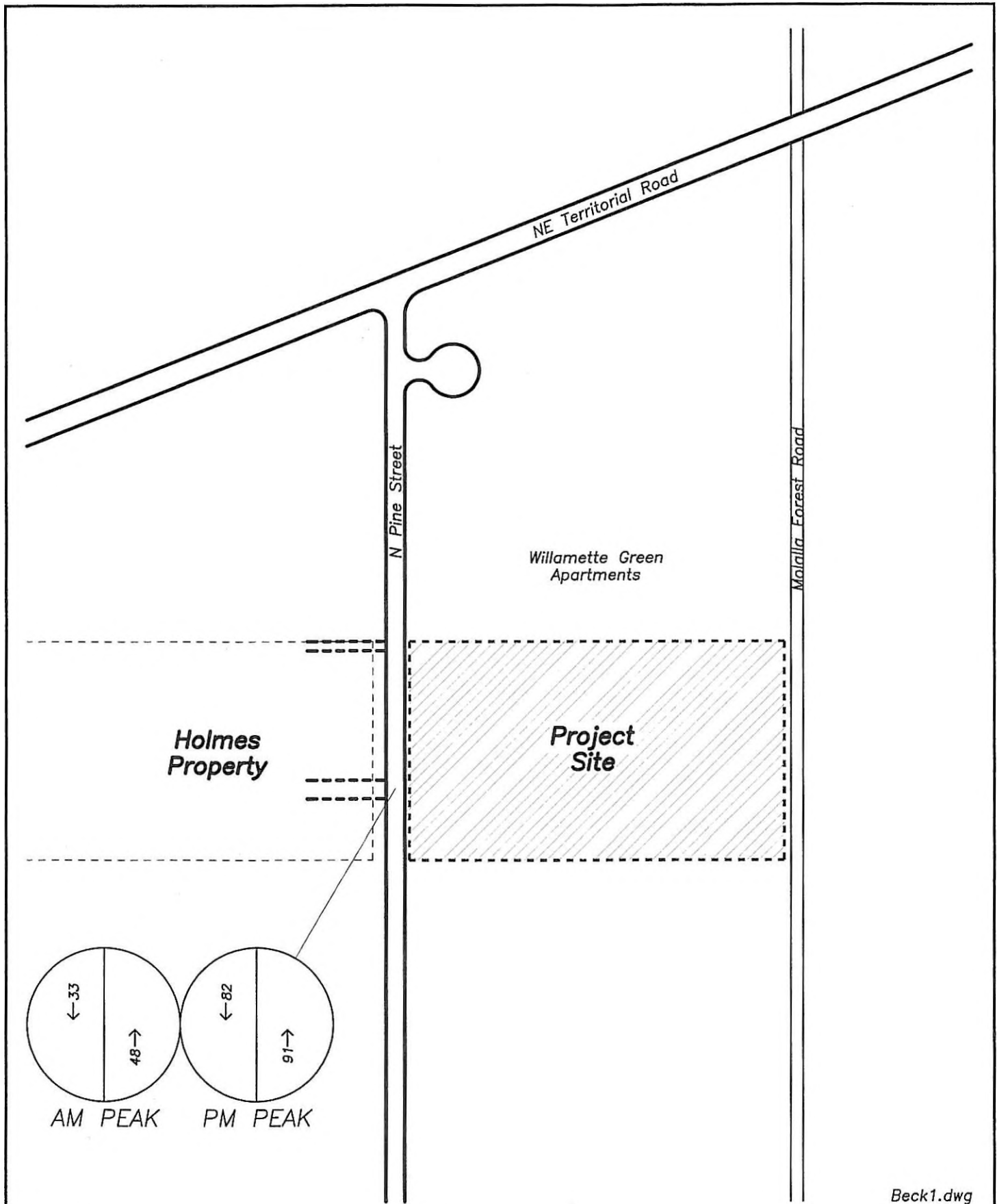


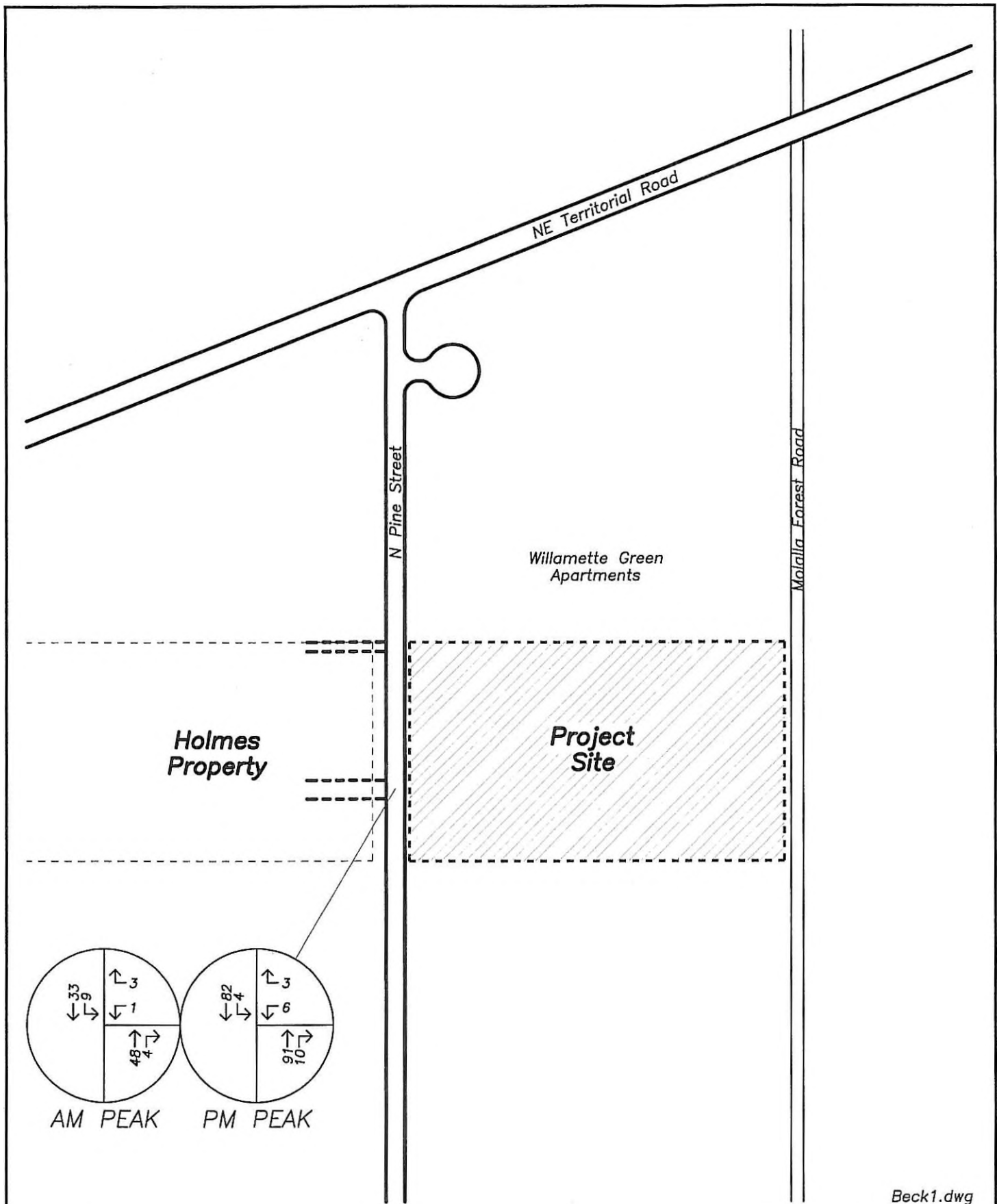
no scale

FIGURE 3

APPENDIX

81





Beck1.dwg



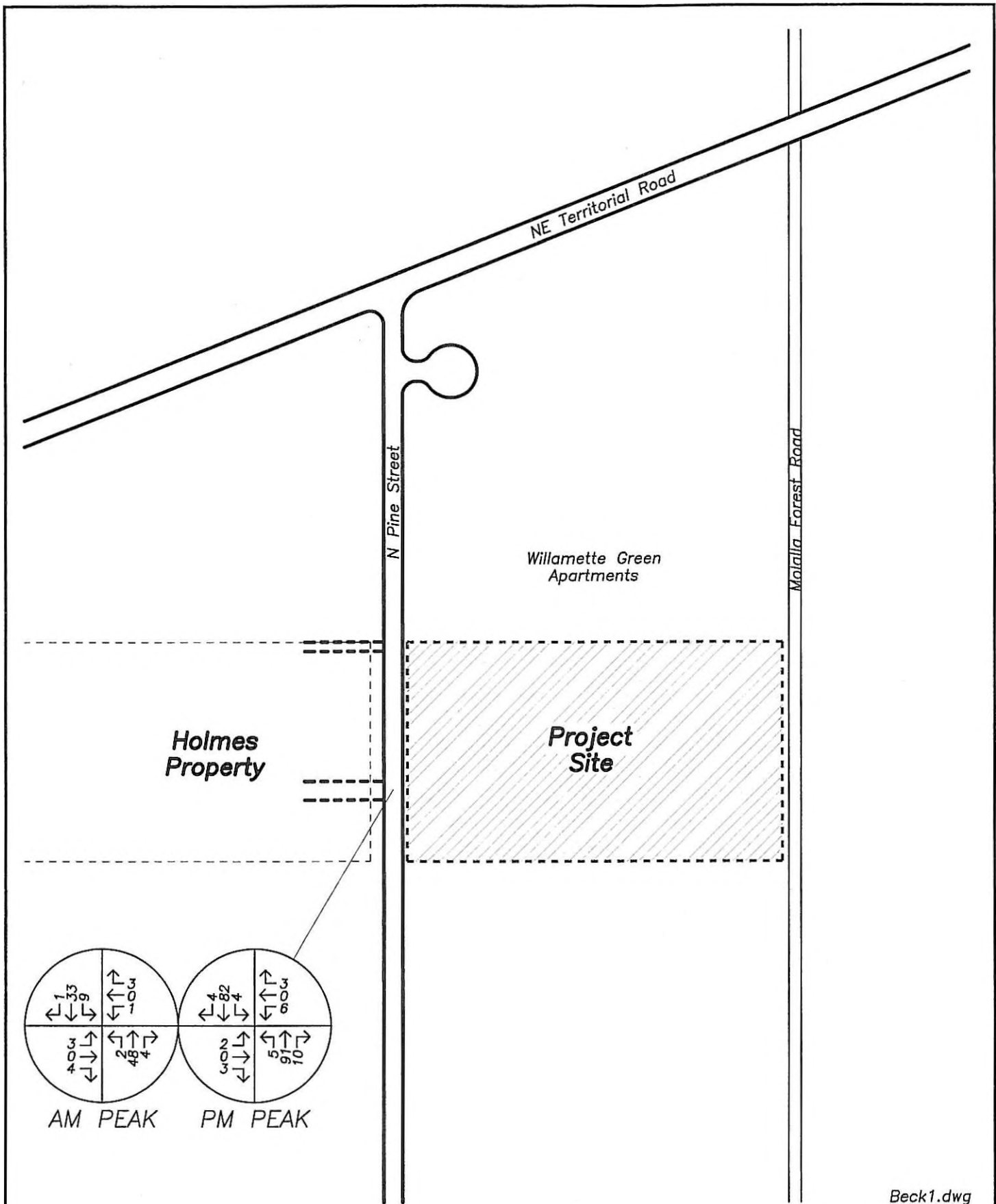
TRAFFIC VOLUMES
 Year 2020 Background plus Site Trips Conditions
 AM & PM Peak Hours



FIGURE
5

APPENDIX

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Le

TRAFFIC VOLUMES (with HOLMES ANNEXATION)
 Year 2020 Background plus Site Trips Conditions
 AM & PM Peak Hours

no scale

FIGURE
6

APPENDIX

84

TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information			
Analyst	C Sumrain			Intersection	Pine/Site		
Agency/Co.	Lancaster			Jurisdiction	Canby		
Date Performed	12/21/2005			Analysis Year	Background + Site (2020)		
Analysis Time Period	AM Peak						
Project Description 05289 - Beck Annexation							
East/West Street: Site Access				North/South Street: N Pine Street			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume	0	48	4	9	33	0	
Peak-Hour Factor, PHF	0.75	0.75	0.75	0.75	0.75	0.75	
Hourly Flow Rate, HFR	0	64	5	12	44	0	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Westbound			Eastbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume	1	0	3	0	0	0	
Peak-Hour Factor, PHF	0.75	0.75	0.75	0.75	0.75	0.75	
Hourly Flow Rate, HFR	1	0	4	0	0	0	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration		LR					
Delay, Queue Length, and Level of Service							
Approach	NB	SB	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (vph)		12		5			
C (m) (vph)		1545		970			
v/c		0.01		0.01			
95% queue length		0.02		0.02			
Control Delay		7.3		8.7			
LOS		A		A			
Approach Delay	--	--	8.7				
Approach LOS	--	--	A				

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information					
Analyst	C Sumrain	Intersection	Pine/Site				
Agency/Co.	Lancaster	Jurisdiction	Canby				
Date Performed	12/21/2005	Analysis Year	Background + Site (2020)				
Analysis Time Period	PM Peak						
Project Description 05289 - Beck Annexation							
East/West Street: Site Access		North/South Street: N Pine Street					
Intersection Orientation: North-South		Study Period (hrs): 0.25					
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume	0	91	10	4	82	0	
Peak-Hour Factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	
Hourly Flow Rate, HFR	0	107	11	4	96	0	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Westbound			Eastbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume	6	0	3	0	0	0	
Peak-Hour Factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	
Hourly Flow Rate, HFR	7	0	3	0	0	0	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration		LR					
Delay, Queue Length, and Level of Service							
Approach	NB	SB	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LT		LR			
v (vph)		4		10			
C (m) (vph)		1483		820			
v/c		0.00		0.01			
95% queue length		0.01		0.04			
Control Delay		7.4		9.4			
LOS		A		A			
Approach Delay	--	--	9.4				
Approach LOS	--	--	A				

TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information				
Analyst	C Sumrain			Intersection	Pine/Site			
Agency/Co.	Lancaster			Jurisdiction	Canby			
Date Performed	12/21/2005			Analysis Year	Background + Site (2020)			
Analysis Time Period	AM Peak							
Project Description 05289 - Beck Annexation (w/ Holmes annexation)								
East/West Street: Site Access				North/South Street: N Pine Street				
Intersection Orientation: North-South				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume	2	48	4	9	33	1		
Peak-Hour Factor, PHF	0.75	0.75	0.75	0.75	0.75	0.75		
Hourly Flow Rate, HFR	2	64	5	12	44	1		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LTR			LTR				
Upstream Signal		0			0			
Minor Street	Westbound			Eastbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume	1	0	3	3	0	4		
Peak-Hour Factor, PHF	0.75	0.75	0.75	0.75	0.75	0.75		
Hourly Flow Rate, HFR	1	0	4	4	0	5		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration		LTR			LTR			
Delay, Queue Length, and Level of Service								
Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR		LTR			LTR	
v (vph)	2	12		5			9	
C (m) (vph)	1576	1545		961			929	
v/c	0.00	0.01		0.01			0.01	
95% queue length	0.00	0.02		0.02			0.03	
Control Delay	7.3	7.3		8.8			8.9	
LOS	A	A		A			A	
Approach Delay	--	--	8.8			8.9		
Approach LOS	--	--	A			A		

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TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information			
Analyst	C Sumrain			Intersection	Pine/Site		
Agency/Co.	Lancaster			Jurisdiction	Canby		
Date Performed	12/21/2005			Analysis Year	Background + Site (2020)		
Analysis Time Period	PM Peak						
Project Description 05289 - Beck Annexation (w/ Holmes annexation)							
East/West Street: Site Access				North/South Street: N Pine Street			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume	5	91	10	4	82	4	
Peak-Hour Factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	
Hourly Flow Rate, HFR	5	107	11	4	96	4	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration	LTR			LTR			
Upstream Signal		0			0		
Minor Street	Westbound			Eastbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume	6	0	3	3	0	2	
Peak-Hour Factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	
Hourly Flow Rate, HFR	7	0	3	3	0	2	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration		LTR			LTR		
Delay, Queue Length, and Level of Service							
Approach	NB	SB	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11 12
Lane Configuration	LTR	LTR		LTR			LTR
v (vph)	5	4		10			5
C (m) (vph)	1505	1483		780			803
v/c	0.00	0.00		0.01			0.01
95% queue length	0.01	0.01		0.04			0.02
Control Delay	7.4	7.4		9.7			9.5
LOS	A	A		A			A
Approach Delay	--	--	9.7			9.5	
Approach LOS	--	--	A			A	

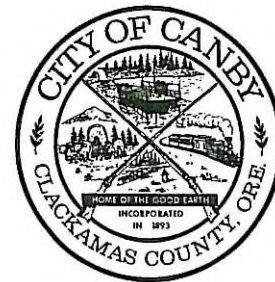
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M E M O R A N D U M

TO: *Honorable Mayor Thompson and City Council*

FROM: *Kevin Cook, Associate Planner*

THROUGH: *Mark Adcock, City Administrator*

DATE: *January 9, 2006*

RE: *Planning Commission Recommendation on Annexation Application
(City File Number ANN 05-07 – Netter)*

Issue:

The applicant is seeking to annex a single 1.95 acre tax lot into the City of Canby. If annexed, the applicant proposes to construct 12 new single family homes with vehicle access from S Fir St. The parcel currently contains one single-family residence and three outbuildings. The applicant's conceptual plan is very similar to the Sequoia Place subdivision immediately to the north of the subject parcel.

Synopsis:

In a public hearing held December 12, 2005, a quorum of the Planning Commission voted 5-0 to recommend approval of the annexation to the City Council. The City Council now holds a new hearing but shall consider the Planning Commission's decision during Council deliberations. If the City Council denies the application, that decision will be final and the annexation will not be sent to Canby voters. If the application is approved, the proposal will be placed on the May 16, 2006 ballot for voters to make a final decision.

Planning Commission Recommendation:

The Planning Commission recommends that the City Council **approve ANN 05-07** and forward the application to Canby voters for a final decision.

Rationale:

The Planning Commission held a public hearing on December 12, 2005 and found that the

Findings, Conclusions and Final Order
ANN 05-07
Page 1 of 4

application met the standards and criteria for annexation. The Commission adopted written findings on January 9, 2006 which include the following understandings:

1. The land is designated Priority "A" for annexation.
2. The current supply of platted residential land in Canby is estimated as follows:

R-1 Low Density	188 Lots	1.90 years
R-1.5 Medium Density	0 Lots	0.00 years
R-2 High Density	137 Lots	2.66 years

The supply of land in each category is less than the 3 year supply considered sufficient to meet the need for residential land.
3. The site is not well suited for agriculture.
4. Access is adequate to the site and will be further improved by the improvements of the roadway, including off-site improvements volunteered by the applicant, in conjunction with development.
5. The City and other affected service-providing entities have the capability to amply provide the area of the proposed annexation with urban level services upon future development.
6. The annexation proposal is in compliance with other applicable City ordinances or policies.
7. The annexation proposal complies with all applicable sections of Oregon Revised Statutes.
8. No natural hazards have been identified on the site.
9. The effect of urbanization of the subject property to designated open space, scenic, historic or natural resource areas is limited, in that the open space designation and requirements as found in the Parks Master Plan will be adhered to.
10. No adverse economic impacts are likely to result from the annexation of the subject property.

Background:

The subject parcel is currently zoned EFU (Exclusive Farm Use) by Clackamas County. Canby's Comprehensive Plan designation of the subject parcel is R-1.5

Findings, Conclusions and Final Order
ANN 05-07
Page 2 of 4

Medium Density Residential. If annexation is approved, City zoning for the parcel would automatically be amended to reflect the R-1.5 zoning in conformance with the Comprehensive Plan.

The parcel currently contains one single family residence and three out buildings. The subject parcel is essentially flat. Soil on the site is suitable for residential development and is not used in agricultural production. The parcel contains no steep slopes, no apparent waterways and no natural hazards that would prevent development of the site.

The property to the north (Sequoia Place) is within the City limits and is zoned R-1.5 Medium Density Residential. The property to the east (Hope Village) is within the City limits and is zoned R-1.5 Medium Density Residential. The property to the west is within the City limits and is zoned R-1 Low Density Residential. The property to the south is not within the City limits and has a Comprehensive Plan designation of Medium Density Residential.

The subject parcel is bounded on three sides by lands within the City limits. The property is surrounded by residential lands of varied density.

Traffic analyses and utility information included in this application are based on anticipated residential use. In considering the application, however, applicable criteria should be applied to the annexation only and not to any conceptual plan. The traffic study for this report includes traffic counts that were originally completed for the McMartin Farms annexation application; those counts are recent enough that they are still considered relevant today.

Note: The traffic study commissioned for the proposed annexation did not include current traffic count data at the time of the Planning Commission meeting of December 12, 2005. An updated traffic analysis with current traffic counts is forthcoming.

Citizen Testimony:

As of the date of this memorandum, six letters have been received addressing the proposed annexation. No citizens gave testimony at the December 12, 2005 Planning Commission meeting.

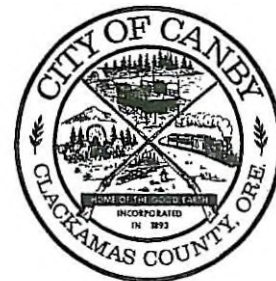
Options:

1. Deny the application for annexation. The Planning Commission does not recommend this option.
2. Recommend approval of the annexation and place the proposal on the May 16, 2006 ballot for voters to make a final decision. The Planning Commission recommends this option based on the findings and reasons listed above. If the Council supports this recommendation, the following motion is appropriate:

I move that the City Council approve ANN 05-07 and request that the City Attorney return with ballot title and language appropriate to forward the final decision to Canby voters in the primary election on May 16, 2006.

Attachments:

- A: Planning Commission staff report and attachments
- B: Planning Commission Findings
- C: Traffic study
- D: Audio taped Planning Commission minutes



- STAFF REPORT -

APPLICANTS:

Nick & Jamie Netter
2147 NE Territorial Rd
Canby, OR 97013

FILE NO.:

ANN 05-07

OWNERS:

Todd & Theresa Snelson
1401 S Fir St.
Canby, OR 97013

STAFF:

Kevin C. Cook
Associate Planner

LEGAL DESCRIPTION:

Tax Map 4-1E-4CA
Tax Lot 1301 (1.95 acres)

DATE OF REPORT:

November 28, 2005

LOCATION:

1401 S Fir St.

DATE OF PC HEARING:

December 12, 2005

COMPREHENSIVE PLAN DESIGNATION:

R-1.5 Medium Density Residential

ZONING DESIGNATION:

Exclusive Farm Use
(Clackamas County EFU)

I. APPLICANT'S REQUEST:

The applicant is seeking to annex a single 1.95 acre tax lot into the City of Canby. If annexed, the applicant proposes to construct 12 new single family homes with vehicle access from S Fir St. The parcel currently contains one single-family residence and three outbuildings. The applicant's conceptual plan is very similar to the Sequoia Place subdivision immediately to the north of the subject parcel.

II. MAJOR APPROVAL CRITERIA:

The Planning Commission forms a recommendation that the City Council may consider while conducting a public hearing. If the City Council recommends approval of the application, the annexation is placed before the voters at the next general election.

Section 16.84.040 of the Canby Municipal Code states that when reviewing a proposed annexation, the Commission shall give ample consideration to the following:

1. Annexation shall be in keeping with prioritization categories, as designated on the adopted maps showing growth phasing (Urban Growth Element of the Comprehensive Plan).
2. Analysis of the "need" for additional property within the city limits shall be provided.
3. Smaller non-farm land shall be considered a priority for annexation over larger farm land;
4. Access shall be adequate to the site;
5. Adequate public facilities and services shall be available to service the potential (or proposed) development;
6. Compliance with other applicable city ordinances or policies;
7. Compliance of the application with the applicable sections of Oregon Revised Statutes Chapter 222. (In other words, a triple majority type application must contain proof that a triple majority does, in fact, exist, etc.);
8. Risk of natural hazards which might be expected to occur on the subject property shall be identified;
9. Urbanization of the subject property shall not have a significant adverse effect on specially designated open space, scenic, historic or natural resource areas;
10. Economic impacts which are likely to result from the annexation shall be evaluated in light of the social and physical impacts. The overall impact which is likely to result from the annexation and development shall not have a significant adverse effect on the economic, social and physical environment of the community, as a whole. The full text of the annexation criteria can be found in Section 16.84.040 of the Land Development and Planning Ordinance.

III. FINDINGS:

A. Background and Relationships:

The subject parcel is currently zoned EFU (Exclusive Farm Use) by Clackamas County. Canby's Comprehensive Plan designation of the subject parcel is R-1.5 Medium Density Residential. If annexation is approved, City zoning for the parcel would automatically be amended to reflect the R-1.5 zoning in conformance with the Comprehensive Plan.

The parcel currently contains one single family residence and three out buildings. The subject parcel is essentially flat. Soil on the site is suitable for residential development and is not used in agricultural production. The parcel contains no steep slopes, no apparent waterways and no natural hazards that would prevent development of the site.

The property to the north (Sequoia Place) is within the City limits and is zoned R-1.5 Medium Density Residential. The property to the east (Hope Village) is within the City limits and is zoned R-1.5 Medium Density Residential. The property to the west is within the City limits and is zoned R-1 Low Density Residential. The property to the south is not within the City limits and has a Comprehensive Plan designation of Medium Density Residential.

The subject parcel is bounded on three sides by lands within the City limits. The property is surrounded by residential lands of varied density.

Traffic analyses and utility information included in this application are based on anticipated residential use. In considering the application, however, applicable criteria should be applied to the annexation only and not to any conceptual plan.

B. Comprehensive Plan Consistency Analysis

ii. Urban Growth

GOAL: 1) TO PRESERVE AND MAINTAIN DESIGNATED AGRICULTURAL AND FOREST LANDS BY PROTECTING THEM FROM URBANIZATION.

2) TO PROVIDE ADEQUATE URBANIZABLE AREA FOR THE GROWTH OF THE CITY, WITHIN THE FRAMEWORK OF AN EFFICIENT SYSTEM FOR THE TRANSITION FROM RURAL TO URBAN

LAND USE.

Policy #3: Canby shall discourage the urban development of properties until they have been annexed to the City and provided with all necessary urban services.

Analysis: Annexation of the subject property is the first step toward urban development and provision of urban services. According to the Comprehensive Plan this property is designated priority "A" for annexation.

Implementation Measure A of this policy states:

"Urban facilities and services must be adequate in condition and capacity to accommodate the additional level of growth, as allowed by the City Comprehensive Plan prior to, or concurrent with, the land use changes".

Existing utilities are sufficient to serve the subject parcel with urban level services. The subject parcel is a small property essentially surrounded by urban level services at or near the site. Utility issues are discussed further in the Public Facilities and Services section below.

Implementation Measure D of this policy states:

"The adopted maps showing growth phasing shall be used as a **general guideline** for the City's outward expansions. Areas designated as Type "A" urbanization lands shall generally be annexed prior to those areas shown as Type "B", etc..."

The parcel meets criteria for both phasing of growth and nature of size and use. The parcel is small part of an island of county land that is not engaged in agricultural production. The parcel is also designated as priority "A" for annexation, indicating that it should be considered before other lands designated priority "B" and "C".

iii. Land Use Element

GOAL: TO GUIDE THE DEVELOPMENT AND USES OF LAND SO THAT THEY ARE ORDERLY, EFFICIENT, AESTHETICALLY PLEASING AND SUITABLY RELATED TO ONE ANOTHER.

Policy #2 Canby shall encourage a general increase in the intensity and density of permitted development as a means of minimizing urban sprawl.

Analysis: Implementation Measure B of this element states, "Carefully analyze the need for additional property within the City limits or in light of underutilized incorporated property, prior to the annexation of additional land." Annexation of this parcel would permit future development according to the Comprehensive Plan. The proposal would bring 1.95 acres of land into the City under R-1.5 Medium Density Residential zoning. See also the enclosed Buildable Lands Analysis.

Policy #3 Canby shall discourage any development which will result in overburdening any of the community's public facilities or services.

Analysis: Request for comments have been sent to all public facility and service providers (see discussion under Public Services Element).

iv. **Environmental Concerns Element**

GOAL: 1) TO PROTECT IDENTIFIED NATURAL AND HISTORICAL RESOURCES.

2) TO PREVENT AIR, WATER, LAND, AND NOISE POLLUTION. TO PROTECT LIVES AND PROPERTY FROM NATURAL HAZARDS.

Policy #1-R-A: Canby shall direct urban growth such that viable agricultural uses within the urban growth boundary can continue as long as it is economically feasible for them to do so.

Analysis: Surrounding parcels are used in residential development. The subject parcel is also committed to residential development and is not used for agricultural production.

Policy #1-R-B: Canby shall encourage the urbanization of the least productive agricultural area within the urban growth boundary as a first priority.

Analysis: Implementation Measure B of this element states, "Carefully analyze the need for additional

property within the City limits or in light of underutilized incorporated property, prior to the annexation of additional land."

Goal #2 addresses the need for buildable land in Canby. Canby generally considers a 3 year supply of buildable lands (for each residential zoning district) to be sufficient; The City Council has determined that only platted lots and/or approved units should be included in the calculations; annexed land that has not been subdivided will not be included in the analysis. The Council has also determined that annexations that will significantly exceed the 3-year supply would not meet the annexation criteria for need.

Based on the number of vacant platted lots in the R-1.5 zoning district, the total supply of buildable lands available for medium density residential development is essentially zero. The proposed annexation along with development of property to the west would potentially add 12 new lots at the time of final subdivision plat approval. The new lots would bring the buildable lands supply total to 4.29 years when added to today's availability. However, the 4.29 year figure is skewed and should not necessarily be taken at face value; the reason being, the land supply is normally based upon a five year average of building permits issued, yet the past five years have seen a severe deficit in the supply of medium density lands. So, basing the land supply on the number building permits issued for medium density land over the past five years is akin to basing Oregon's average rainfall upon observations amassed over the course of a five year drought; a normal rainy season following the drought would then appear to be unusually wet.

For this policy, implementation measures C and D also apply to annexations. Measure C gives direction to "encourage growth into areas where land is fragmented into small parcels which are not conducive to productive agricultural use." Measure D gives direction to "review annexation proposals in light of the growth phasing strategies of the Urban Growth Element."

The subject parcel is not involved in agricultural production and is surrounded by residential uses. The property is also designated priority "A" for annexation, giving it precedence over larger agricultural uses.

Policy #2-R: Canby shall maintain and protect surface

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water and groundwater resources.

Analysis: Public facilities and service providers did not express any storm-water concerns with this proposal.

Policy #6-R, 9-R, 10-R, 1-H, 2-H, 3-H: Policies relating to historic sites, fish and wildlife habitat, wetlands, steep slopes, flood prone areas, and poor soils

Analysis: The subject property does not fall within a hazard zone as identified by the Comprehensive Plan. There are no steep slopes and no identified flood prone areas. There are no wetlands and there are no historic sites on the property. Existing trees may be considered significant wildlife habitat in the areas anticipated for development.

v. Transportation Element

GOAL: TO DEVELOP AND MAINTAIN A TRANSPORTATION SYSTEM WHICH IS SAFE, CONVENIENT AND ECONOMICAL.

Policy #6: Canby shall continue in its efforts to assure that all new developments provide adequate access for emergency response vehicles and for the safety and convenience of the general public.

Analysis: Canby Police and Fire districts were sent a Request for Comments. Neither agency expressed concerns with access to the site.

v. Public Facilities and Services Element

GOAL: TO ASSURE THE PROVISION OF A FULL RANGE OF PUBLIC FACILITIES AND SERVICES TO MEET THE NEEDS OF THE RESIDENTS AND PROPERTY OWNERS OF CANBY.

Policy #1: Canby shall work closely and cooperate

with all entities and agencies providing public facilities and services.

Analysis: All public facility and service providers were sent a "Request for Comments" regarding this application. Responses were received from the City Engineer, Wastewater Treatment Plant, Canby Electric, Canby Water, and Police.

All Service Providers indicate that services are available to serve the proposed annexation and subsequent development.

The Public Works Department indicated that no public storm system is available. The applicant will be required to accommodate storm water at the time of development.

***Citizen Comments:** At the time of this report, two citizen letters have been received by the City; one in support and one in opposition.*

***Traffic Analysis:** A traffic analysis has been prepared for the proposed annexation. The analysis does not predict any excessive impacts onto local streets and intersections. A more in depth traffic study is forth coming and will be available at the time of the City Council review of the proposed annexation.*

vii. Economic Element

GOAL: TO DIVERSIFY AND IMPROVE THE ECONOMY OF THE CITY OF CANBY.

Policy #4: Canby shall consider agricultural operations which contribute to the local economy as part of the economic base of the community and shall seek to maintain these as viable economic operations.

Analysis: While the County's zoning designation for the parcel is Exclusive Farm Use, the subject property is dedicated to residential use, is not currently used for agricultural production and is not likely to be used for any

type of agricultural production. The subject parcel is designated Priority "A" for annexation and can be served by urban level services upon development.

viii. Housing Element

GOAL: TO PROVIDE FOR THE HOUSING NEEDS OF THE CITIZENS OF CANBY.

Policy #1: Canby shall adopt and implement an urban growth boundary which will adequately provide space for new housing starts to support an increase in population to a total of 20,000 persons.

Analysis: This property is within the City's Urban Growth Boundary and, as such, is intended to be available for development at some point within the next 20 years. The parcel also provides an opportunity to provide affordable housing while infilling vacant land inside the city limits.

Conclusion Regarding Consistency with policies of Canby's Comprehensive Plan:

This application is consistent with the Comprehensive Plan policies for annexation.

C. Evaluation Regarding Annexation Consideration Criteria

1. Annexation shall be in keeping with prioritization categories, as designated on the adopted maps showing growth phasing (Urban Growth Element of the Comprehensive Plan). Areas designated as Type "A" urbanization lands shall be annexed prior to those areas shown as Type "B", etc.

Analysis: The subject parcel is designated priority "A" for annexation.

2. Analysis of the "need" for additional property within the city limits shall be provided.

Analysis: The City of Canby monitors residential land supplies in order to determine the City's general need for buildable land. The "need" for developable land is a function of total supply and actual lands platted for development (see Buildable Lands Analysis for current land supplies).

3. Smaller, non-farm land shall be considered a priority for annexation over

larger farm land.

Analysis: The property is not used for agriculture and is designated priority "A" for annexation, and is thereby reserved for urban development before other properties considered priority "B" and "C".

4. Access shall be adequate to the site.

Analysis: Access to the site will require street improvements at the time of development. Current access at S Fir Street is sufficient to serve the needs of annexation and development on the site.

5. Adequate public facilities and services shall be available to service the potential (or proposed) development.

Analysis: Public facility and service providers indicate that services are currently available at the site or will become available through development to serve the needs of the subject parcel.

6. Compliance with other applicable city ordinances or policies.

Analysis: The purpose for this criterion is to ensure that the annexation application is in compliance with City policies that are not specifically addressed in the rest of the criteria. Staff believes the application meets other applicable city ordinances and policies, as discussed in the analysis above with relation to Comprehensive Plan policies.

7. Compliance of the application with the applicable sections of Oregon Revised Statutes Chapter 222. (In other words, a triple majority type application must contain proof that a triple majority does, in fact, exist, etc.).

Analysis: The application complies with the applicable sections of Oregon Revised Statutes Chapter 222.

8. Risk of natural hazards which might be expected to occur on the subject property shall be identified.

Analysis: No natural hazards have been identified on the subject property.

9. Urbanization of the subject property shall not have a significant adverse effect on specially designated open space, scenic, historic or natural resource areas.

Analysis: There are no "specially designated" open spaces, scenic or historic areas identified on the subject property.

10. Economic impacts which are likely to result from the annexation shall be evaluated in the light of social and physical impacts. The overall impact which is likely to result from the annexation and development shall not have a significant adverse effect on the economic, social and physical environment of the community as a whole.

Analysis: The annexation of this property would not have a significant adverse affect on the short term economic, social and physical environment of the community. Annexation and development of the parcel would provide temporary employment during construction and would provide approximately twelve long-term residences.

IV. CONCLUSION

Staff hereby concludes that the proposed annexation meets the requirements of the standards and criteria included in the Canby Land Development and Planning Ordinance, Section 16.84.040.

V. RECOMMENDATION

Based upon the findings and conclusions contained in this report and without benefit of a public hearing, staff recommends that the Planning Commission recommend approval of ANN 05-07 to the City Council, with the addition of the following understandings.

1. The zoning classification for the property will be R-1.5 Medium Density Residential.
2. All service connections, recording costs and future development costs are to be borne by the applicant and/or the property owners.
3. All City and service provider regulations shall be adhered to at the time of connection to services and/or upon future development.
4. Public utility easements are normally conditioned as a part of new development. As no new development is proposed, sidewalks and utility easements will be required upon any future land use application including subdivision approval, Site and Design Review approval and/or issuance of a building permit or other application for development.
5. Any costs associated with the annexation election **not already** covered by an initial deposit shall be the responsibility of the applicant and/or property owner. Elections costs shall be payable upon receipt of an itemized billing from the City of Canby.

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Exhibits:

1. Applicant's package
2. Responses to requests for comments
3. Buildable Lands Analysis
4. Traffic Analysis