

AGENDA

CANBY CITY COUNCIL MEETING

October 18, 2006, 7:30 P.M.

Council Chambers

155 NW 2nd Avenue

Mayor Melody Thompson

Council President Teresa Blackwell

Councilor Randy Carson

Councilor Walt Daniels

Councilor Roger Harris

Councilor Tony Helbling

Councilor Wayne Oliver

WORK SESSION

6:30 P.M.

City Hall Conference Room

182 N Holly

The City Council will be meeting in a work session to discuss increased park usage impacts.

CITY COUNCIL MEETING

1. CALL TO ORDER

A. Pledge of Allegiance and Moment of Silence

B. Fitness Leadership Award Presentation

Pg. 4

C. Request for Endorsement of Measure 3-246 (5 Year Public Safety Operating Levy)

Pg. 5

2. COMMUNICATIONS

3. CITIZEN INPUT & COMMUNITY ANNOUNCEMENTS

(This is an opportunity for visitors to address the City Council on items not on the agenda. It is also the time to address items that are on the agenda but not scheduled for a public hearing. Each citizen will be given 3 minutes to give testimony. Citizens are first required to fill out a testimony/comment card prior to speaking and hand it to the City Recorder. These forms are available by the sign-in podium. Staff and the City Council will make every effort to respond to questions raised during citizens input before tonight's meeting ends or as quickly as possible thereafter.)

4. MAYOR'S BUSINESS

5. COUNCILOR COMMENTS & LIAISON REPORTS

6. CONSENT AGENDA

(This section allows the City Council to consider routine items that require no discussion and can be approved in one comprehensive motion. An item may be discussed if it is pulled from the consent agenda to New Business.)

A. Approval of Accounts Payable \$411,418.04

B. Approval of Minutes of the October 4, 2006 City Council Regular Meeting

7. PUBLIC HEARING

A. ZC 06-02 Canby Fire District (Continued from October 4, 2006)

Pg. 6

8. RESOLUTIONS & ORDINANCES

- A. Ord. 1224, Requiring Criminal History Record Checks on all City Volunteers and Prospective City Employees (2nd Reading) Pg. 100
- B. Ord. 1225, Amending the Zoning Map of the City of Canby, Clackamas County, Oregon for Tax Lots 804 and 800 of Tax Map 3-1E-33DA and Tax Lot 500 of Tax Map 3-1E-34C Pg. 10
- C. Ord. 1226, Authorizing Contract with Parker Northwest Paving Company for the Molalla Forest Road Pipe Repair and Slope Stabilization (2nd Reading) Pg. 102

9. NEW BUSINESS

10. CITY ADMINISTRATOR'S BUSINESS & STAFF REPORTS

11. CITIZEN INPUT

12. ACTION REVIEW

13. EXECUTIVE SESSION: ORS 192.660(2)(e) Real Property and ORS 192.660(2)(h) Pending Litigation

14. ADJOURN

*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 Kim Scheafer at 503.266.4021 ext. 233. A copy of this Agenda can be found on the City's web page at www.ci.canby.or.us. City Council and Planning Commission Meetings are broadcast live and can be viewed on OCTS Channel 5. For a schedule of the playback times, please call 503.263.6287.

DATE: September 19, 2006

MEMO TO: Mark Adcock, City Administrator

FROM: Beth Saul, Library and Parks Director

RE: Community Park Safety Task Force findings

In response to citizen concerns expressed to staff after the drowning that occurred near Community Park a task force was formed consisting of Troy Buzalsky of the Fire Department, Jorge Tro of the Police Department, Rick Maier of the Park and Recreation Advisory Board, JillMarie Wiles of the Canby Livability Coalition, Jeff Snyder of the Parks Department and myself.

JillMarie Wiles had received email from one of the paramedics who responded to the drowning, and he was concerned about the amount of people, the garbage, emergency access, etc. Our task force discussed these issues from each departmental perspective and came up with the following list of issues and potential solutions:

Community Park Meeting
August 21, 2006

- Swim Lessons (Males 20-25)
- Life Jacket Loan Program
- What are public rights to access riverbanks? Are they trespassing or not?
- Signage that spells out dangers – holes, currents, etc
- Volunteers
- Sign # of people who have drowned in area
- Stripe parking lots & fire lane
- Day use fee (use service groups) – or automated machine (McIver, Benham Falls)
- More Park Staff for weekends to handle garbage, bathrooms, etc.
- Friends of Parks

The task force members met again on September 11, 2006 to report additional information about these topics and to determine which solutions should be

recommended for implementation. The Fire Department has noted that adult males who are Hispanic seem to be at risk because they do not know how to swim and do not have or use life jackets. **The task force recommendation is to work with the Swim Center and with local Hispanic organizations to train bilingual swim instructors and to offer special lessons for Hispanic adults. The task force also recommends seeking grants and partnerships to help implement these lessons. In addition, grants and partnerships should be sought to help provide free life jackets for swimmers of all ages, possibly at the Swim Center or through some retail outlet such as Safeway.**

The Park Department, with help from the Swim Center, has also identified signage that spells out dangers, such as cold water and currents, that can be obtained and installed before next summer. This can fit into the budget for parks operations.

After getting the most current figure for the number of people who have drowned in the immediate area along the Molalla River, that sign will also be installed using the normal operations budget.

The task force also discussed whether there is a maximum number of people that can be in the park at once, and while there did not seem to be an exact number, it became apparent that participation could be controlled through controlling the number of parking spots available. The estimate is that about 100 to 120 cars could be parked in Community Park, which would still allow the possibility of between 300 and 600 people being in the park on a hot day, but emergency access would be protected if parking is restricted. **The task force recommends that the gravel lot along the river be paved and striped and that the other lots be striped, and that a fire lane be created along the interior curb. This will cause increased annual maintenance costs for the Parks Department that will have to be included in future budgets. The cost to pave the lot is estimated to be about \$17,000 if done by our Streets Department. The cost to stripe the lots and the fire lane would be about \$2,000, and the annual maintenance cost to repaint would be about \$2,000.**

The task force also recognizes that the large number of people in the park requires more bathroom facilities, and the cost to provide these in the summer is about \$3,200, which would have to become part of the Parks Department annual budget request for maintenance of this park.

The large crowds that are in the park most summer weekends are a cause for concern in that, unless parking is controlled and emergency access assured, it can be difficult for emergency personnel to respond when needed. The sanitary problems caused by large crowds are also a concern. **In addition to the above recommendation, the task force recommends that Parks Department staffing be increased to allow for staffing on the weekends. This would allow the Parks staff to offer support to the users of the park in terms of**

increased litter patrols, help with clogged toilets, parking control, and general information and help, including notifying emergency personnel when needed. This would offset the need for increased Police patrols, which the Police would have trouble accommodating, but would still offer a level of oversight that could work hand in hand with the Police Department's regular patrols. Parks Department staff is assessing the cost of adding enough personnel to meet this need and will report soon. An added benefit to increasing the Parks Department staffing to include weekend coverage is that support could also be offered to the Wait Park events and sporting events at Maple Street Park and Legacy Park.

The idea of having a day use fee was discussed, and other agencies were contacted to see how they handle it. There was concern that using an honor system would not necessarily work, nor would it necessarily control usage. Other agencies hire people to collect the money (obviously not a job for seasonal workers) or invest in expensive electronic gate systems. It seemed that the addition of Parks Department staff to simply support the usage in the park was more likely to address the concerns of the task force. This idea was not completely abandoned, but it will require more thought and assessment of the various ramifications. For instance, is the day use fee only for weekends, or do we collect it every day? Only for summer? Are the Police willing to issue citations to people who do not have a ticket showing that they paid the fee? The Parks Department will investigate further, and if there is a logical cost/benefit to this approach it will be brought forth for discussion again during the City budget process.

Volunteer groups are always welcome to participate in clean up days, and perhaps a clean up of the park will become part of Livability Day. Concerns for volunteers revolved around the types of garbage that may be needing collection and the possible need to educate and train volunteers before they are sent out.



*Oct 18
Carmel M44*

RECEIVED

SEP 14 2006

CITY OF CANBY.

Mayor Melody Thompson
City of Canby
PO Box 930
Canby, Oregon 97013

September 10, 2006

Dear Mayor Thompson,

It is my pleasure to inform you that [REDACTED] has been selected to receive a Fitness Leadership Award. You will receive the award at the League of Oregon Cities Annual Meeting. We hope you will be in attendance at the League of Oregon Cities meeting.

**Thursday, September 28, 2006
Portland City Hall
Mayor's Meeting
4:30 p.m.**

Please note that we have NOT notified your award recipient about the award. We prefer to leave it up to each mayor to decide how best to recognize award recipients. We suggest that you recognize the awardee at your local City Council meeting. Please feel free to let us know if you would like a member or a friend of the Governor's Council to recognize your honoree at a future City Council meeting. We'll make every effort to accommodate your request.

Thank you for participating in this important project; it moves us a little closer to our mission of healthy, physically active citizens all across our great state. We hope you can make arrangements to join us for a terrific event later this month.

Sincerely Yours,

Brad Anderson

Oregon Governor's Council on Physical Fitness and Sports

CLACKAMAS COUNTY

Measure No. 3-246

BALLOT TITLE

FIVE-YEAR PUBLIC SAFETY OPERATING LOCAL OPTION TAX

QUESTION: Should Clackamas County levy \$0.248 per \$1,000 assessed value for jail beds and law enforcement for five years beginning 2007-08? This measure may cause property taxes to increase more than 3%.

SUMMARY: This measure would: (1) Pay to reopen approximately 84 jail beds closed since 2002 for lack of funding; (2) Add approximately 19 sheriff's deputies to patrol Clackamas County; and (3) Fund expanded enforcement to combat methamphetamine crimes.

Reopening Jail Beds. Since 2002, 84 existing jail beds remain closed due to insufficient funding. This measure would fund reopening existing jail beds, expanding County Jail capacity to curtail early releases of prisoners.

Adding Sheriff's Patrol Deputies. In 2001, there were more sheriff's deputies patrolling Clackamas County than there are today. This measure would fund approximately 19 new sheriff's patrol deputies for Clackamas County's growing population.

Expanding Enforcement for Methamphetamine-Related Crime. This measure would fund an expanded enforcement program to combat methamphetamine abuse, property crimes, identity theft, child abuse and child neglect.

This measure would cost 24.8 cents per \$1000 of assessed value. The cost would be approximately \$4.13 per month, or \$49.60 per year, on a \$200,000 home. It is estimated the proposed rate would raise \$7,819,355.00 in 2007-08, \$8,171,226.00 in 2008-09, \$8,538,931.00 in 2009-10, \$8,923,183.00 in 2010-11, and \$9,324,726.00 in 2011-12. Funds generated by this levy may only be used for purposes described in this summary.

EXPLANATORY STATEMENT

"Yes" Vote Will Mean Five Years of More Jail Space, More Sheriff's Deputies on Patrol, & Targeted Enforcement for Methamphetamine Related Crimes.

Passage of this measure would provide funds to reopen jail beds, restore and supplement the number of sheriff's patrol deputies, and develop a targeted program to combat methamphetamine abuse and related criminal activity. It would allow Clackamas County to levy taxes in excess of the current tax base for a time limited to the five year fiscal period from 2007-08 through 2011-12. Renewal of this levy could not occur without future voter approval. By law, the money raised by this measure must be used exclusively for the law enforcement purposes stated in the Ballot Title.

Current Funding Sources Restrict Service Capabilities.

The Sheriff's Office is currently funded solely by the General County permanent tax rate. The growth in tax revenues is not keeping pace with the rising costs of funding public safety services, including the costs of keeping inmates in jail without early release, employing patrol deputies in sufficient numbers to respond promptly to citizen calls, and targeting methamphetamine related crime with a specialized enforcement program.

Existing Unused Jail Beds Would be Restored to Use.

Since 2002, 84 existing jail beds in the Clackamas County Jail have sat unused for lack of funding while crowding has triggered early release of many prisoners. Inadequate space at the County Jail resulted in the forced release of over 3900 prisoners in 2005 -- among the highest in any Oregon county. Passage of this measure would fund the use of existing jail beds, creating more jail space for prisoners and curtailing early releases of prisoners caused by over-crowding.

Number of Sheriff's Patrol Deputies Would Reflect Population Growth.

Over the past ten years Clackamas County's population has grown by 15% and calls for service have increased each year, but the number of sheriff's patrol deputies has declined. There were more deputies in 2001 than there are today. When the number of sheriff's patrol deputies does not keep pace with population growth, call response times are slower and sections of the County can not be patrolled as thoroughly. Passage of this measure would fund approximately 19 new sheriff's patrol deputies for Clackamas County.

Expanding Enforcement for Methamphetamine-Related Crime.

Methamphetamine abuse in Clackamas County has significant ramifications for citizens. The unique patterns of criminal behavior engaged in by methamphetamine abusers are best combated by tailoring a law enforcement program to target this activity. Passage of this measure would fund development of an enforcement program designed to combat methamphetamine related crime, such as use, manufacturing, property crimes, identity theft, child abuse and child neglect.

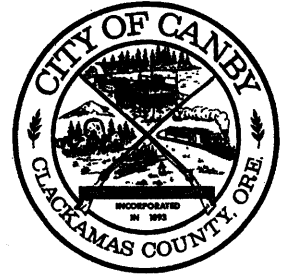
Low Cost for Useful Public Safety Services.

This measure would cost 24.8 cents per \$1000 of assessed value. The cost would be approximately \$4.13 per month, or \$49.60 per year, on a \$200,000 home. The proposed rate would raise an estimated: \$7,819,355.00 in 2007-08, \$8,171,226.00 in 2008-09, \$8,538,931.00 in 2009-10, \$8,923,183.00 in 2010-11, and \$9,324,726.00 in 2011-12.

Furnished by:

Board of County Commissioners
Clackamas County

MEMORANDUM



TO: Honorable Mayor Thompson and City Council

FROM: Kevin C. Cook, Associate Planner
John R. Williams, Community Development & Planning Director

THROUGH: Mark C. Adcock, City Administrator
John Kelley, City Attorney

DATE: October 9, 2006

RE: ZC 06-02

Issue: ZC 06-02, an application to change the zoning for three separate parcels, all currently zoned R-1, Low Density Residential. The zone change would be from the current R-1 zoning district to the existing Comprehensive Plan designation for the three properties, which breaks down as follows:

- 221 S. Pine, owned by the Canby Fire Dist. would change to C-2, Highway Commercial.
- 883 SE 1st Ave., owned by Ray Hellhake would change to C-2, Highway Commercial; this property is currently split zoned and the portion fronting Highway 99E is already zoned C-2 and contains a Space Age service station.
- 254 S Pine, owned by Greg Page would change to M-1, Light Industrial.

Synopsis: The City Council has final approval authority on zone change applications. The Planning Commission holds a public hearing and then makes a recommendation to the Council. The Council now holds a new public hearing and may accept additional testimony.

Recommendation: Zone changes are adopted by Ordinance. Staff and the Planning Commission recommend that the City Council **approve ZC 06-02 by adopting Ordinance 1225.**

Rationale: The Planning Commission voted to recommend that the City Council approve the zone change application, with the caveat that the final draft of the traffic study "[will] not identify any insurmountable burden(s) to the local road system.", finding that it otherwise easily met all other requirements of the Comprehensive Plan and Land Development and Planning Ordinance. Staff has been working closely with the applicant,

October 10, 2006

the City Traffic Engineer (Lancaster Engineering), and ODOT in regards the intersection of S. Pine and Hwy. 99E. ODOT is understandably concerned about the continued functioning of this intersection and what affect a zone change may have on traffic volumes.

To date, we have received a completed traffic study from Lancaster and ODOT's response to the study in which they indicate that the 'worst case scenario' assumed in the study would cause the intersection to degrade to an unacceptable level, although just barely. One of the applicants however, is the Canby Fire District. The Fire District has since provided a letter indicating that although they are proposing to change their zoning from residential to commercial, their intent is to rely on the less restrictive setbacks allowed in the Highway Commercial zone and that the facility is intended to function as a fire station well into the future.

In response to this, staff asked Lancaster to review the proposal assuming no additional trips generated by the fire station and ODOT has agreed to consider this alternative approach.

As Lancaster prepared to reanalyze the conclusions contained within the original traffic study, they found that some of the assumptions contained in the original were not quite correct; for instance, Lancaster originally assumed a signal cycle length of 70 seconds (the current cycle length observed at the intersection) rather than the 90 seconds to 100 seconds contained in ODOT's signal plan. In addition, there was a discrepancy regarding the year that should be assumed as a planning horizon (see attached addendum).

The addendum we have received now shows that the intersection does not fail even when considering the Fire Station property. Unfortunately, we have not received ODOT's response to this update as of today's date. Staff believes that ODOT's response will be available in time for the City Council meeting however. Ideally, you would be receiving ODOT's comments along with this packet; however, due to the 120-day rule a decision is needed now. The applicants have already granted extensions of time and have signaled that they are now ready for the City to make a decision.

October 10, 2006

Staff finds that the applicants have met the burden of proof and that the zone change is appropriate and complies with the Comprehensive Plan. Staff further finds that the zone change, in itself, does not cause traffic impacts to the street system, rather it is any change in land use or land use intensity that results in traffic impacts; because of this, staff recommends that a condition of approval for the zone change should be as follows:

The proposed zone change is approved provided that any change in the intensity or use of the affected properties is reviewed with the benefit of a thorough traffic study addressing all ODOT and City concerns raised at the time of the proposed change in use and/or intensity. Further, any mitigation recommended as a result of outcome of a traffic study shall be made a condition of any approval. The requirement for a traffic study may be waived only if deemed unnecessary by the City and ODOT.

Options:

1. Approve ZC 06-02 as with the above condition of approval. Staff recommends this option.

Suggested motions:

I. I move to approve ZC 06-02 an application to change the zoning for the properties located at 221 S. Pine St., 883 SE 1st Ave., and 254 S. Pine St. to their respective Comprehensive Plan zoning designations with the following condition: *The proposed zone change is approved provided that any change in the intensity or use of the affected properties is reviewed with the benefit of a thorough traffic study addressing all ODOT and City concerns raised at the time of the proposed change in use and/or intensity. Further, any mitigation recommended as a result of outcome of a traffic study shall be made a condition of any approval. The requirement for a traffic study may be waived only if deemed unnecessary by the City and ODOT.*

II. I move to approve Ordinance 1225, an ordinance amending the zoning map of the City of Canby, Clackamas County Oregon for tax lots 804 and 800 of tax map 3-1E-33DA and tax lot 500 of tax map 3-1E-34C.

2. Deny ZC 06-02. This option is not recommended because the Planning Commission found that the application meets all applicable criteria and standards and the traffic study (with addendum) found that intersection will continue to function at an acceptable level.

October 10, 2006

3. Continue to the matter to the next City Council meeting (November 1, 2006). This option is available if the Council believes that new information and/or further time for review is warranted. **NOTE:** November 1, is the last date available for the Council to make an oral decision because the written findings would need to be signed no later than the November 15th meeting.

Attached:

1. Ordinance 1225
2. 6/11/06 Staff Report to the Planning Commission
3. Applicant's submittal
4. Agency comments
5. Preliminary traffic analysis
6. Planning Commission findings
7. Traffic Impact Analysis
8. ODOT response Letter (dated July 31, 2006)
9. Email from John Williams to Fire District
10. Letter from Dan Chandler; attorney for Ray Hellhake (dated August 24, 2006)
11. Statement from Canby Fire District (dated September 6, 2006)
12. Traffic study addendum from Lancaster (dated September 27, 2006)
13. Proposed supplemental findings submitted by Dan Chandler

ORDINANCE NO. 1225

AN ORDINANCE AMENDING THE ZONING MAP OF THE CITY OF CANBY, CLACKAMAS COUNTY, OREGON FOR TAX LOTS 804 AND 800 OF TAX MAP 3-1E-33DA AND TAX LOT 500 OF TAX MAP 3-1E-34C.

WHEREAS, an application was filed with the City by the Canby Fire District, Ray Hellhake, and Greg Page to change the zoning of a single 1.98 acre parcel known as Tax Lot 804 of tax map 3-1E-33DA from Low Density Residential (R-1) to Highway Commercial (C-2), a 1.64 acre parcel known as Tax Lot 800 of tax map 3-1E-33DA from Low Density Residential (R-1) to Highway Commercial (C-2), a single 0.59 acre parcel known as Tax Lot 500 of tax map 3-1E-34C from Low Density Residential (R-1) to Light Industrial (M-1); and

WHEREAS, a public hearing was conducted by the Canby Planning Commission on June 26, 2006 after public notices were mailed, posted and printed in the Canby Herald, as required by law; and

WHEREAS, the Canby Planning Commission heard and considered public testimony regarding the proposed zone change at the public hearing. At the conclusion of the public hearing, the Planning Commission voted 4-0 to recommend that the City Council approve the application provided that the final traffic study prepared by Lancaster Engineering will not identify any insurmountable burden(s) to the local road system. The Findings, Conclusions and Order was approved by the Planning Commission and forwarded to the Council with its recommendation; and

WHEREAS, the Canby City Council considered the matter and the recommendation of the Planning Commission including the Lancaster Engineering traffic study dated September 27, 2006 at a regular meeting on October 18, 2006; and

WHEREAS, the Canby City Council, after the staff report and review of the record, voted to accept the Planning Commission's recommendation; and

WHEREAS, the Canby City Council adopts a condition of approval, which states, "Any change in the intensity or use of the affected properties shall be reviewed with the benefit of a thorough traffic study addressing all ODOT and City concerns raised at the time of the proposed change in use and/or intensity. Further, any mitigation recommended as a result of outcome of a traffic study shall be made a condition of any approval prior to the issuance of a building permit. The requirement for a traffic study may be waived only if deemed unnecessary by the City and ODOT."

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

Section 1. Tax lot 804 of tax map 3-1E-33DA is rezoned from Low Density Residential (R-1) to Highway Commercial (C-2) as called for in Canby's Comprehensive Plan.

Section 2. Tax lot 800 of tax map 3-1E-33DA is rezoned from Low Density Residential (R-1) to Highway Commercial (C-2) as called for in Canby's Comprehensive Plan.

Section 3. Tax lot 500 of tax map 3-1E-34C is rezoned from Low Density Residential (R-1) to Light Industrial (M-1) as called for in Canby's Comprehensive Plan.

Section 4. The Mayor, attested by the City Recorder, is hereby authorized and directed to make the appropriate changes on the City's zoning map in accordance with the dictates of Sections 1, 2, and 3 of this Ordinance.

SUBMITTED to the Council and read the first time at a regular meeting thereof on October 18, 2006, 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 November 1, 2006, commencing after the hour of 7:30 p.m., at the Council's regular meeting chambers at the Canby City Hall in Canby, Oregon.

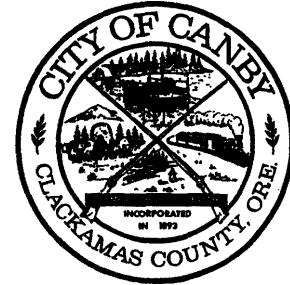
ENACTED on the second and final reading by the Canby City Council at a regular meeting thereof on November 1, 2006 by the following vote:

YEAS _____ NAYS _____

Melody Thompson, Mayor

ATTEST:

Kimberly Scheafer, City Recorder Pro Tem



- STAFF REPORT -

APPLICANT:

Canby Fire District
221 S Pine St
Canby, OR 97013

Ray Hellhake
PO Box 111
Aurora, OR 97002

Greg Page
254 S Pine St
Canby, OR

OWNER:

Same as above

LEGAL DESCRIPTION:

3-1E-33DA Tax Lot 804
3-1E-33DA Tax Lot 800
3-1E-34C Tax Lot 500

LOCATION:

Lot 804: 221 S Pine St.
Lot 800: 883 SE 1st Ave.
Lot 500: 254 S Pine St.

COMP. PLAN DESIGNATION:

Lot 800 & 804: Highway Commercial
Lot 500: Light Industrial

FILE NO.:

ZC 06-02

STAFF:

Kevin Cook
Associate Planner

DATE OF REPORT:

June 11, 2006

DATE OF HEARING:

June 26, 2006

ZONING DESIGNATION:

All Lots: R-1 Low Dens. Residential

Staff Report
ZC 06-02
Page 1 of 6

I. APPLICANT'S REQUEST:

The applicants are seeking to change the zoning for three separate parcels, all currently zoned R-1, Low Density Residential. The zone change would be from the current R-1 zoning district to Comprehensive Plan designation for the properties, which breaks down as follows:

- 221 S. Pine, owned by the Canby Fire Dist. would change to C-2, Highway Commercial.
- 883 SE 1st Ave., owned by Ray Hellhake would change to C-2, Highway Commercial; this property is currently split zoned and the portion fronting Highway 99E is already zoned C-2 and contains a Space Age service station.
- 254 S Pine, owned by Greg Page would change to M-1, Light Industrial.

II. APPLICABLE REGULATIONS

City of Canby General Ordinances:

16.16	R-1 Low Density Residential
16.28	C-2 Highway Commercial Zone
16.32	M-1 Light Industrial Zone
16.54	Amendments to Zoning Map
16.88	General Standards

III. MAJOR APPROVAL CRITERIA

16.54.040 - Amendments to the Zoning Map - Standards and Criteria

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

- A. 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. Whether all required public facilities and services exist or will be provided concurrent with development to adequately meet the needs of any use or development which would be permitted by the new zoning designation.

IV. FINDINGS

A. Background and Relationships

The subject parcels are all zoned R-1 Low Density Residential. The proposed Zone Change would amend zoning to reflect the Comprehensive Plan designation for all three properties. The area of the three properties represents a small pocket of R-1 zoning that is surrounded by existing commercial and industrial zoning. The three subject parcels are currently dedicated to uses other than strictly residential, so the zone change is appropriate at this time.

The Fire Dist. would like to change the zoning in order to have more options in terms of the setbacks and lot coverage standards allowed in the C-2 zone versus the R-1 zone.

The owners of the lot that contains the Space Age service station would like to utilize the rear of their lot for future commercial use. Currently, there is a small vacant dwelling on this portion of the property.

The owners of the property at 254 S. Pine currently operate a business that manufactures cutting tools for the packaging industry, and would like to have the zone changed to M-1, Light Industrial in order to expand their business appropriately under the M-1 zoning regulations. This parcel is currently adjacent to other Light Industrial properties and uses.

The area that includes the above properties is surrounded by existing commercial and industrial uses. This particular pocket of R-1 zoning is not part of an established residential neighborhood and staff considers the requested zone change to be appropriate at this time.

B. Comprehensive Plan Consistency Analysis

ii. URBAN GROWTH ELEMENT

**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.**

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 #1 Canby shall guide the course of growth and development so as to separate conflicting or incompatible uses, while grouping compatible uses.

ANALYSIS: *The proposed zone change will allow expansion of existing uses on the subject properties and the properties are adjacent to existing commercial and light industrial uses.*

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

ANALYSIS: *The proposed zone change is not expected to have a measurable effect on urban sprawl.*

iv. ENVIRONMENTAL CONCERNS ELEMENT

GOALS: TO PROTECT IDENTIFIED NATURAL AND HISTORIC RESOURCES.

TO PREVENT AIR, WATER, LAND, AND NOISE POLLUTION.

TO PROTECT LIVES AND PROPERTY FROM NATURAL HAZARDS.

ANALYSIS: *There are no known natural or historic resources affected by the proposed use; nor are there any known outstanding natural hazards affecting the properties.*

vi. **PUBLIC FACILITIES AND SERVICES**

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 needed public facility and service providers were sent a "Request for Comments" form regarding the proposed Zone Change and partition. All responses to the Request for Comments indicate that services are available or will become available through development.*

ODOT has asked that a traffic study be conducted for the zone change due to the potential future impacts to 99E. As of the date of this report, the City Traffic Engineer is preparing the traffic study according to scope required by ODOT. A preliminary traffic analysis has been submitted by the City Traffic Engineers, Lancaster Engineering. Lancaster has indicated that there are no undue traffic impacts that would specifically prohibit the proposed zone change. The traffic analysis also includes possible trip generation under the properties respective Comp. Plan zoning designations. While ODOT's concerns are obviously important, staff does not believe they are enough to warrant a delay in the zone change itself. Staff will continue to work closely with ODOT and in the event of a specific proposal warranting Design Review on any of the subject properties, ODOT will receive ample notice and both the City and ODOT will have the ability to refer to the traffic study that is currently underway.

ix. **ENERGY CONSERVATION ELEMENT**

GOAL: **TO CONSERVE ENERGY AND ENCOURAGE THE USE OF RENEWABLE RESOURCES IN PLACE OF NON-RENEWABLE RESOURCES.**

Policy #4: Canby shall attempt to reduce wasteful patterns of energy consumption in transportation systems.

ANALYSIS: *The parcels are centrally located in terms of their position within the City. Centrally located businesses tend to reduce overall vehicle miles traveled and thus an energy savings is realized.*

Conclusion Regarding Consistency with the Policies of the Canby Comprehensive Plan:

Staff concludes that the proposed Zone Change is consistent with the policies of the Comprehensive Plan. The subject parcels are currently zoned R-1 but the Comprehensive Plan designation recommends eventual C-2 and M-1 zoning as is proposed.

V. CONCLUSION

This proposal to amend the Current Zoning map is appropriate in light of the Goals and Policies of the Comprehensive Plan. All public facilities and services exist or will be provided concurrent with the future development of the properties.

VI. RECOMMENDATION

Based on the findings and conclusions presented in this report, and without benefit of a public hearing, staff recommends that the Planning Commission recommend approval of ZC 06-02 to the City Council.

Exhibits:

1. Applicant's packet
2. Responses to Request for Comment
3. Preliminary Traffic Analysis.

ZONE MAP CHANGE APPLICATION

Fee \$2,640

OWNER

Name Canby Fire District

Address 221 S. Pine

City Canby State OR Zip 97013

Owners's Signature [Signature] Phone 503.266.5851

APPLICANT*

Name Canby Fire District

Address 221 S. Pine St.

City Canby State OR Zip 97013

DESCRIPTION OF PROPERTY

Address 221 S. Pine

Tax Map 31E33DA Tax Lot(s) 00804 Lot Size 1.98 acres
(Acres/Sq. Ft)

PROPERTY OWNER LIST

Attach a list of the names and addresses of the owners of properties located within 500 feet of the subject property (if the address of the property owner is different from the situs, a label for the situs must also be prepared and addressed to "occupant"). Lists of property owners may be obtained from any title insurance company or from the County Assessor. If the property ownership list is incomplete, this may be cause for postponing the hearing. The names and addresses are to be typed onto an 8-1/2" x 11" sheet of mailing labels (1" x 2-5/8"), just as you would address an envelope.

Existing Use fire + emergency medical services

Proposed Use same as above

Existing Structures fire station

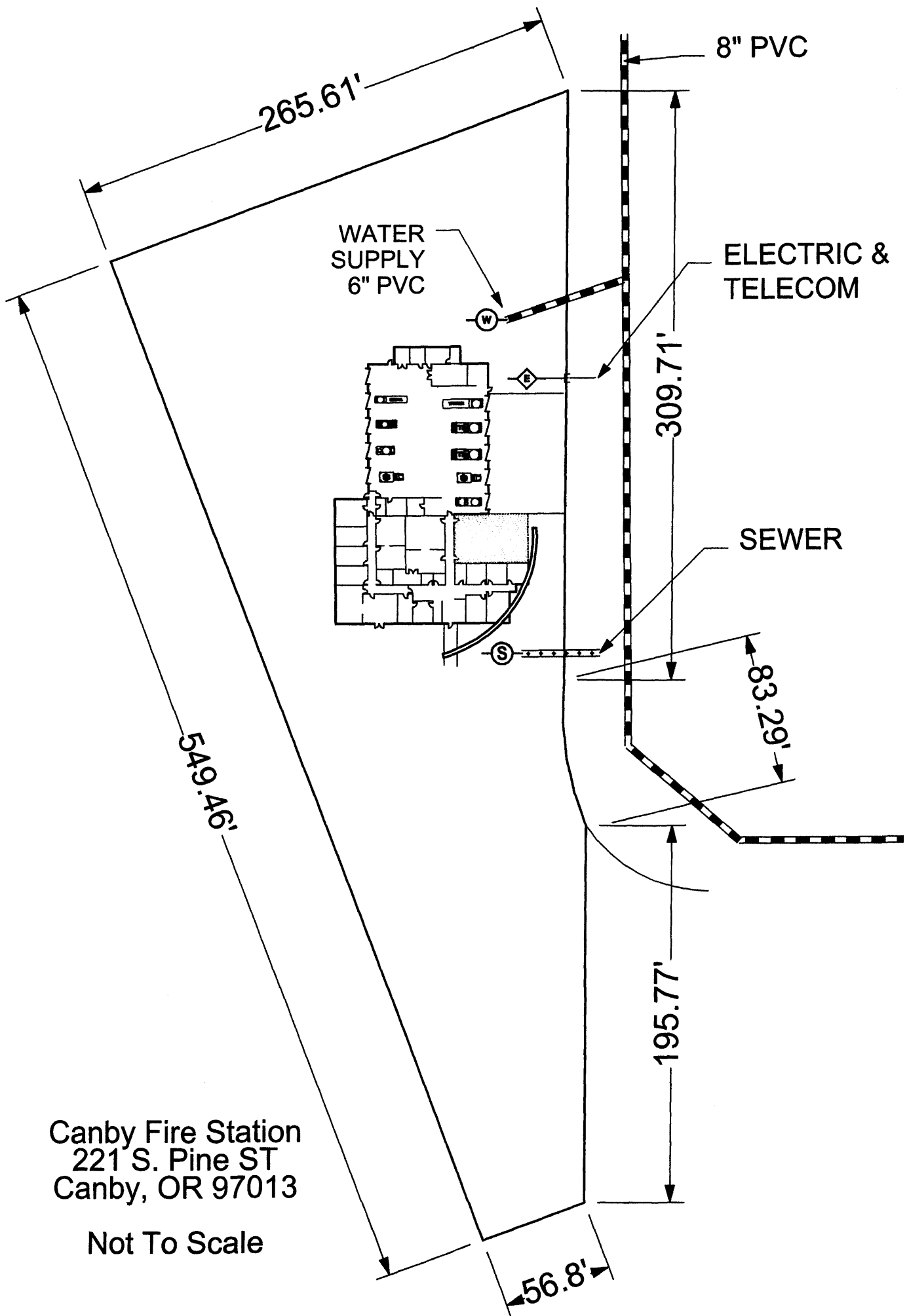
PROJECT DESCRIPTION remodel of existing facility + placement of out building behind current structure.

Zoning ^(CR1) Residential Comprehensive Plan Designation Highway Commercial
C-2

Previous Land Use Action (if any) _____

FOR CITY USE ONLY	
File #	<u>ZC 06-02</u>
Date Received	<u>3/31/06</u> By <u>[Signature]</u>
Completeness Date	_____
Pre-App Meeting	_____

*If the applicant is not the property owner, they must attach documentary evidence of his authority to act as agent in making application.



ZONE MAP CHANGE APPLICATION

Fee \$2,640

OWNER

APPLICANT*

Name Ray Heuhake

Name Ray Heuhake

Address PO Box 111

Address PO Box 111

City Aurora State OR Zip 97002

City Aurora State OR Zip 97002

Owners's Signature [Signature]

Phone 503.678.1352

DESCRIPTION OF PROPERTY

Address 891 SE 1st Ave / 883 SE 1st

Tax Map 31E 33 DA Tax Lot(s) 00800

Lot Size 22.85 Acres
21.79 Acres
(Acres/Sq. Ft)

PROPERTY OWNER LIST

Attach a list of the names and addresses of the owners of properties located within 500 feet of the subject property (if the address of the property owner is different from the situs, a label for the situs must also be prepared and addressed to "occupant"). Lists of property owners may be obtained from any title insurance company or from the County Assessor. If the property ownership list is incomplete, this may be cause for postponing the hearing. The names and addresses are to be typed onto an 8-1/2" x 11" sheet of mailing labels (1" x 2-5/8"), just as you would address an envelope.

Existing Use Commercial & residential

Proposed Use N/A

Existing Structures house + gas station

PROJECT DESCRIPTION

Zoning C2 + R1 Comprehensive Plan Designation highway commercial

Previous Land Use Action (if any) _____

FOR CITY USE ONLY

File # ZC 06-02

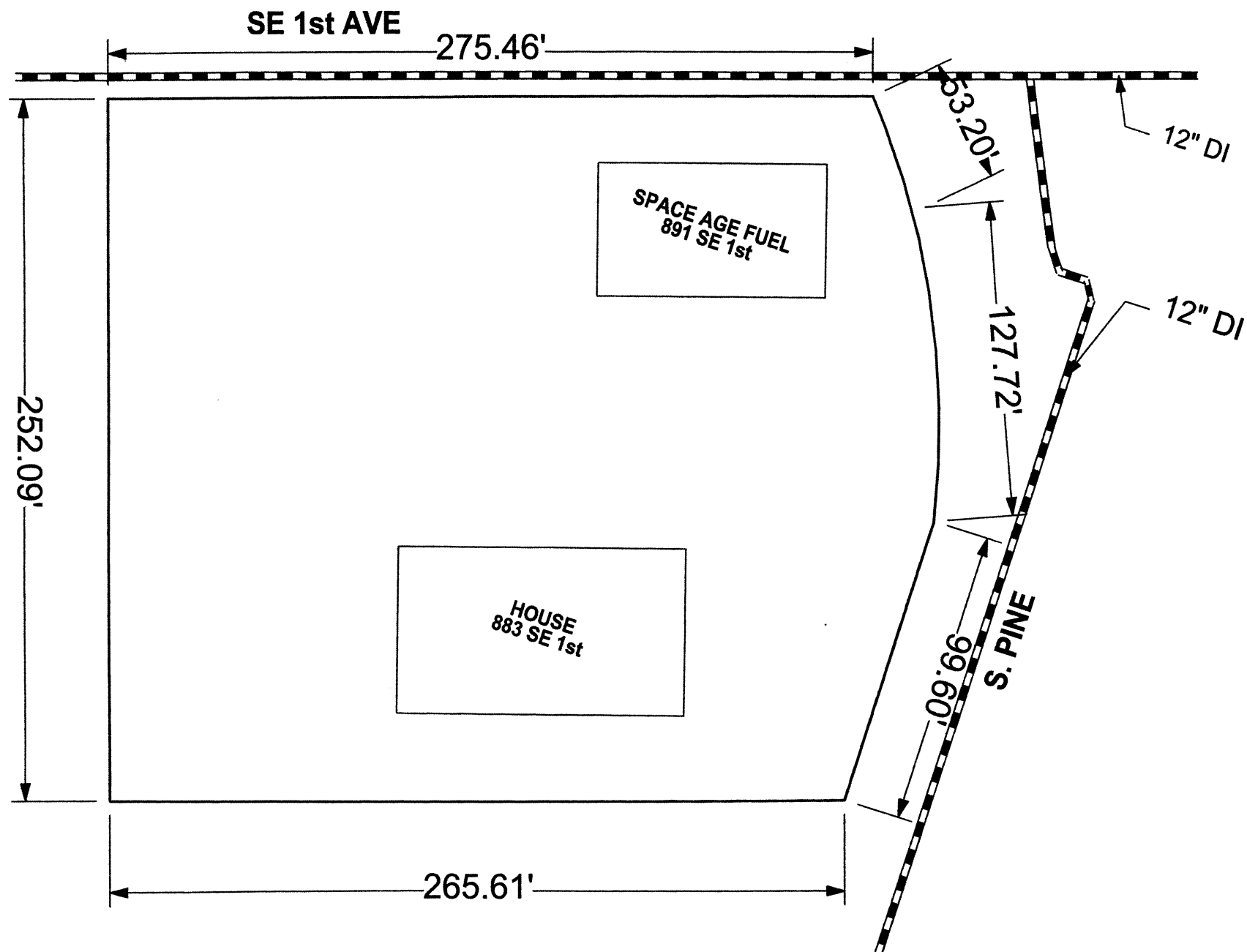
Date Received 3/31/06 By dix

Completeness Date _____

Pre-App Meeting _____

*If the applicant is not the property owner, they must attach documentary evidence of his authority to act as agent in making application.

20



ZONE MAP CHANGE APPLICATION

Fee \$2,640

OWNER

Name Greg Page
Address 254 S. Pine
City Canny State OR Zip 97013
Owners's Signature Greg Page

APPLICANT*

Name Greg Page
Address 254 S. Pine
City Canny State OR Zip 97013
Phone 503.263.2527

DESCRIPTION OF PROPERTY

Address 254 S. Pine
Tax Map 31E34C Tax Lot(s) 00500 Lot Size .59 acres
(Acres/Sq. Ft)

PROPERTY OWNER LIST

Attach a list of the names and addresses of the owners of properties located within 500 feet of the subject property (if the address of the property owner is different from the situs, a label for the situs must also be prepared and addressed to "occupant"). Lists of property owners may be obtained from any title insurance company or from the County Assessor. If the property ownership list is incomplete, this may be cause for postponing the hearing. The names and addresses are to be typed onto an 8-1/2" x 11" sheet of mailing labels (1" x 2-5/8"), just as you would address an envelope.

Existing Use business
Proposed Use same as above
Existing Structures house + shop
PROJECT DESCRIPTION N/A

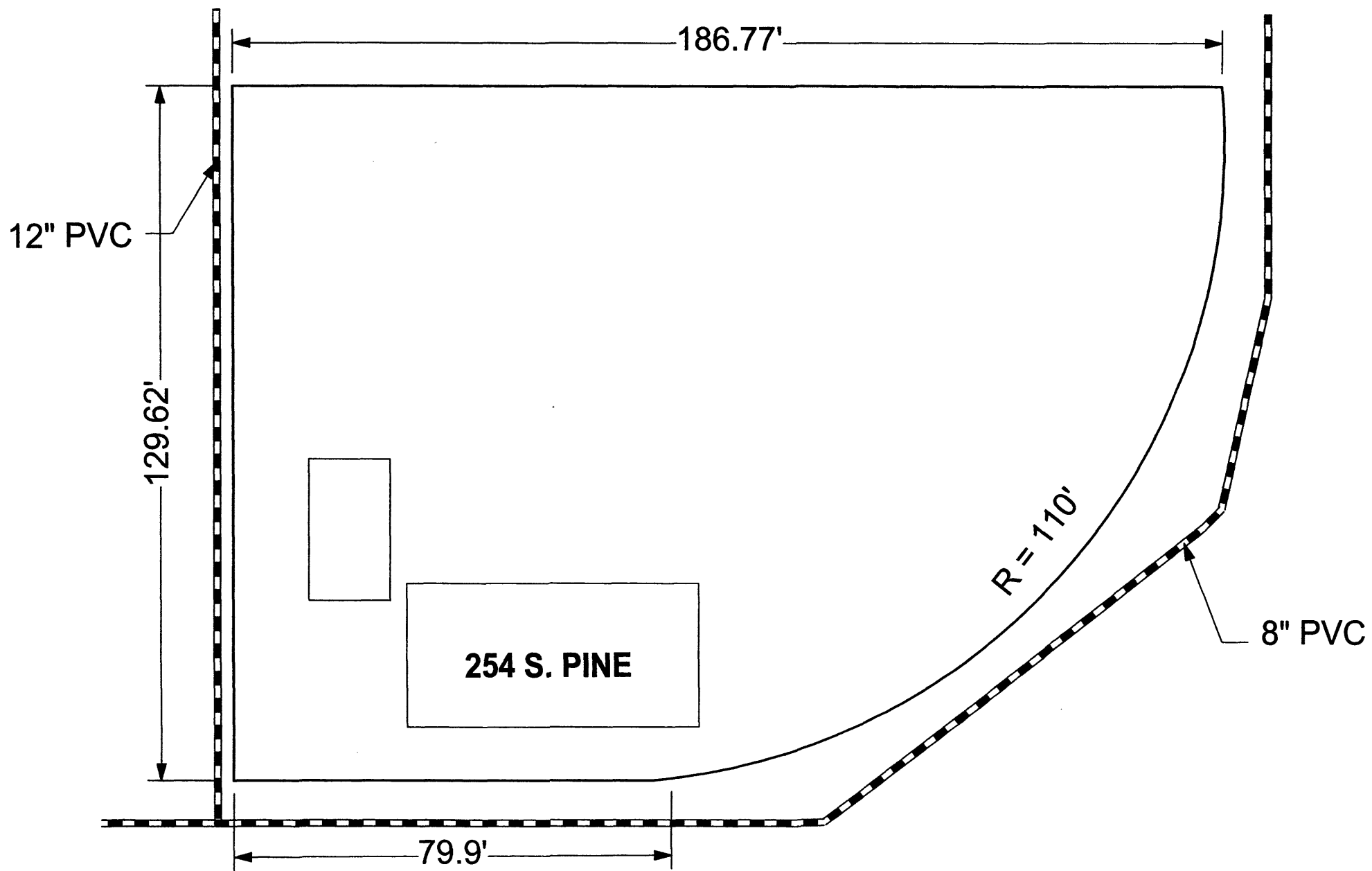
(P1)
Zoning R1-Residential Comprehensive Plan Designation Light Industrial
Previous Land Use Action (if any) _____

FOR CITY USE ONLY

File # ZC 06-02
Date Received 3/31/06 By DX
Completeness Date _____
Pre-App Meeting _____

*If the applicant is not the property owner, they must attach documentary evidence of his authority to act as agent in making application.

22





Canby Fire District

221 S. Pine Street
P.O. Box 909
Canby, OR 97013
Bus. 503-266-5851 Fax 503-266-1320

May 2, 2006

Kevin Cook
Associate Planner
City of Canby Planning Dept.

RE: Canby Application ZC 06-02

Dear Mr. Cook:

As per your request, here is the narrative description for each respective property referenced in the zone change application packet.

221 S. Pine:

Currently, Canby Fire District's property is zoned as Residential. We are requesting our property be rezoned to Highway Commercial as per the Comprehensive Plan Designation. Moving to a Highway Commercial designation will allow the Fire District to utilize our property in the most efficient way possible to continue providing the highest level of service and to maintain pace with growth occurring within the City and our District.

254 S. Pine:

This property is currently zoned as residential and is requesting to be moved to a Light Industrial zone designation as per the Comprehensive Plan. This property currently operates as a business that manufactures cutting tools for the packaging industry. Approval of the zone change will ensure the appropriate zoning as well as adhering to the Comprehensive Plan.

891 SE 1st Ave/883 SE 1st Ave:

Each property currently has a different zone designation. By allowing a zone change to Highway Commercial, not only will this ensure uniformity between the adjacent properties, but will also meet the Comprehensive Plan Designation.

Please feel free to contact me at 503.266.5851 if you should have any questions regarding the above information.

Sincerely,

Shaney Storoe
Canby Fire District

**CANBY PLANNING DEPARTMENT
REQUEST FOR COMMENTS**

P.O. Box 930, Canby, OR 97013

[503] 266-9404

FAX 266-1574

DATE: May 1, 2006

TO:

<input type="checkbox"/> FIRE	<input type="checkbox"/> CANBY POST OFFICE
<input type="checkbox"/> POLICE	<input type="checkbox"/> CLACKAMAS COUNTY ASSESSOR
<input type="checkbox"/> PUBLIC WORKS	<input type="checkbox"/> CLACKAMAS COUNTY 911
<input type="checkbox"/> CANBY ELECTRIC	<input type="checkbox"/> CLACKAMAS COUNTY TRANSPORTATION
<input type="checkbox"/> CANBY WATER	<input type="checkbox"/> TRAFFIC SAFETY COMMITTEE
<input type="checkbox"/> Darwin Tramel - WTTP	<input type="checkbox"/> CLACKAMAS COUNTY
<input type="checkbox"/> Jeff Crowther - WTTP	<input type="checkbox"/> CANBY SCHOOL DISTRICT
<input type="checkbox"/> CITY ENGINEER	<input type="checkbox"/> OREGON DEPT. TRANSPORTATION
<input type="checkbox"/> CTA	<input type="checkbox"/> ODOT/REGION 1/DIST 2B
<input type="checkbox"/> NW NATURAL	<input type="checkbox"/> STATE OF OREGON/REVENUE
<input type="checkbox"/> WILLAMETTE BROADBAND	<input type="checkbox"/> CANBY BUSINESS REVITALIZATION
<input type="checkbox"/> CANBY DISPOSAL	<input type="checkbox"/> PARKS AND RECREATION
<input type="checkbox"/> CITY ATTORNEY	<input type="checkbox"/> CITY TRANSPORTATION ENGINEER
<input type="checkbox"/> BIKE AND PEDESTRIAN COMM	<input type="checkbox"/> BUILDING OFFICIAL
<input type="checkbox"/> PGE	<input type="checkbox"/> OTHER _____

The City has received ZC 06-02 (Canby Fire District) an application from Canby Fire District, Greg Page and Ray Hellhake requesting a zone change. See Reverse Side.

Please review the enclosed application and return comments to **Kevin Cook** by **Wednesday, May 10, 2006**. Please indicate any conditions of approval you wish the Commission to consider. Thank you.

Comments or Proposed Conditions:

Please check one box and sign below:

- ☒ Adequate Public Services (of your agency) are available
- ☐ Adequate Public Services will become available through the development
- ☐ Conditions are needed, as indicated
- ☐ Adequate public services are not available and will not become available

Signature: _____

Date: 05/03/06

Title: POLICE CHIEF

Agency: CANBY POLICE

GREG A. FRIEDER

**CANBY PLANNING DEPARTMENT
REQUEST FOR COMMENTS**

P.O. Box 930, Canby, OR 97013

[503] 266-9404

FAX 266-1574

DATE: May 1, 2006

- TO:**
- | | |
|---|--|
| <input type="checkbox"/> FIRE | <input type="checkbox"/> CANBY POST OFFICE |
| <input type="checkbox"/> POLICE | <input type="checkbox"/> CLACKAMAS COUNTY ASSESSOR |
| <input type="checkbox"/> PUBLIC WORKS | <input type="checkbox"/> CLACKAMAS COUNTY 911 |
| <input type="checkbox"/> CANBY ELECTRIC | <input type="checkbox"/> CLACKAMAS COUNTY TRANSPORTATION |
| <input type="checkbox"/> CANBY WATER | <input type="checkbox"/> TRAFFIC SAFETY COMMITTEE |
| <input type="checkbox"/> Darvin Tramel - WTP | <input type="checkbox"/> CLACKAMAS COUNTY |
| <input type="checkbox"/> Jeff Crowther - WTP | <input type="checkbox"/> CANBY SCHOOL DISTRICT |
| <input type="checkbox"/> CITY ENGINEER | <input type="checkbox"/> OREGON DEPT. TRANSPORTATION |
| <input type="checkbox"/> CTA | <input type="checkbox"/> ODOT/REGION 1/DIST 2B |
| <input type="checkbox"/> NW NATURAL | <input type="checkbox"/> STATE OF OREGON/REVENUE |
| <input type="checkbox"/> WILLAMETTE BROADBAND | <input type="checkbox"/> CANBY BUSINESS REVITALIZATION |
| <input type="checkbox"/> CANBY DISPOSAL | <input type="checkbox"/> PARKS AND RECREATION |
| <input type="checkbox"/> CITY ATTORNEY | <input type="checkbox"/> CITY TRANSPORTATION ENGINEER |
| <input type="checkbox"/> BIKE AND PEDESTRIAN COMM | <input type="checkbox"/> BUILDING OFFICIAL |
| <input type="checkbox"/> PGE | <input type="checkbox"/> OTHER _____ |

The City has received ZC 06-02 (Canby Fire District) an application from Canby Fire District, Greg Page and Ray Hellhake requesting a zone change. See Reverse Side.

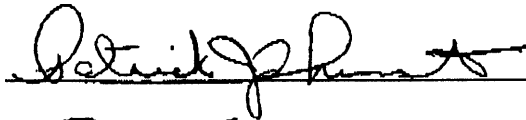
Please review the enclosed application and return comments to Kevin Cook by Wednesday, May 10, 2006. Please indicate any conditions of approval you wish the Commission to consider. Thank you.

Comments or Proposed Conditions:

Domestic SUE to prop. is 1 1/2" - 2". Fire protection is 6" - 8"
for the fire hall.
TO whatever is the ZONE change SUE?

Please check one box and sign below:

- ☒ Adequate Public Services (of your agency) are available
- ☐ Adequate Public Services will become available through the development
- ☐ Conditions are needed, as indicated
- ☐ Adequate public services are not available and will not become available

Signature:**Date:**

5/4/06

Title:

Water Dept Foreman

Agency:

Canby Utility

**CANBY PLANNING DEPARTMENT
REQUEST FOR COMMENTS**

P.O. Box 930, Canby, OR 97013

[503] 266-9404

FAX 266-1574

DATE: May 1, 2006

RECEIVED

MAY 03 2006

TO: ☐ FIRE ☐ CANBY POST OFFICE
☐ POLICE **CURRAN-MCLEOD** ☐ CLACKAMAS COUNTY ASSESSOR
☐ PUBLIC WORKS ☐ CLACKAMAS COUNTY 911
☐ CANBY ELECTRIC ☐ CLACKAMAS COUNTY TRANSPORTATION
☐ CANBY WATER ☐ TRAFFIC SAFETY COMMITTEE
☐ Darwin Tramel - WTPP ☐ CLACKAMAS COUNTY
☐ Jeff Crowther - WTPP ☐ CANBY SCHOOL DISTRICT
☐ CITY ENGINEER ☐ OREGON DEPT. TRANSPORTATION
☐ CTA ☐ ODOT/REGION 1/DIST 2B
☐ NW NATURAL ☐ STATE OF OREGON/REVENUE
☐ WILLAMETTE BROADBAND ☐ CANBY BUSINESS REVITALIZATION
☐ CANBY DISPOSAL ☐ PARKS AND RECREATION
☐ CITY ATTORNEY ☐ CITY TRANSPORTATION ENGINEER
☐ BIKE AND PEDESTRIAN COMM ☐ BUILDING OFFICIAL
☐ PGE ☐ OTHER _____

The City has received ZC 06-02 (Canby Fire District) an application from Canby Fire District, Greg Page and Ray Hellhake requesting a zone change. See Reverse Side.

Please review the enclosed application and return comments to **Kevin Cook** by **Wednesday, May 10, 2006**. Please indicate any conditions of approval you wish the Commission to consider. Thank you.

Comments or Proposed Conditions:

No Comments

Please check one box and sign below:

- ☒ Adequate Public Services (of your agency) are available
☒ Adequate Public Services will become available through the development
☐ Conditions are needed, as indicated
☐ Adequate public services are not available and will not become available

Signature: _____

Date: _____

Title: _____

Agency: _____

**CANBY PLANNING DEPARTMENT
REQUEST FOR COMMENTS**

P.O. Box 930, Canby, OR 97013

[503] 266-9404

FAX 266-1574

DATE: May 1, 2006

TO:

<input type="checkbox"/> FIRE	<input type="checkbox"/> CANBY POST OFFICE
<input type="checkbox"/> POLICE	<input type="checkbox"/> CLACKAMAS COUNTY ASSESSOR
<input type="checkbox"/> PUBLIC WORKS	<input type="checkbox"/> CLACKAMAS COUNTY 911
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<input type="checkbox"/> CANBY DISPOSAL	<input type="checkbox"/> PARKS AND RECREATION
<input type="checkbox"/> CITY ATTORNEY	<input type="checkbox"/> CITY TRANSPORTATION ENGINEER
<input type="checkbox"/> BIKE AND PEDESTRIAN COMM	<input type="checkbox"/> BUILDING OFFICIAL
<input type="checkbox"/> PGE	<input type="checkbox"/> OTHER _____

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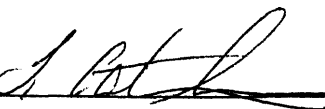
Comments or Proposed Conditions:

IT APPEARS ALL OF THE PARCELS WILL BE BROUGHT INTO CONFORMANCE WITH THE
COMPREHENSIVE PLAN DESIGNATIONS. SINCE THE FUTURE STREET IMPROVEMENTS ARE BASED
ON BUILD-OUT OF THE AREA UNDER THE COMP PLAN DESIGNATIONS, THE PROPOSED IMPACT
OF THE PROPOSED HHS, IN ESSENCE, ALREADY BEEN TAKEN INTO ACCOUNT. A LETTER DISCUSSING
THE INCREASE IN TRIPS SHOULD SUFFICE. HOWEVER, ONE OF THE PARCELS FRONTS ONTO
Hwy 99E AND ODOT WILL LIKELY WANT TO COMMENT ON THE ZONE CHANGE. FOR THIS
REASON, A TRAFFIC STUDY IS RECOMMENDED FOR PARCEL
00800.

Please check one box and sign below:

- ☐ Adequate Public Services (of your agency) are available
- ☐ Adequate Public Services will become available through the development
- ☐ Conditions are needed, as indicated
- ☐ Adequate public services are not available and will not become available

Signature:



Date: 10 MAY 2006

Title: TRANSPORTATION ANALYST

Agency: LANCASTER ENGINEERING

28

**CANBY PLANNING DEPARTMENT
REQUEST FOR COMMENTS**

P.O. Box 930, Canby, OR 97013

[503] 266-9404

FAX 266-1574

RECEIVED

DATE: May 1, 2006

MAY 18 2006

TO:	<input type="checkbox"/> FIRE	<input type="checkbox"/> CANBY POST OFFICE
	<input type="checkbox"/> POLICE	<input type="checkbox"/> CLACKAMAS COUNTY ASSESSOR
	<input type="checkbox"/> PUBLIC WORKS	<input type="checkbox"/> CLACKAMAS COUNTY 911
	<input type="checkbox"/> CANBY ELECTRIC	<input type="checkbox"/> CLACKAMAS COUNTY TRANSPORTATION
	<input type="checkbox"/> CANBY WATER	<input type="checkbox"/> TRAFFIC SAFETY COMMITTEE
	<input type="checkbox"/> Darwin Tramel - WTTP	<input type="checkbox"/> CLACKAMAS COUNTY
	<input type="checkbox"/> Jeff Crowther - WTTP	<input type="checkbox"/> CANBY SCHOOL DISTRICT
	<input type="checkbox"/> CITY ENGINEER	<input type="checkbox"/> OREGON DEPT. TRANSPORTATION
	<input type="checkbox"/> CTA	<input type="checkbox"/> ODOT/REGION 1/DIST 2B
	<input type="checkbox"/> NW NATURAL	<input type="checkbox"/> STATE OF OREGON/REVENUE
	<input type="checkbox"/> WILLAMETTE BROADBAND	<input type="checkbox"/> CANBY BUSINESS REVITALIZATION
	<input type="checkbox"/> CANBY DISPOSAL	<input type="checkbox"/> PARKS AND RECREATION
	<input type="checkbox"/> CITY ATTORNEY	<input type="checkbox"/> CITY TRANSPORTATION ENGINEER
	<input type="checkbox"/> BIKE AND PEDESTRIAN COMM	<input type="checkbox"/> BUILDING OFFICIAL
	<input type="checkbox"/> PGE	<input type="checkbox"/> OTHER _____

The City has received ZC 06-02 (Canby Fire District) an application from Canby Fire District, Greg Page and Ray Hellhake requesting a zone change. See Reverse Side.

Please review the enclosed application and return comments to **Kevin Cook** by **Wednesday, May 10, 2006**. Please indicate any conditions of approval you wish the Commission to consider. Thank you.

Comments or Proposed Conditions:

Maintain Bike lanes and curb/sidewalks along 3rd.

Please check one box and sign below:

- ☐ Adequate Public Services (of your agency) are available
- ☒ Adequate Public Services will become available through the development
- ☐ Conditions are needed, as indicated
- ☐ Adequate public services are not available and will not become available

Signature: *R. Kerth* **Date:** *5/16/06*

Title: *Chair* **Agency:** *Bike / Ped. Committee*

**CANBY PLANNING DEPARTMENT
REQUEST FOR COMMENTS**

P.O. Box 930, Canby, OR 97013

[503] 266-9404

FAX 266-1574

DATE: May 1, 2006

TO:

<input type="checkbox"/> FIRE	<input type="checkbox"/> CANBY POST OFFICE
<input type="checkbox"/> POLICE	<input type="checkbox"/> CLACKAMAS COUNTY ASSESSOR
<input type="checkbox"/> PUBLIC WORKS	<input type="checkbox"/> CLACKAMAS COUNTY 911
<input type="checkbox"/> CANBY ELECTRIC	<input type="checkbox"/> CLACKAMAS COUNTY TRANSPORTATION
<input type="checkbox"/> CANBY WATER	<input type="checkbox"/> TRAFFIC SAFETY COMMITTEE
<input type="checkbox"/> Darwin Tramel - WTP	<input type="checkbox"/> CLACKAMAS COUNTY
<input type="checkbox"/> Jeff Crowther - WTP	<input type="checkbox"/> CANBY SCHOOL DISTRICT
<input type="checkbox"/> CITY ENGINEER	<input type="checkbox"/> OREGON DEPT. TRANSPORTATION
<input type="checkbox"/> CTA	<input type="checkbox"/> ODOT/REGION 1/DIST 2B
<input type="checkbox"/> NW NATURAL	<input type="checkbox"/> STATE OF OREGON/REVENUE
<input type="checkbox"/> WILLAMETTE BROADBAND	<input type="checkbox"/> CANBY BUSINESS REVITALIZATION
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<input type="checkbox"/> CITY ATTORNEY	<input type="checkbox"/> CITY TRANSPORTATION ENGINEER
<input type="checkbox"/> BIKE AND PEDESTRIAN COMM	<input type="checkbox"/> BUILDING OFFICIAL
<input type="checkbox"/> PGE	<input type="checkbox"/> OTHER _____

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Please review the enclosed application and return comments to **Kevin Cook** by **Wednesday, May 10, 2006**. Please indicate any conditions of approval you wish the Commission to consider. Thank you.

Comments or Proposed Conditions:

OKAY

Please check one box and sign below:

- ☒ Adequate Public Services (of your agency) are available
- ☐ Adequate Public Services will become available through the development
- ☐ Conditions are needed, as indicated
- ☐ Adequate public services are not available and will not become available

Signature: *Ray Hellhake* Date: *17 May 06*

Title: *P.W. Supervisor* Agency: *City of Canby*

**CANBY PLANNING DEPARTMENT
REQUEST FOR COMMENTS**

P.O. Box 930, Canby, OR 97013

[503] 266-9404

FAX 266-1574

DATE: May 1, 2006

TO:

<input type="checkbox"/> FIRE	<input type="checkbox"/> CANBY POST OFFICE
<input type="checkbox"/> POLICE	<input type="checkbox"/> CLACKAMAS COUNTY ASSESSOR
<input type="checkbox"/> PUBLIC WORKS	<input type="checkbox"/> CLACKAMAS COUNTY 911
<input type="checkbox"/> CANBY ELECTRIC	<input type="checkbox"/> CLACKAMAS COUNTY TRANSPORTATION
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<input type="checkbox"/> Jeff Crowther - WTP	<input type="checkbox"/> CANBY SCHOOL DISTRICT
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<input type="checkbox"/> CTA	<input type="checkbox"/> ODOT/REGION 1/DIST 2B
<input type="checkbox"/> NW NATURAL	<input type="checkbox"/> STATE OF OREGON/REVENUE
<input type="checkbox"/> WILLAMETTE BROADBAND	<input type="checkbox"/> CANBY BUSINESS REVITALIZATION
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<input type="checkbox"/> CITY ATTORNEY	<input type="checkbox"/> CITY TRANSPORTATION ENGINEER
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<input type="checkbox"/> PGE	<input type="checkbox"/> OTHER _____

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Please review the enclosed application and return comments to Kevin Cook by Wednesday, May 10, 2006. Please indicate any conditions of approval you wish the Commission to consider. Thank you.

Comments or Proposed Conditions:

Power is Available to all parcels. Cost of conditions
are unknown until development plans are submitted

Please check one box and sign below:

- ☐ Adequate Public Services (of your agency) are available
- ☒ Adequate Public Services will become available through the development
- ☐ Conditions are needed, as indicated
- ☐ Adequate public services are not available and will not become available

Signature: [Signature] Date: 5-8-06

Title: Line Foreman Agency: Canby Utility Elect.



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

RE: Fire District Properties - Zone Change

Dear Kevin:

We have received the applicant's request for a zone change of three properties near the intersection of Pine Street and Highway 99E. This letter discusses the potential impacts of the zone changes on the surrounding street system.

Tax lots 800 and 804 are located on the south side of Highway 99E west of Pine Street. Tax lot 500 is located on the east side of S Pine Street and north of SE 3rd Avenue. All of the properties are proposed for a zone change, but not a Comprehensive Plan amendment.

We have not had the opportunity to prepare a detailed traffic study showing the impacts of the zone changes, although some discussion of the impacts is still possible.

The reason projects involving a Comprehensive Plan amendment require a 20-year future analysis is that the City's transportation needs (such as the Transportation System Plan) are typically based on build-out of the area under the existing Comprehensive Plan designations. If the Comprehensive Plan designation is changed, an analysis is performed to determine if the change in trips would require additional improvements to the system.

The properties are not proposed for a Comprehensive Plan amendment, so the results and conclusions of the Transportation System Plan should include the trips under the proposed zoning. Therefore, the proposed zone changes should not affect the City's planned improvements.

In order to provide some concrete information regarding the proposed zone change, we have prepared a trip generation report, which shows the potential increase in trips resulting from the zone change.



Tax lot 500 is currently zoned R-1 (Low-Density) and is proposed to be rezoned M-1 (Light Industrial). The lot is 0.59 acres. Tax lot 800 is currently split-zoned. The C-2 (Highway Commercial) portion is about 0.85 acres and the R-1 (Low-Density Residential) is 0.79 acres. The R-1 portion is proposed for rezoning to C-2, the portion zoned C-2 will remain the same. The remaining lot, tax lot 804, is currently R-1 and is proposed for C-2 zoning. The lot is 1.98 acres in size.

Single-family homes can be constructed under R-1 zoning. Trip rates from land-use code 210, *Single-Family Detached Housing*, from TRIP GENERATION, Seventh Edition, were used to determine the number of trips under the R-1 zoning. It was assumed that about five homes per acre could be built.

The C-2 zoning allows several different types of commercial uses. Of those allowed by City code, a fast-food restaurant is the most appropriate high-intensity use for the smallest of the lots—tax lot 800. The remaining commercial lot is much larger in size and could be developed with a retail use. Of the possible uses, an auto parts store fits the size of the site and has the highest number of generated trips. For this reason, land-use code 843, *Automobile Parts Sales*, was used for the larger lot. The rates are based on the square footage and were calculated for a 21,500 square-foot store. It was assumed that the retail use would have approximately 25 percent lot coverage. This was used to estimate the size of the retail store.



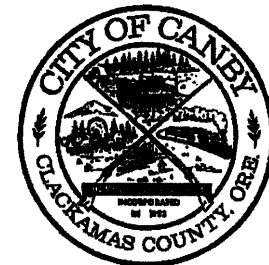
TRIP GENERATION SUMMARY

Tax Lot 500			AM PEAK HOUR			PM PEAK HOUR			WEEKDAY		
LAND USE	SIZE	VAR	In	Out	Total	In	Out	Total	In	Out	Total
<i>Existing Zoning</i>											
SFD	3 d.u.		1	1	2	2	1	3	14	14	28
<i>Proposed Zoning</i>											
Light Industrial	0.59 ac		3	1	4	1	3	4	15	15	30
NET INCREASE			2	0	2	(1)	2	1	1	1	2
Tax Lot 800											
LAND USE	SIZE	VAR	AM PEAK HOUR			PM PEAK HOUR			WEEKDAY		
			In	Out	Total	In	Out	Total	In	Out	Total
<i>Existing Zoning</i>											
SFD	4 d.u.		1	2	3	3	1	4	19	19	38
<i>Proposed Zoning</i>											
Restaurant	4.0 ksf		108	104	212	72	67	139	992	992	1,984
Pass-By Trips at	50%		(53)	(53)	(106)	(35)	(35)	(70)	(486)	(486)	(972)
NET INCREASE			54	49	103	34	31	65	477	477	954
Tax Lot 804											
LAND USE	SIZE	VAR	AM PEAK HOUR			PM PEAK HOUR			WEEKDAY		
			In	Out	Total	In	Out	Total	In	Out	Total
<i>Existing Zoning</i>											
SFD	10 d.u.		2	6	8	6	4	10	48	48	96
<i>Proposed Zoning</i>											
Auto Parts	21.5 ksf		24	24	48	63	66	129	666	666	1,332
Pass-By Trips at	43%		(10)	(10)	(20)	(28)	(28)	(56)	(286)	(286)	(572)
NET INCREASE			12	8	20	29	34	63	332	332	664

As shown in the table above, tax lot 500 is expected to generate an additional 2 trips during the morning peak hour, 1 trip during the evening peak hour and 2 trips during an average weekday. Tax lot 800 is forecast to generate 103 more trips during the morning peak hour, 65 trips during the evening peak hour, and 954 trips during the weekday. Tax lot 804 is expected to add 20 trips to the system during the morning peak hour, 63 trips during the evening peak hour, and 664 trips during the weekday.

Again, it should be emphasized that these trips have been included in analyses of the future transportation system. Therefore, the street system should not require significant improvements beyond those specified in the City's Transportation System Plan in order to accommodate the increased trips resulting from the zone changes.

If you have any questions about this letter, please feel free to contact me at (503) 248-0313, or by e-mail at catriona@lanasterengineering.com.



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

**A REQUEST TO CHANGE THE ZONING) FINDINGS, CONCLUSION & FINAL ORDER
FROM LOW DENSITY RESIDENTIAL) ZC 06-02
TO MATCH THE CANBY)
COMPREHENSIVE PLAN ZONING)**

NATURE OF APPLICATION

The applicants are seeking to change the zoning for three separate parcels, all currently zoned R-1, Low Density Residential. The zone change would be from the current R-1 zoning district to Comprehensive Plan designation for the properties, which breaks down as follows:

- 221 S. Pine, owned by the Canby Fire Dist. would change to C-2, Highway Commercial.
- 883 SE 1st Ave., owned by Ray Hellhake would change to C-2, Highway Commercial; this property is currently split zoned and the portion fronting Highway 99E is already zoned C-2 and contains a Space Age service station.
- 254 S Pine, owned by Greg Page would change to M-1, Light Industrial.

HEARINGS

The Planning Commission held a public hearing and considered this application at its meeting of June 26, 2006.

CRITERIA AND STANDARDS

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

- A. The Comprehensive Plan of the city, giving special attention to Policy 6 of the land use element and implementation measures therefor, 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. Whether all required public facilities and services exist or will be provided concurrent with development to adequately meet the needs of any use or development which would be permitted by the new zoning designation.

FINDINGS AND REASONS

After holding a public hearing and considering the June 11, 2006 staff report, the Planning Commission deliberated and reached a decision on June 26, 2006 recommending approval of the applicant's request for zone change to the City Council. The Planning Commission finds that the applicant's request is in compliance with the Comprehensive Plan of the City of Canby and the Commission adopts the findings and conclusions contained in the June 11, 2006 staff report insofar as it does not conflict with the following findings:

Finding 1. The Planning Commission finds that the draft traffic study prepared by Lancaster Engineering has not, thus far, identified any undue impacts to the local road system; therefore, the Commission recommends approval of the zone change request provided that the final traffic study currently being prepared by Lancaster Engineering does not identify any insurmountable burden(s) to the local road system.

Finding 2. This application is in compliance with all elements of the Comprehensive Plan of the City, including Policy 6 of the Land Use Element, and the plans and policies of the County, state and local districts.

Finding 3. All required public facilities and services exist or will be provided concurrent with development to adequately meet the needs of any use or development which would be permitted by the new zoning designation. This finding is based upon expectation of no undue impacts to the local road system as referred to in Finding 1.

RECOMMENDATION


IT IS RECOMMENDED BY THE PLANNING COMMISSION of the City of Canby that the Canby City Council approve **ZC 06-02**.

I CERTIFY THAT THIS ORDER recommending approval of **ZC 06-02** was presented to and **APPROVED** by the Planning Commission of the City of Canby.

DATED this 10th day of July, 2006.



James R. Brown, Chairman
Canby Planning Commission



Kevin C. Cook
Associate Planner

ATTEST:

ORAL DECISION – June 26, 2006

AYES: Brown, Molamphy, Tessman, Manley

NOES: None

ABSTAIN: None

ABSENT: None

WRITTEN FINDINGS – July 10, 2006

AYES: Molamphy, Manley, Ewert

NOES: None

ABSTAIN: Tessman

ABSENT: Brown

FIRE DISTRICT ZONE CHANGE

Traffic Impact Analysis

CANBY, OREGON

**PREPARED BY
LANCASTER ENGINEERING**

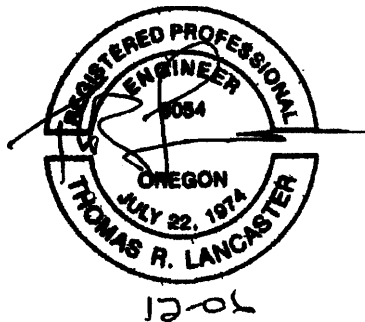
JULY 2006



FIRE DISTRICT ZONE CHANGE

Traffic Impact Study

Canby, Oregon



Prepared By

CATRIONA SUMRAIN

TOM R. LANCASTER, PE, PTOE

July, 2006



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EXECUTIVE SUMMARY

1. Three tax lots are proposed for a zone change. Tax lot 800 is located in the southwest quadrant of the Pine Street/Highway 99E intersection. This lot is split-zoned with roughly half of the lot R-1 and half C-2. The portion zoned R-1 is proposed to be rezoned C-2. The portion zoned C-2 will remain with its current zoning designation. The study assumed a fast-food restaurant as the worst-case development under the proposed zoning.
2. Tax lot 804 is located on the west side of S Pine Street approximately between SE 2nd Avenue and SE 3rd Avenue. It is proposed to be rezoned from the current R-1 to C-2. The study assumed an automobile parts store as the worst-case development under the proposed zoning.
3. Tax lot 500 is located on the north side of SE 3rd Avenue east of Pine Street. The current zoning is R-1 and it is proposed to be zoned M-1. The study assumed a general industrial development as the worst-case development under the proposed zoning.
4. The proposed zone changes will result in an increase of two trips during the morning peak hour, one trip during the evening peak hour and two trips during the weekday for tax lot 800. The zone change for tax lot 804 will increase the traffic by 103 net new trips during the morning peak hour, 65 trips during the evening peak hour, and 954 trips during the weekday. The zone change for tax lot 500 will result in 20 net new trips during the morning peak hour, 63 net new trips during the evening peak hour, and 664 net new trips during the weekday.
5. The intersection of Pine Street and Highway 99E is currently functioning within acceptable standards for both the City and ODOT. The intersection will continue to function acceptably through 2026. The proposed zone changes, while the City's level of service is still met, will exceed ODOT's v/c ratio standards. Adding a northbound left-turn lane will improve the v/c ratio, although it will still exceed ODOT's standard slightly. Adding dual southbound left-turn lanes to the northbound left-turn lane will improve the v/c ratio to meet ODOT standards.



6. The proposed zone change for tax lot 500 will produce a negligible impact to the street system. It is the remaining two lots, 800 and 804 that will degrade the system to the point of needing improvement. With the addition of the northbound left-turn lane on S Pine Street at the intersection, the zoning of one of the lots, 800 or 804, could be changed with no further need for mitigation.



INTRODUCTION

Three tax lots are proposed for zone changes. Tax lots 800 and 804 are located on the south side of Highway 99E west of Pine Street. Tax lot 800 is split-zoned. The proposed zone change is for the portion currently zoned R-1 (Residential, Low-Density). The proposed zoning designation is C-2 (Highway Commercial). Tax lot 804 is proposed for a zone change from the current R-1 to C-2. Tax lot 500 is located on the east side of S Pine Street and north of SE 3rd Avenue. It is proposed for a zone change from the current R-1 to M-1 (Light Industrial). The lots are not proposed for a Comprehensive Plan amendment. The proposed zoning designations will bring the zoning into conformance with the City's Comprehensive Plan.

The purpose of this study is to assess the traffic impact of the proposed development on the nearby street system and to recommend any required mitigative measures. The analysis will include level of service calculations and a discussion of site access.

Detailed information on level of service, traffic counts, trip generation calculations, and level of service calculations is included in the appendix to this report.



LOCATION DESCRIPTION

Three tax lots are proposed for zone changes. The lots are located near the intersection of Pine Street and Highway 99E (1st Avenue) in Canby. Tax lots 800 and 804 are located on the south side of Highway 99E west of Pine Street. Tax lot 500 is located on the east side of S Pine Street and north of SE 3rd Avenue. All of the properties are proposed for a zone change, but not a Comprehensive Plan amendment. A vicinity map showing the existing lane configurations and traffic control devices at the study intersection is shown on page eight.

Tax lot 800 is split-zoned. The proposed zone change is for the portion currently zoned R-1 (Residential, Low-Density) and it is proposed to be changed to C-2 (Highway Commercial). Tax lot 804 is proposed for a zone change from the current R-1 to C-2. Tax lot 500 is proposed for a zone change from the current R-1 to M-1 (Light Industrial).

The Oregon Department of Transportation (ODOT) has jurisdiction over driveways onto Highway 99E. Since there is no development proposal for this project, it is unknown if a driveway will be proposed onto Highway 99E. A driveway was not assumed for the tax lot that fronts onto the highway.

The intersection of Pine Street and Highway 99E (1st Avenue) was analyzed in this report.

Highway 99E is under the jurisdiction of the Oregon Department of Transportation (ODOT) and is classified a Regional Highway in the 1999 Oregon Highway Plan. The City of Canby classifies the roadway as an Arterial. It is generally a five-lane facility throughout the City with two travel lanes in each direction and a center turn lane, which becomes a left-turn lane at signalized intersections. The posted speed is 35 mph in the vicinity of the site, becoming 45 mph northeast of Pine Street. There are typically curbs and sidewalks on both sides of the road, although a section on the north side of the highway between Redwood Street and Locust Street has a paved shoulder. There are no bike lanes on either side of the road.

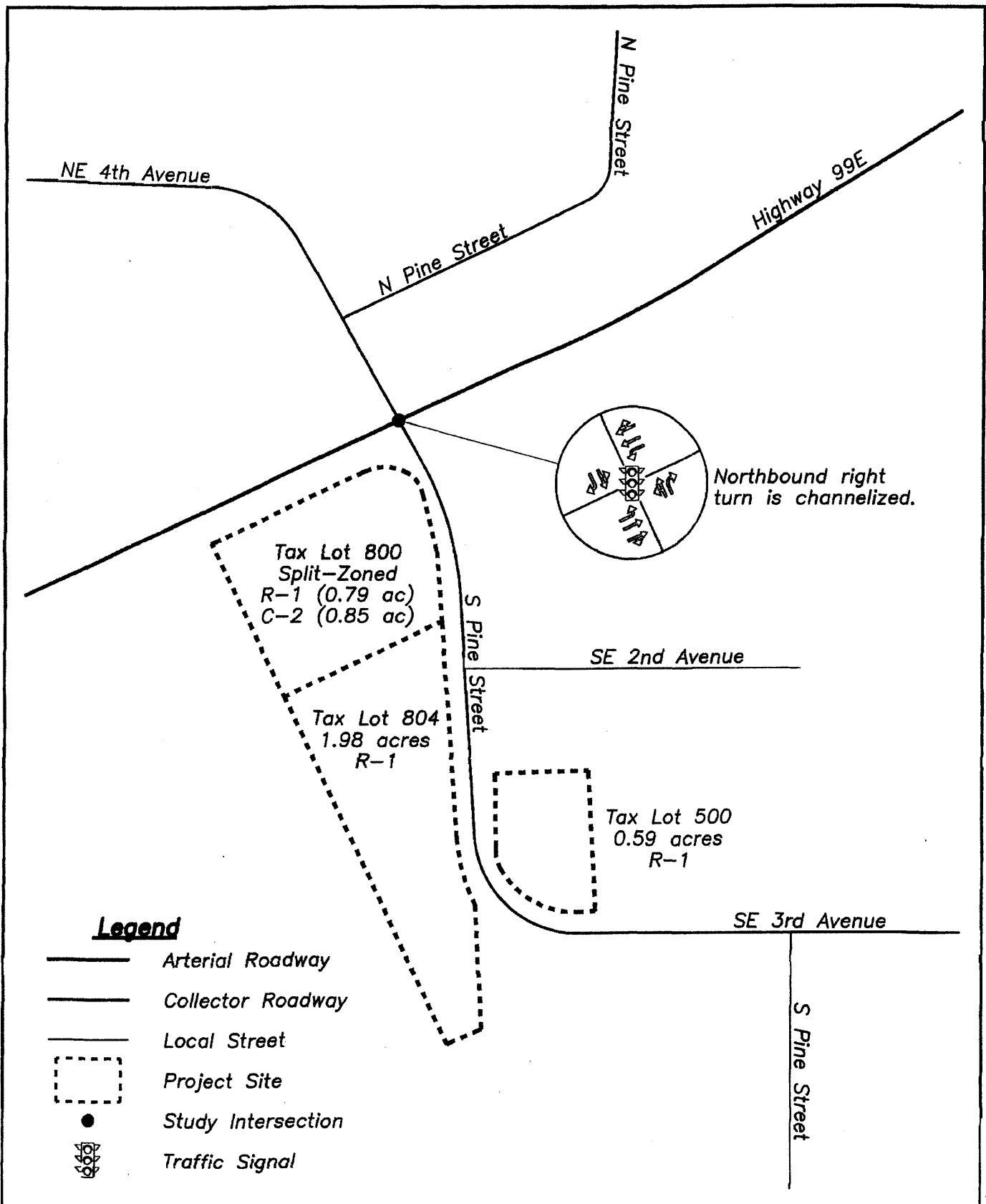
Pine Street is under the jurisdiction of the City of Canby and is classified as a Collector north of SE 3rd Avenue. South of SE 3rd Avenue, it is a Local Street in the City's Transportation System Plan (TSP). It is a three-lane road near the 99E intersection, narrowing to a two-lane road elsewhere. The posted speed is 25 mph and the road width is about 24 feet in under-developed areas and 44 feet in recently developed areas and near the site. South of Highway 99E, there are generally curbs, sidewalks and bike lanes on both sides of the road. North of the



highway, there are typically unpaved shoulders. The intersection of Highway 99E and Pine Street is a slightly skewed four-legged intersection, which is controlled by a five-phase traffic signal with the north and south movements on Pine Street running concurrently. The Highway 99E approaches have left-turn lanes and protected left-turn phasing. The northbound Pine Street approach has a shared left/through lane and a channelized, yield-controlled right-turn lane. The southbound Pine Street approach has a left-turn lane and shared through/right-turn lane.

There is transit service near the site. Canby Area Transit (CAT) Route 1, *Canby-Oregon City*, and Route 3, *North Canby*, travel near the site with stops near the intersection of Pine Street and Highway 99E. Weekday bus service is from about 5:30 AM to about 7:45 PM with buses every 30 minutes for Route 1 and every 60 minutes for Route 3. Saturday service is from about 9:30 AM to 6:30 PM with 60-minute bus headways.

Manual turning movement counts were made at the intersection of Pine Street and Highway 99E during April 2006 from 7:00 to 9:00 AM and 4:00 to 6:00 PM. The peak hours occurred from 7:15 to 8:15 AM and from 4:45 to 5:45 PM. Turning movement volumes for the morning and evening peak hours are shown in the traffic flow diagram on page nine.



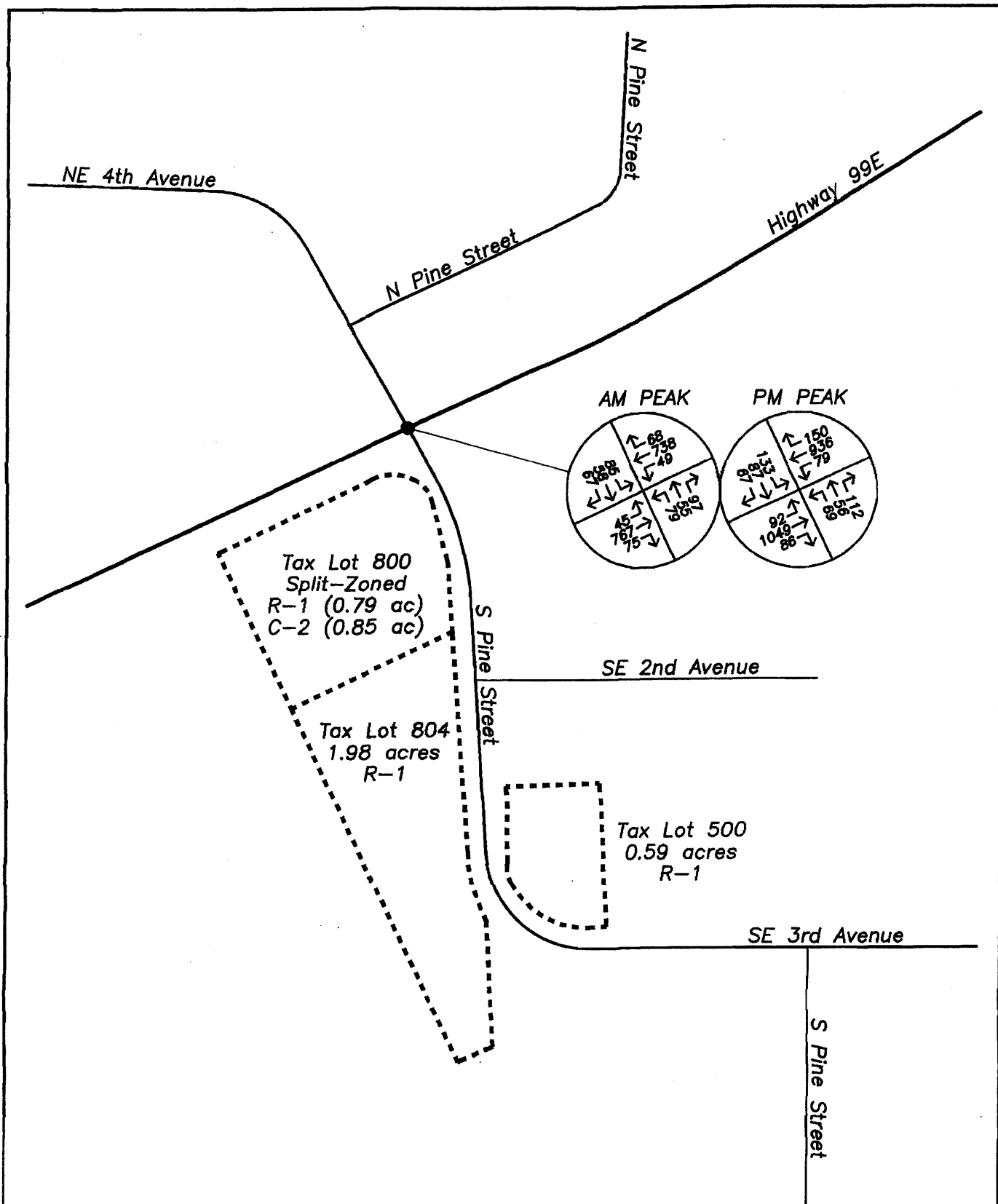
1e

VICINITY MAP
Existing Lane Configurations
& Traffic Control Devices



FIGURE
1
PAGE
8

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16

TRAFFIC VOLUMES
Existing Conditions
AM & PM Peak Hours



FIGURE
2

PAGE
9

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TRIP GENERATION

To estimate the number of trips that will be generated by the proposed zone change, trip rates from *TRIP GENERATION*, Seventh Edition, published by the Institute of Transportation Engineers (ITE), were used.

Tax lot 800 is currently split-zoned. The C-2 (Highway Commercial) portion is about 0.85 acres and the R-1 (Low-Density Residential) is 0.79 acres. The R-1 portion is proposed for rezoning to C-2, the portion zoned C-2 will remain the same. The remaining lot, tax lot 804, is currently R-1 and is proposed for C-2 zoning. The lot is 1.98 acres in size. Tax lot 500 is currently zoned R-1 (Low-Density) and is proposed to be rezoned M-1 (Light Industrial). The lot is 0.59 acres.

Single-family homes can be constructed under R-1 zoning. Trip rates from land-use code 210, *Single-Family Detached Housing*, from *TRIP GENERATION*, Seventh Edition, were used to determine the number of trips under the R-1 zoning. It was assumed that about five homes per acre could be built.

The C-2 zoning allows several different types of commercial uses. Of those allowed by City code, a fast-food restaurant is the most appropriate high-intensity use for the smallest of the lots—tax lot 800. Land-use code 934, *Fast-Food Restaurant with Drive-Through Window*, was used for the lot. The trip rates are based on the square footage of the building and were calculated for an average 4,000 square-foot restaurant.

The remaining commercial lot is much larger in size and could be developed with a retail use. Of the possible uses, an auto parts store fits the size of the site and has the highest number of generated trips. For this reason, land-use code 843, *Automobile Parts Sales*, was used for the larger lot. The rates are based on the square footage and were calculated for a 21,500 square-foot store. It was assumed that the retail use would have approximately 25 percent lot coverage. This was used to estimate the size of the retail store.

Both potential retail uses will generate pass-by trips. Pass-by trips are trips that leave the adjacent roadway to patronize the site and then continue in their original direction of travel. Of the total trips generated by the fast-food restaurant, 50 percent are pass-by trips. The pass-by percent was based on Table 5.24 (pg 69) in the *TRIP GENERATION HANDBOOK*, Second Edition. The automobile parts store would generate 43 percent pass-by trips. This pass-by percentage was based on Table 5.8 (pg 51).



To estimate the trips for the zone change on lot 500, trip rates from land-use code 110, *General Light Industrial*, were used. The trip rates are based on the acreage of the site and were calculated for 0.59 acres.

A summary of the trip generation calculations for the residential development is shown in the following table. Detailed trip generation calculations are included in the appendix to this report.

TRIP GENERATION SUMMARY									
Tax Lot 500									
LAND USE	SIZE	VAR	AM PEAK HOUR			PM PEAK HOUR			WEEKDAY
			In	Out	Total	In	Out	Total	Total
<i>Existing Zoning</i>									
SFD	3 d.u.		1	1	2	2	1	3	14
<i>Proposed Zoning</i>									
Light Industrial	0.59 ac		3	1	4	1	3	4	15
NET INCREASE			2	0	2	(1)	2	1	1
Tax Lot 800									
LAND USE	SIZE	VAR	AM PEAK HOUR			PM PEAK HOUR			WEEKDAY
			In	Out	Total	In	Out	Total	Total
<i>Existing Zoning</i>									
SFD	4 d.u.		1	2	3	3	1	4	19
<i>Proposed Zoning</i>									
Restaurant	4.0 ksf		108	104	212	72	67	139	992
Pass-By Trips at	50%		(53)	(53)	(106)	(35)	(35)	(70)	(496)
NET INCREASE			54	49	103	34	31	65	477
Tax Lot 804									
LAND USE	SIZE	VAR	AM PEAK HOUR			PM PEAK HOUR			WEEKDAY
			In	Out	Total	In	Out	Total	Total
<i>Existing Zoning</i>									
SFD	10 d.u.		2	6	8	6	4	10	48
<i>Proposed Zoning</i>									
Auto Parts	21.5 ksf		24	24	48	63	66	129	666
Pass-By Trips at	43%		(10)	(10)	(20)	(28)	(28)	(56)	(288)
NET INCREASE			12	8	20	29	34	63	332



TRIP DISTRIBUTION

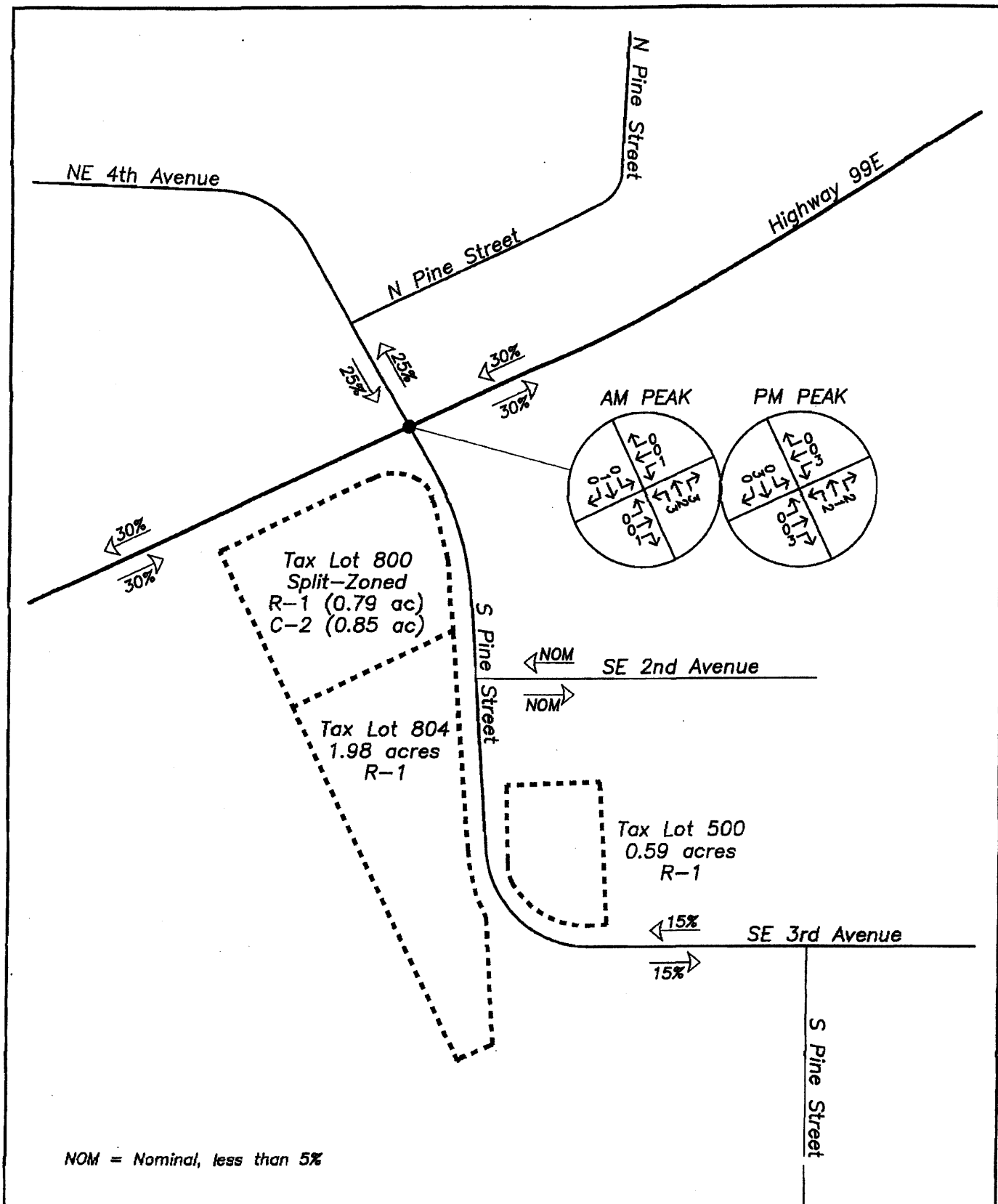
Since the proposed zone change will be to generally commercial uses, the distribution of the site trips under the proposed zoning was based on the locations and densities of the residential areas that are expected to be served by the site.

The trips from the current zoning are a mixture of residential and commercial traffic. The traffic counts at Pine Street and Highway 99E were used to determine a directional distribution of the site trips under the current zoning.

The automobile parts store is not adjacent to Highway 99E. Therefore, there would be no pass-by trips from this use at the Highway 99E/Pine Street intersection. It is the fast-food restaurant that would generate pass-by trips at this intersection. The distribution of the pass-by trips from the restaurant use were based on the turning movement counts at the intersection.

Figure 3 on page 13 shows the distribution and assignment of the site trips under the current zoning designation during the morning and evening peak hours. Figure 4 on page 14 shows the assignment of the site trips under the proposed zoning designation during the morning and evening peak hours. Figure 5 on page 15 shows the net increase in site trips during the morning and evening peak hours from the current zoning to the proposed zoning designations.

Figures 8 and 9 in the technical appendix show the primary and pass-by trips under the proposed zoning designations, respectively.



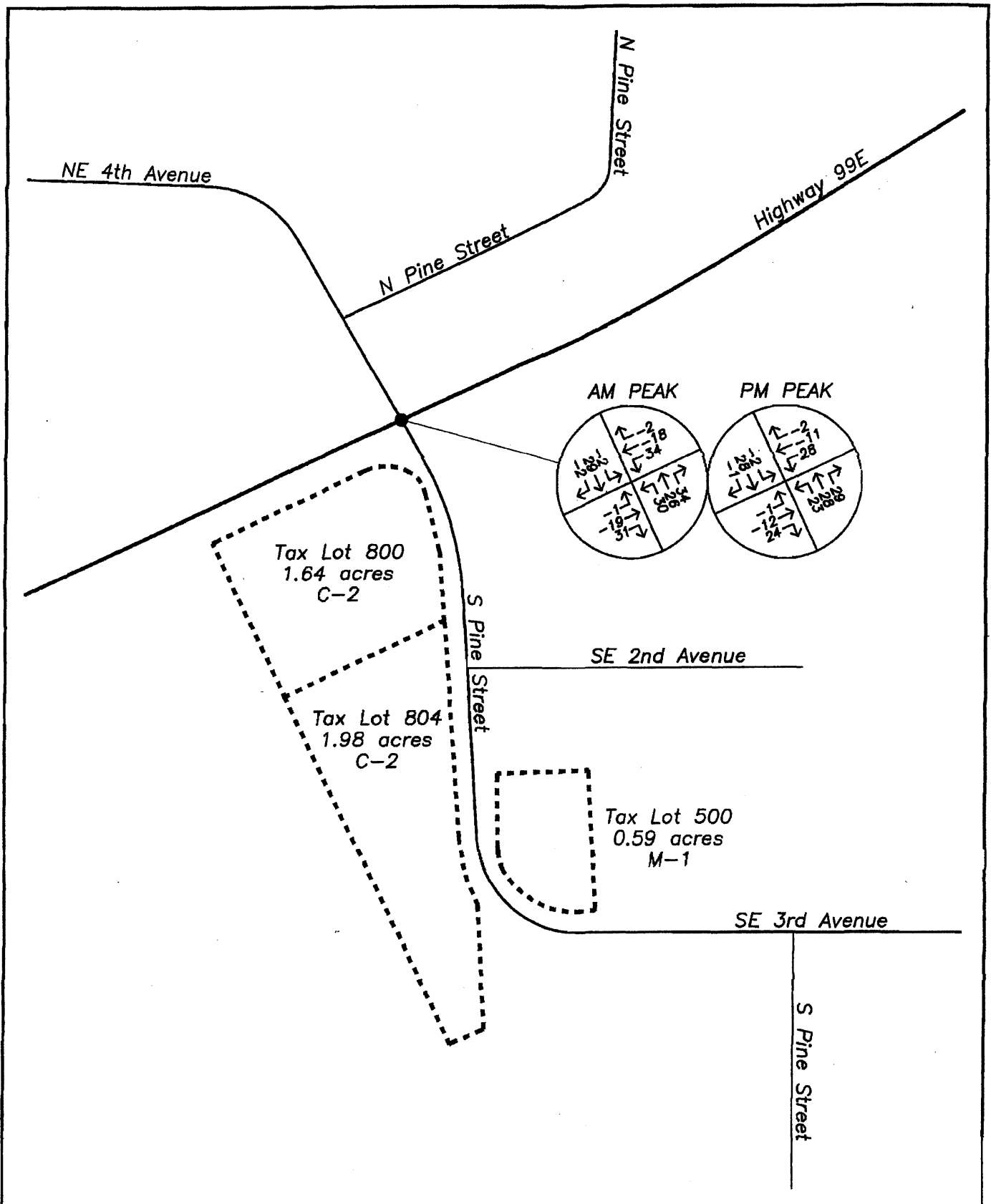
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SITE-GENERATED TRAFFIC (CURRENT ZONING)
Inbound & Outbound Percentages and Site Trips
AM & PM Peak Hours



FIGURE
3
PAGE
13

51



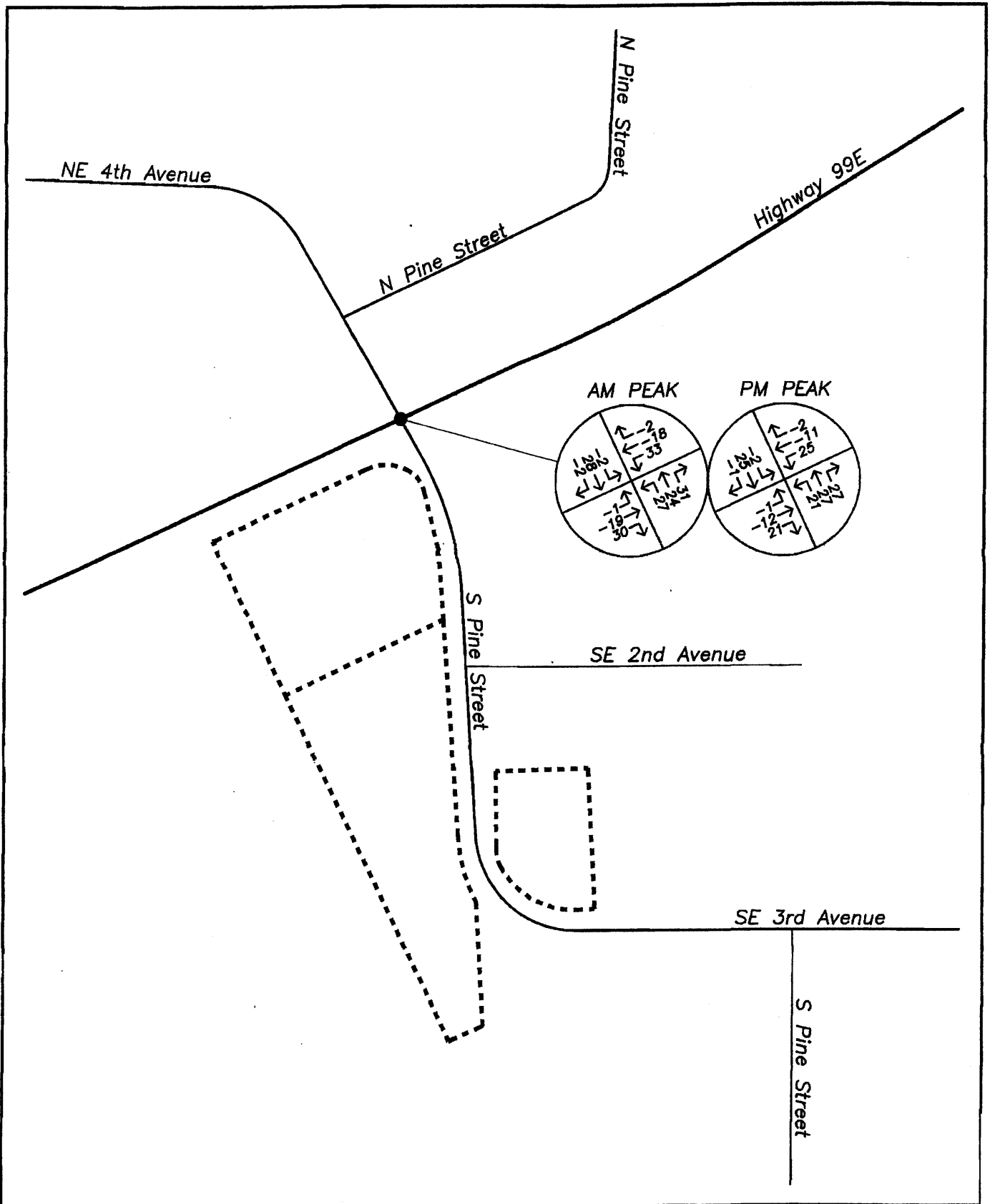
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SITE-GENERATED TRAFFIC (PROPOSED ZONING)
Total Site Traffic
AM & PM Peak Hours



FIGURE
4

PAGE
14



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SITE-GENERATED TRAFFIC
Net Increase in Site Trips
AM & PM Peak Hours



FIGURE
5

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15

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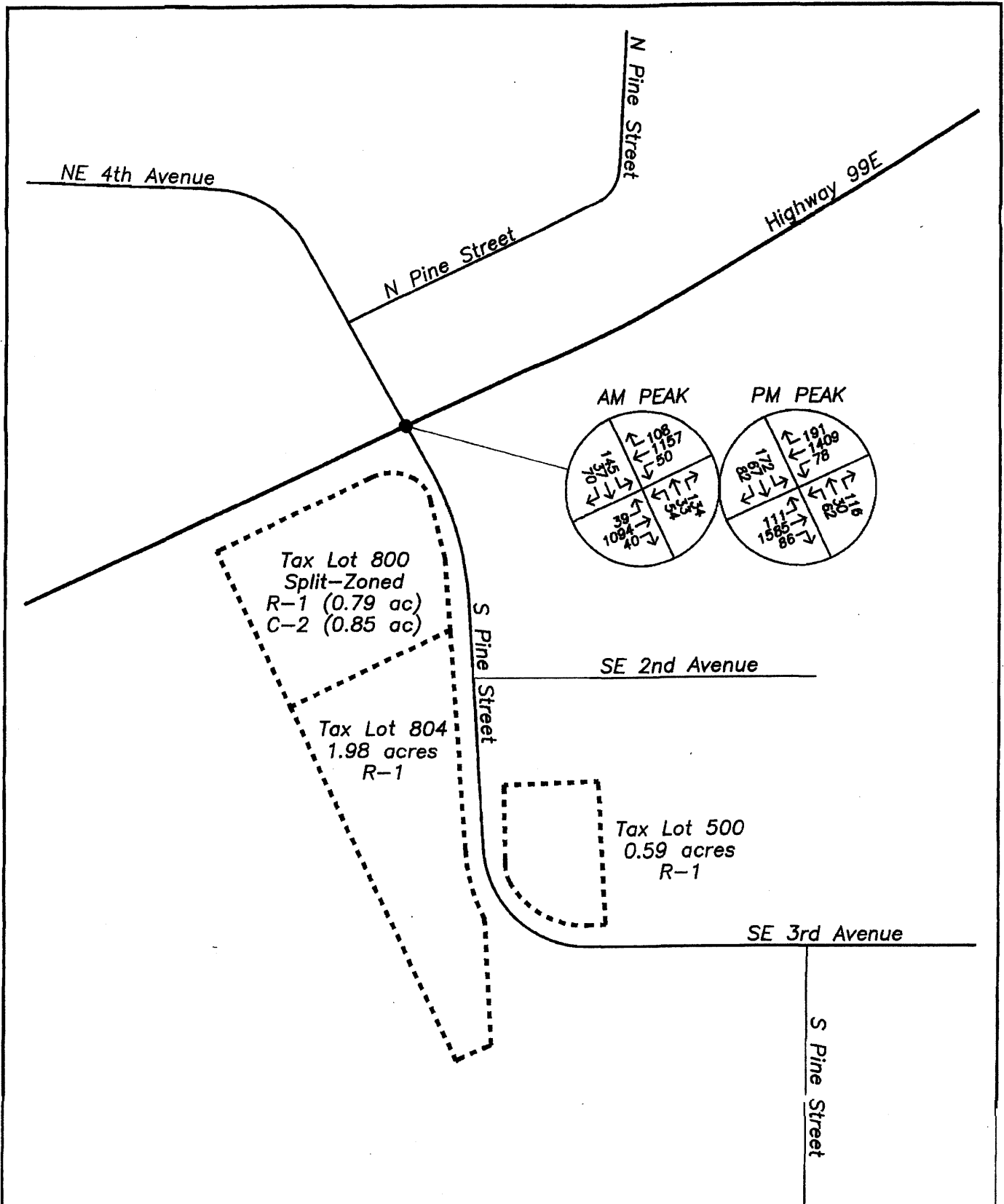


OPERATIONAL ANALYSIS

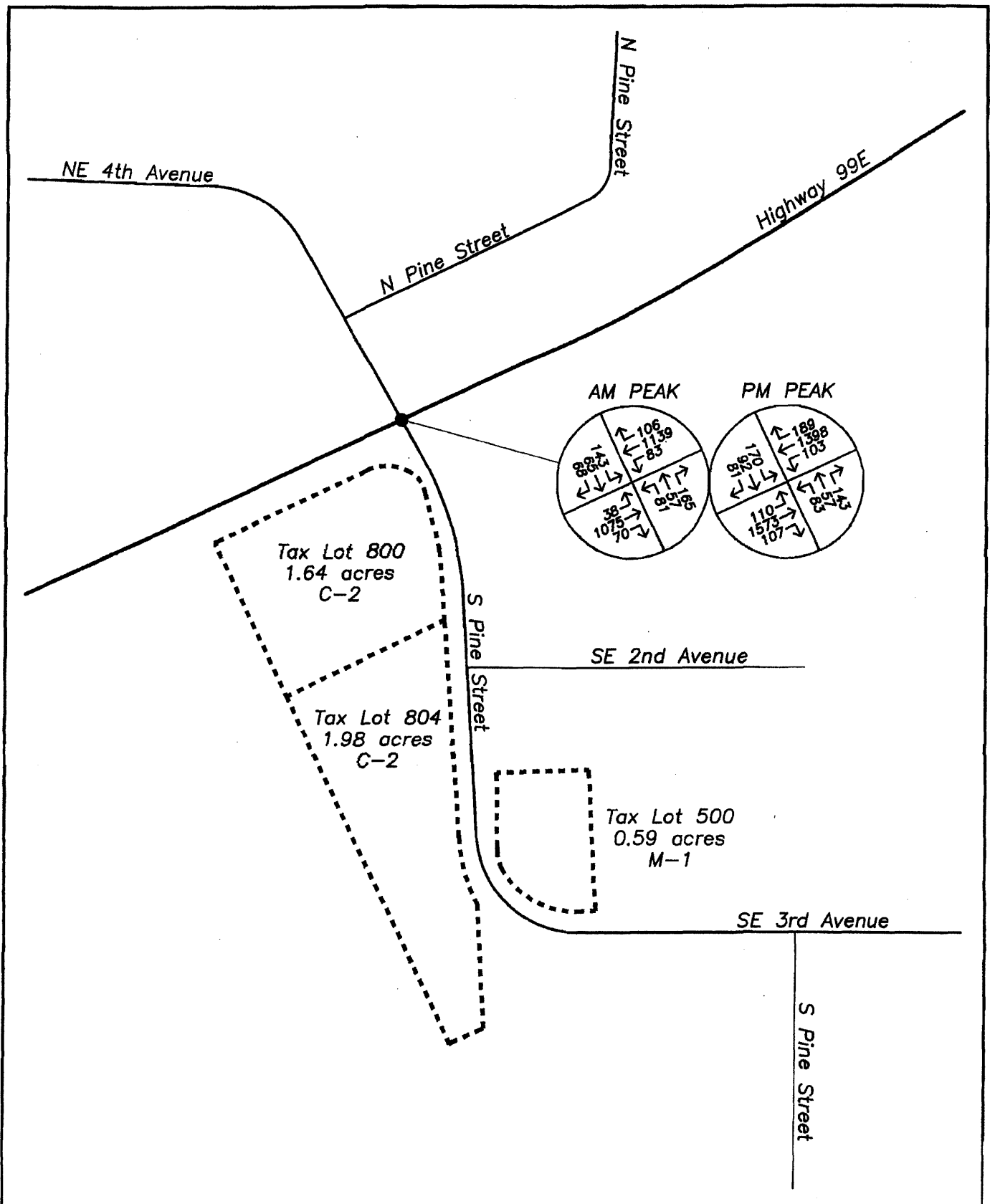
Background Traffic

There have been no other zone changes near the site. To estimate the future growth at the study intersection, growth rates of 0.9 percent per year and 1.9 percent per year were used for traffic on Pine Street and Highway 99E, respectively. The City's Transportation System Plan has models for base and future conditions. These models show the link volumes along Pine Street and were used to derive a growth rate for the road. The growth rate for Highway 99E was taken from ODOT's 2024 Future Volumes Table.

The background traffic volumes comprise the existing traffic with the growth rates applied. Figure 6 showing the background traffic during the morning and evening peak hours is given on page 17. Figure 7 showing the background traffic plus the net increase in site trips is given on page 18.



55



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Capacity Analysis

To determine the level of service at the study intersection, a capacity analysis was conducted. The level of service can range from A, which indicates very little or no delay, to level F, which indicates a high degree of congestion and delay. The City of Canby generally accepts level of service D at signalized intersections.

The study area intersections were analyzed using the signalized intersection analysis method in the *HIGHWAY CAPACITY MANUAL* published in 2000 by the Transportation Research Board. The analysis was made for the morning and evening peak hours for existing, background, and background plus net increase in site trips conditions.

The intersections along Highway 99E are under ODOT jurisdiction. ODOT standards are based on a volume-to-capacity ratio (v/c) instead of average vehicle delay and level of service. The v/c ratio compares the potential capacity to the actual (or demand) volumes to determine the available capacity of the intersection. For a Regional Highway, the maximum allowable v/c ratio is 0.85, which indicates the intersection can function with up to 85 of its capacity utilized.

The results of the capacity analysis showed the signalized intersection of Pine Street and Highway 99E is currently operating within both ODOT and City standards. The intersection will continue to operate with acceptable standards through 2026. Although the intersection would operate within acceptable level of service standards with the zone change, it would exceed ODOT's v/c ratio standards. Adding a northbound left-turn lane on Pine Street would decrease the v/c ratio, although it will not quite meet ODOT's maximum ratio. If a northbound left-turn lane is added on S Pine Street, the southbound approach on N Pine Street would need to be restriped for a left-turn lane and shared through/right-turn lane.

Increasing the traffic signal cycle length generally reduces the v/c ratio. An increase in the cycle length of five seconds would be sufficient for the operation of the Pine Street/Highway 99E intersection to meet ODOT's v/c standards. However, ODOT does not allow such a change to be assumed in an analysis. In reality, traffic signal cycles have been lengthened as increasing congestion reduces the capacity of the signal. Therefore, while an increase in cycle length was not assumed in this report, it is entirely possible that in the future the cycle length will need to be increased to accommodate increasing traffic volumes in the City. Under these circumstances, the traffic signal would likely meet ODOT's standards by 2026 even with the proposed zone change.

Widening the Highway 99E/Pine Street intersection with dual southbound left-turn lanes would also improve the v/c ratio. Combining this improvement with the northbound left-turn lane would improve the v/c ratio to 0.83, which would be acceptable.



The results of the capacity analysis, along with the Levels of Service (LOS) and delay are shown in the following table. Tables showing the relationships between delay and level of service are included in the appendix to this report.

LEVEL OF SERVICE SUMMARY						
Fire District Zone Change						
	AM Peak Hour			PM Peak Hour		
	LOS	Delay	V/C	LOS	Delay	V/C
<i>Pine Street & Highway 99E (1st Avenue)</i>						
Existing Conditions	B	16	0.56	B	18	0.67
Background Conditions	B	15	0.66	C	21	0.83
Background + Net Increase	B	18	0.71	C	33	0.94
Background + Net Increase ¹	B	16	0.65	C	24	0.86
Background + Net Increase ²	B	15	0.62	C	22	0.83
LOS = Level of Service						
Delay = Average Delay per Vehicle in Seconds						
V/C = Volume-to-Capacity ratio						
¹ with northbound left-turn lane on S Pine Street						
² with northbound left-turn lane and dual southbound left-turn lanes						

Conclusions and Recommendations

The intersection of Pine Street and Highway 99E is currently operating within both City and ODOT standards and will continue to do so through 2026. With the proposed zone change, the intersection will continue to meet City level of service standards, although it will exceed ODOT's v/c ratio criterion. Adding a northbound left-turn lane will reduce the v/c ratio, although it will still slightly exceed ODOT's standard.

Increasing the traffic signal cycle length generally reduces the v/c ratio. An increase in the cycle length of five seconds would be sufficient for the operation of the Pine Street/Highway 99E intersection to meet ODOT's v/c standards. However, ODOT does not allow such a change to be assumed in an analysis. In reality, traffic signal cycles have been lengthened as increasing congestion reduces the capacity of the signal. Therefore, while an increase in cycle length was not assumed in this report, it is entirely possible that in the future



the cycle length will need to be increased to accommodate increasing traffic volumes in the City. Under these circumstances, the traffic signal would likely meet ODOT's standards by 2026 even with the proposed zone change.

Widening the Highway 99E/Pine Street intersection with dual southbound left-turn lanes would also improve the v/c ratio. Combining this improvement with the northbound left-turn lane would improve the v/c ratio to an acceptable level.

The proposed zone change for tax lot 500 will produce a negligible impact to the street system. It is the remaining two lots, 800 and 804 that will degrade the system to the point of needing improvement. With the addition of the northbound left-turn lane on S Pine Street at the intersection, the zoning of one of the lots, 800 or 804, could be changed with no further need for mitigation.



APPENDIX



LEVEL OF SERVICE

Level of service is used to describe the quality of traffic flow. Levels of service A to C are considered good, and rural roads are usually designed for level of service C. Urban streets and signalized intersections are typically designed for level of service D. Level of service E is considered to be the limit of acceptable delay. For unsignalized intersections, level of service E is generally considered acceptable. Here is a more complete description of levels of service:

Level of service A: Very low delay at intersections, with all traffic signal cycles clearing and no vehicles waiting through more than one signal cycle. On highways, low volume and high speeds, with speeds not restricted by other vehicles.

Level of service B: Operating speeds beginning to be affected by other traffic; short traffic delays at intersections. Higher average intersection delay than for level of service A resulting from more vehicles stopping.

Level of service C: Operating speeds and maneuverability closely controlled by other traffic; higher delays at intersections than for level of service B due to a significant number of vehicles stopping. Not all signal cycles clear the waiting vehicles. This is the recommended design standard for rural highways.

Level of service D: Tolerable operating speeds; long traffic delays occur at intersections. The influence of congestion is noticeable. At traffic signals many vehicles stop, and the proportion of vehicles not stopping declines. The number of signal cycle failures, for which vehicles must wait through more than one signal cycle, are noticeable. This is typically the design level for urban signalized intersections.

Level of service E: Restricted speeds, very long traffic delays at traffic signals, and traffic volumes near capacity. Flow is unstable so that any interruption, no matter how minor, will cause queues to form and service to deteriorate to level of service F. Traffic signal cycle failures are frequent occurrences. For unsignalized intersections, level of service E or better is generally considered acceptable.

Level of service F: Extreme delays, resulting in long queues which may interfere with other traffic movements. There may be stoppages of long duration, and speeds may drop to zero. There may be frequent signal cycle failures. Level of service F will typically result when vehicle arrival rates are greater than capacity. It is considered unacceptable by most drivers.



**LEVEL OF SERVICE CRITERIA
FOR SIGNALIZED INTERSECTIONS**

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (Seconds)
A	< 10
B	10-20
C	20-35
D	35-55
E	55-80
F	> 80

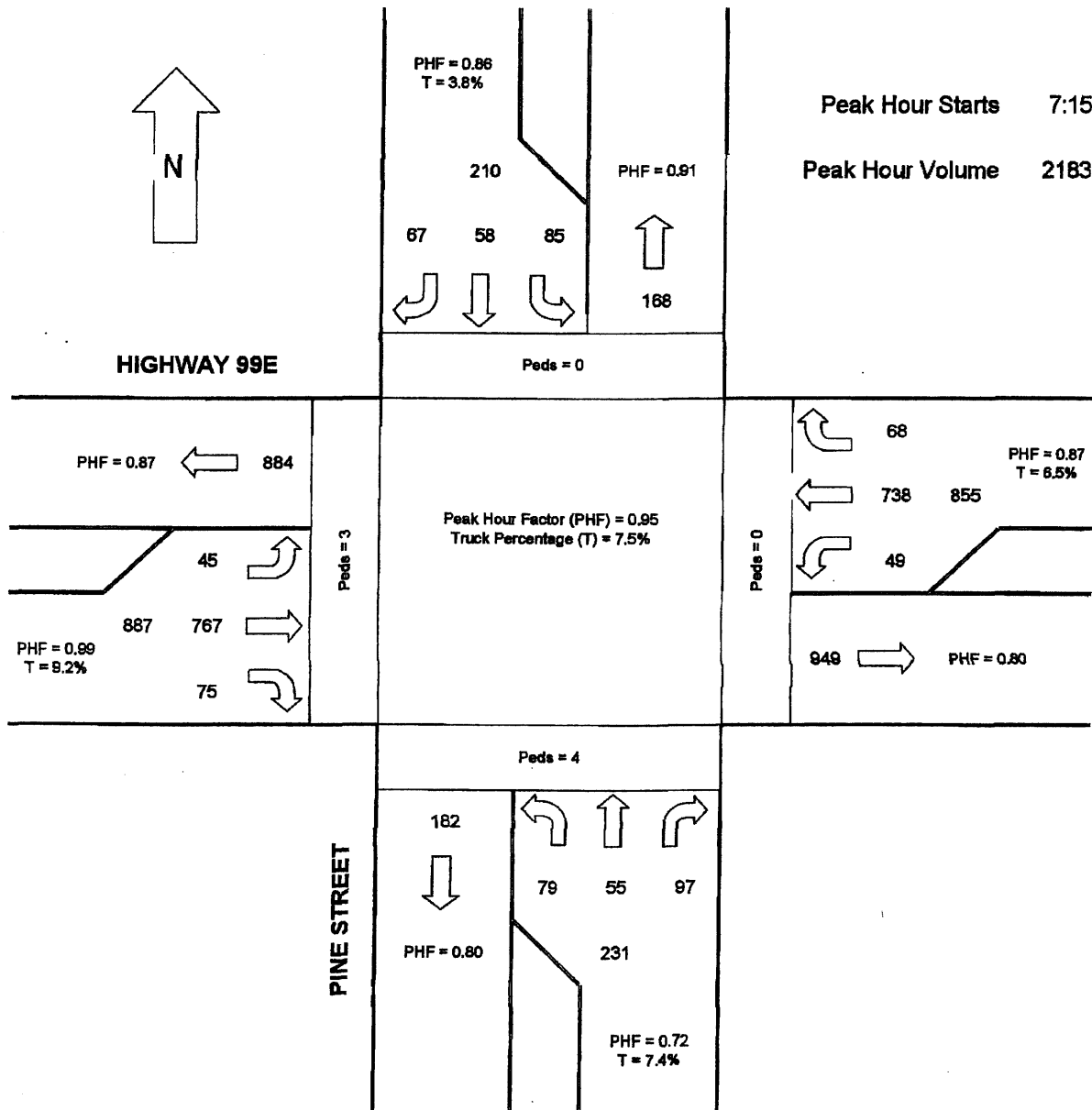
**LEVEL OF SERVICE CRITERIA
FOR UNSIGNALIZED INTERSECTIONS**

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (Seconds)
A	< 10
B	10-15
C	15-25
D	25-35
E	35-50
F	> 50



Intersection Turning Movement Peak Hour Diagram

Location HIGHWAY 99E AT PINE STREET
 Date 4/25/2006
 Day of Week Tuesday
 Time Begin 7:00
 Reviewed By: DE





Intersection Turning Movement Peak Hour Diagram

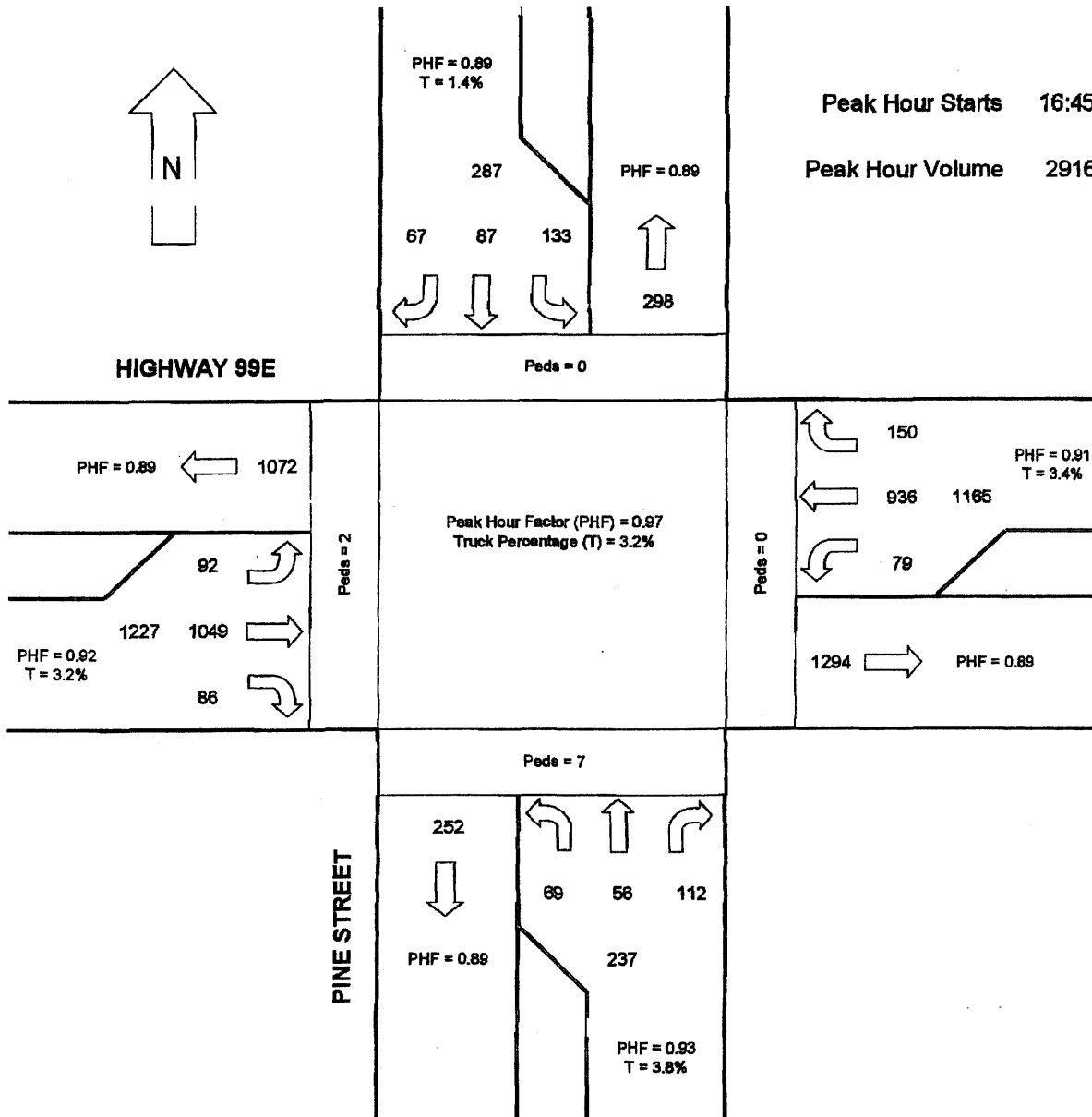
Location HIGHWAY 99E AT PINE STREET

Date 4/26/2006

Day of Week Tuesday

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: 3
Tax Lot 500 - Current

AM PEAK HOUR

Trip Rate: 0.75

	Enter	Exit	Total
Directional Distribution	25%	75%	
Trip Ends	1	1	2

PM PEAK HOUR

Trip Rate: 1.01

	Enter	Exit	Total
Directional Distribution	63%	37%	
Trip Ends	2	1	3

WEEKDAY

Trip Rate: 9.57

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	14	14	28

SATURDAY

Trip Rate: 10.10

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	15	15	30

Source: TRIP GENERATION, Seventh Edition



TRIP GENERATION CALCULATIONS

Land Use: General Light Industrial
Land Use Code: 110
Variable: Acres
Variable Quantity: 0.6
Tax Lot 500 - Proposed

AM PEAK HOUR

Trip Rate: 7.51

	Enter	Exit	Total
Directional Distribution	83%	17%	
Trip Ends	3	1	4

PM PEAK HOUR

Trip Rate: 7.26

	Enter	Exit	Total
Directional Distribution	22%	78%	
Trip Ends	1	3	4

WEEKDAY

Trip Rate: 51.80

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	15	15	30

SATURDAY

Trip Rate: 8.73

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	3	3	6

Source: TRIP GENERATION, Seventh Edition



TRIP GENERATION CALCULATIONS

Land Use: Single-Family Detached Housing
Land Use Code: 210
Variable: Dwelling Units
Variable Value: 4
Tax Lot 800 - Current

AM PEAK HOUR

Trip Rate: 0.75

	Enter	Exit	Total
Directional Distribution	25%	75%	
Trip Ends	1	2	3

PM PEAK HOUR

Trip Rate: 1.01

	Enter	Exit	Total
Directional Distribution	63%	37%	
Trip Ends	3	1	4

WEEKDAY

Trip Rate: 9.57

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	19	19	38

SATURDAY

Trip Rate: 10.10

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	20	20	40

Source: TRIP GENERATION, Seventh Edition



TRIP GENERATION CALCULATIONS

Land Use: Fast Food Restaurant with Drive-Through Window
Land Use Code: 934
Variable: 1000 Sq Ft Gross Floor Area
Variable Quantity: 4
Tax Lot 800 - Proposed

AM PEAK HOUR

Trip Rate: 53.11

	Enter	Exit	Total
Directional Distribution	51%	49%	
Trip Ends	108	104	212

PM PEAK HOUR

Trip Rate: 34.64

	Enter	Exit	Total
Directional Distribution	52%	48%	
Trip Ends	72	67	139

WEEKDAY

Trip Rate: 496.12

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	992	992	1,984

PM PEAK HOUR OF GENERATOR

Trip Rate: 46.68

	Enter	Exit	Total
Directional Distribution	52%	48%	
Trip Ends	97	90	187

Source: TRIP GENERATION, Seventh Edition

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TRIP GENERATION CALCULATIONS

Land Use: Single-Family Detached Housing
Land Use Code: 210
Variable: Dwelling Units
Variable Value: 10
Tax Lot 804 - Current

AM PEAK HOUR

Trip Rate: 0.75

	Enter	Exit	Total
Directional Distribution	25%	75%	
Trip Ends	2	6	8

PM PEAK HOUR

Trip Rate: 1.01

	Enter	Exit	Total
Directional Distribution	63%	37%	
Trip Ends	6	4	10

WEEKDAY

Trip Rate: 9.57

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	48	48	96

SATURDAY

Trip Rate: 10.10

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	51	51	102

Source: TRIP GENERATION, Seventh Edition



TRIP GENERATION CALCULATIONS

Land Use: Automobile Parts Sales
Land Use Code: 843
Variable: 1,000 Square Feet
Variable Value: 21.5
Tax Lot 804 - Proposed

AM PEAK HOUR

Trip Rate: 2.21

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends			

PM PEAK HOUR

Trip Rate: 5.98

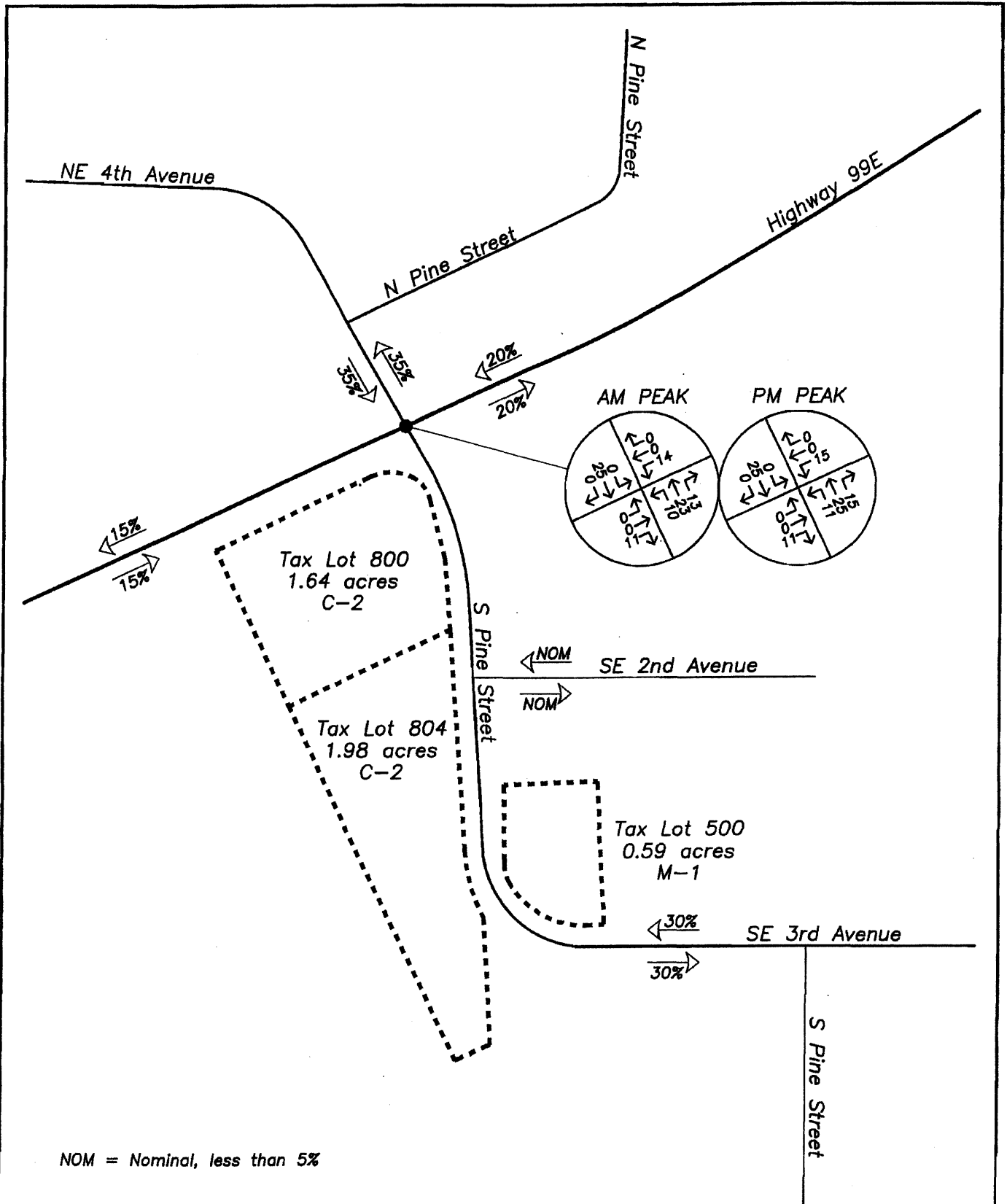
	Enter	Exit	Total
Directional Distribution	49%	51%	
Trip Ends			

WEEKDAY

Trip Rate: 61.91

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends			

Source: TRIP GENERATION, Seventh Edition



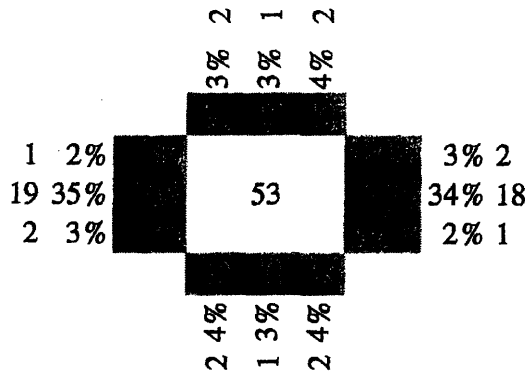
1e

SITE-GENERATED TRAFFIC (PROPOSED ZONING)
Primary Trips
AM & PM Peak Hours



FIGURE
8
APPENDIX

AM PEAK HOUR



TEV = 2183

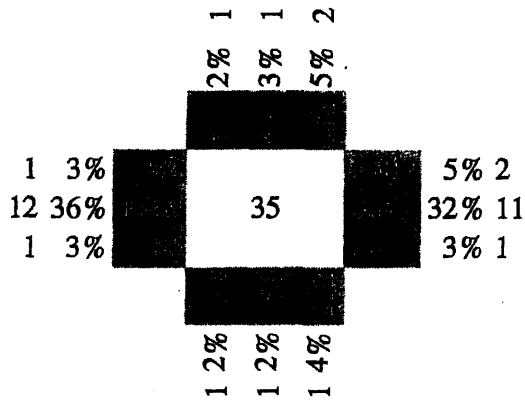
Pass-By Trips

In: [REDACTED]

Out: 53

Total: 106

PM PEAK HOUR



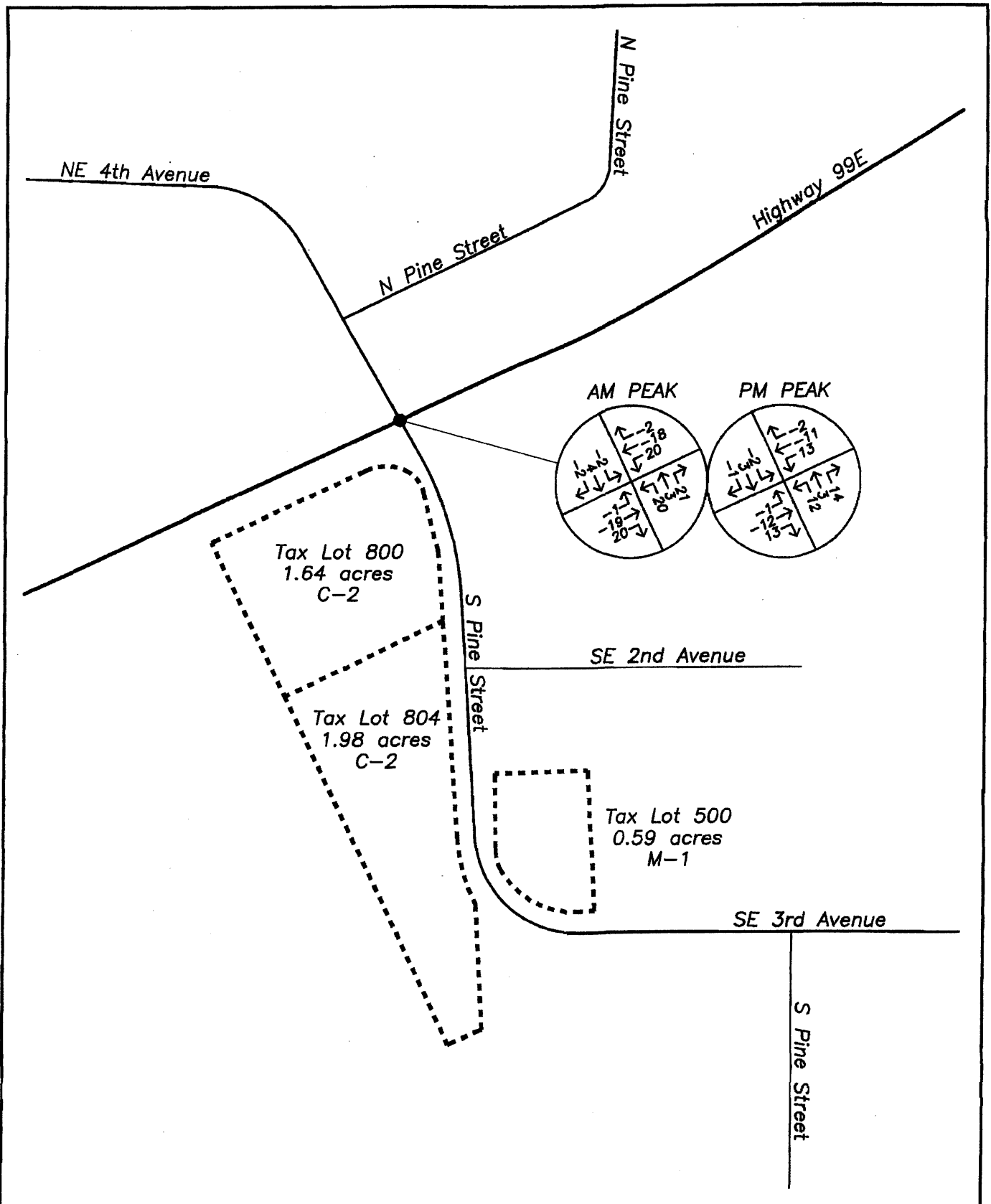
TEV = 2916

Pass-By Trips

In: [REDACTED]

Out: 35

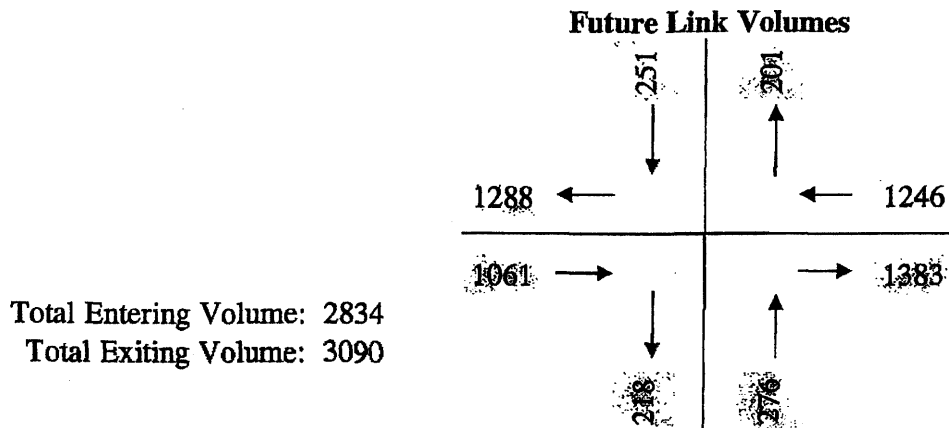
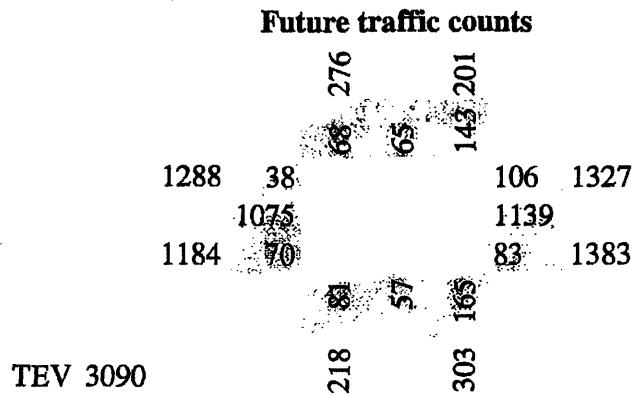
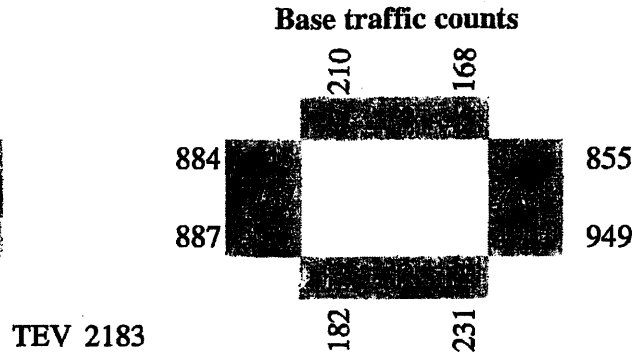
Total: 70



Projected Future Traffic Volumes

Analyst: C Sumrain
 Intersection: Highway 99E & Pine Street
 Project: Canby Fire District zone change
 Time Period: AM Peak
 Scenario: 2026 Background
 Date: 7/10/2006

Growth Rates
 east/west street:
 north/south street:
 number of years:



Total Entering Volume: 2834
 Total Exiting Volume: 3090

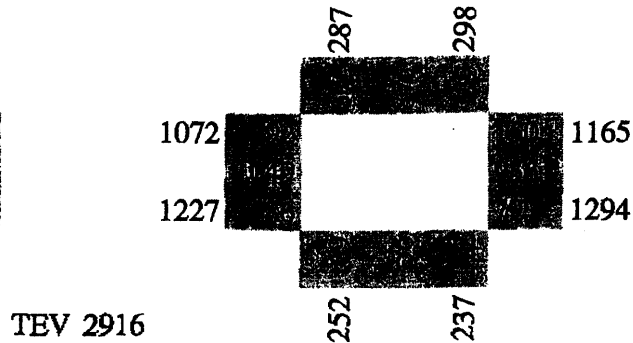
Projected Future Traffic Volumes

Analyst: C Sumrain
 Intersection: Highway 99E & Pine Street
 Project: Canby Fire District zone change
 Time Period: PM Peak Hour
 Scenario: 2026 Background
 Date: 7/10/2006

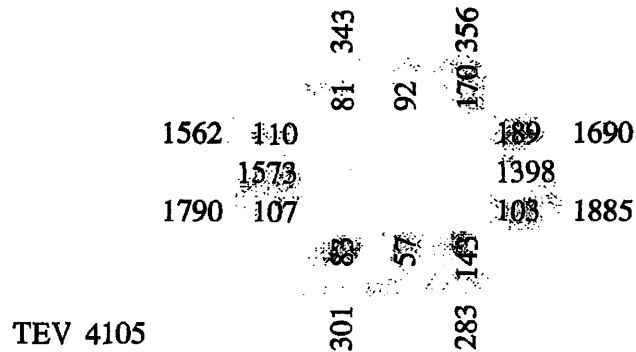
Growth Rates

east/west street: [REDACTED]
 north/south street: [REDACTED]
 number of years: [REDACTED]

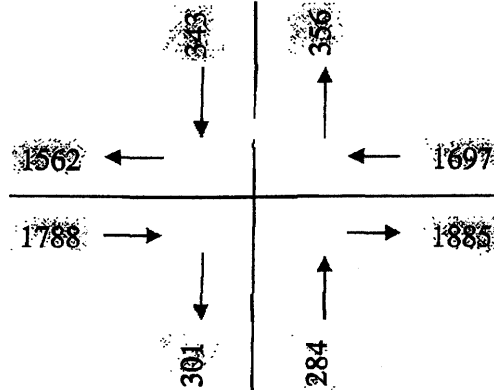
Base traffic counts



Future traffic counts



Future Link Volumes



Total Entering Volume: 4112
 Total Exiting Volume: 4105

HCS+ DETAILED REPORT												
Analyst C Sumrain						Intersection 99E/Pine						
Agency or Co. Lancaster						Area Type All other areas						
Date Performed 7/10/2006						Jurisdiction ODOT						
Time Period AM Peak						Analysis Year Existing (2006)						
						Project ID Fire District Zone Change #06143						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N _i	1	2	0	1	2	0	0	1		1	1	0
Lane Group	L	TR		L	TR			LT		L	TR	
Volume, V (vph)	45	767	75	49	738	68	79	55		85	58	67
% Heavy Vehicles, %HV	7	9	9	8	7	6	10	7		2	5	5
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A		A	A	A
Start-up Lost Time, l _i	2.0	2.0		2.0	2.0			2.0		2.0	2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0			2.0		2.0	2.0	
Arrival Type, AT	3	3		3	3			3		3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000			1.000		1.000	1.000	
Initial Unmet Demand, Q _b	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	4	0	0	0	0	0	0	0		3	0	0
Lane Width	12.0	12.0		12.0	12.0			12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N _m												
Buses Stopping, N _b	0	1		0	1			0		0	0	
Min. Time for Pedestrians, G _p	3.2			3.2			3.2			3.2		
Phasing	Excl. Left	WB Only	Thru & RT	04			NS Perm			06		
Timing	G = 3.0	G = 1.0	G = 36.0	G =			G = 13.0			G =		
	Y = 4	Y = 3.5	Y = 5	Y =			Y = 4.5			Y =		
Duration of Analysis, T = 0.25						Cycle Length, C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	47	886		52	849			141		89	132	
Lane Group Capacity, c	72	1680		191	1929			174		235	309	
v/c Ratio, X	0.65	0.53		0.27	0.44			0.81		0.38	0.43	
Total Green Ratio, g/C	0.04	0.51		0.11	0.58			0.19		0.19	0.19	
Uniform Delay, d ₁	33.0	11.3		28.3	8.3			27.3		25.0	25.2	
Progression Factor, PF	1.000	1.000		1.000	1.000			1.000		1.000	1.000	
Delay Calibration, k	0.23	0.13		0.11	0.11			0.35		0.11	0.11	
Incremental Delay, d ₂	19.2	0.3		0.8	0.2			24.2		1.0	1.0	
Initial Queue Delay, d ₃	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Control Delay	52.2	11.6		29.1	8.5			51.6		26.0	26.2	
Lane Group LOS	D	B		C	A			D		C	C	
Approach Delay	13.7			9.7			51.6			26.1		
Approach LOS	B			A			D			C		
Intersection Delay	15.7			X _c = 0.56			Intersection LOS			B		

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HCS+™ DETAILED REPORT													
General Information							Intersection Information						
Analyst	C Sumrain						Intersection	99E/Pine					
Agency or Co.	Lancaster						Area Type	All other areas					
Date Performed	7/10/2006						Jurisdiction	ODOT					
Time Period	PM Peak						Analysis Year	Existing (2006)					
							Project ID	Fire District Zone Change #06143					
Volume and Timing Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Number of Lanes, N _i	1	2	0	1	2	0	0	1		1	1	0	
Lane Group	L	TR		L	TR			LT		L	TR		
Volume, V (vph)	92	1049	86	79	936	150	69	56		133	87	67	
% Heavy Vehicles, %HV	2	3	7	8	3	2	6	4		0	1	5	
Peak-Hour Factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97		0.97	0.97	0.97	
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A		A	A	A	
Start-up Lost Time, l _i	2.0	2.0		2.0	2.0			2.0		2.0	2.0		
Extension of Effective Green, e	2.0	2.0		2.0	2.0			2.0		2.0	2.0		
Arrival Type, AT	3	3		3	3			3		3	3		
Unit Extension, UE	3.0	3.0		3.0	3.0			3.0		3.0	3.0		
Filtering/Metering, I	1.000	1.000		1.000	1.000			1.000		1.000	1.000		
Initial Unmet Demand, Q _b	0.0	0.0		0.0	0.0			0.0		0.0	0.0		
Ped / Bike / RTOR Volumes	7	0	0	0	0	0	0	0		2	0	0	
Lane Width	12.0	12.0		12.0	12.0			12.0		12.0	12.0		
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N	
Parking Maneuvers, N _m													
Buses Stopping, N _b	0	1		0	1			0		0	0		
Min. Time for Pedestrians, G _p	3.2			3.2			3.2			3.2			
Phasing	Excl. Left	EB Only	Thru & RT	04	NS Perm	06	07	08					
Timing	G = 4.0	G = 1.0	G = 35.0	G =	G = 13.0	G =	G =	G =					
	Y = 4	Y = 3.5	Y = 5	Y =	Y = 4.5	Y =	Y =	Y =					
Duration of Analysis, T = 0.25								Cycle Length, C = 70.0					
Lane Group Capacity, Control Delay, and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adjusted Flow Rate, v	95	1170		81	1120			129		137	159		
Lane Group Capacity, c	228	1948		95	1719			156		243	321		
v/c Ratio, X	0.42	0.60		0.85	0.65			0.83		0.56	0.50		
Total Green Ratio, g/C	0.13	0.56		0.06	0.50			0.19		0.19	0.19		
Uniform Delay, d ₁	28.1	10.1		32.7	13.0			27.4		25.9	25.6		
Progression Factor, PF	1.000	1.000		1.000	1.000			1.000		1.000	1.000		
Delay Calibration, k	0.11	0.19		0.39	0.23			0.37		0.16	0.11		
Incremental Delay, d ₂	1.2	0.5		48.7	0.9			29.3		3.0	1.2		
Initial Queue Delay, d ₃	0.0	0.0		0.0	0.0			0.0		0.0	0.0		
Control Delay	29.3	10.6		81.4	13.9			56.7		28.9	26.8		
Lane Group LOS	C	B		F	B			E		C	C		
Approach Delay	12.0			18.4			56.7			27.8			
Approach LOS	B			B			E			C			
Intersection Delay	18.3			X _c = 0.67			Intersection LOS			B			

HCS+™ DETAILED REPORT												
General Information						Signal Input						
Analyst	C Sumrain					Intersection	99E/Pine					
Agency or Co.	Lancaster					Area Type	All other areas					
Date Performed	7/10/2006					Jurisdiction	ODOT					
Time Period	AM Peak					Analysis Year	Background (2026)					
						Project ID	Fire District Zone Change #06143					
Volume and Timing Inputs												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N _i	1	2	0	1	2	0	0	1		1	1	0
Lane Group	L	TR		L	TR			LT		L	TR	
Volume, V (vph)	39	1094	40	50	1157	108	54	33		145	37	70
% Heavy Vehicles, %HV	7	9	9	8	7	6	10	7		2	5	5
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A		A	A	A
Start-up Lost Time, l _i	2.0	2.0		2.0	2.0			2.0		2.0	2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0			2.0		2.0	2.0	
Arrival Type, AT	3	3		3	3			3		3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000			1.000		1.000	1.000	
Initial Unmet Demand, Q _b	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	4	0	0	0	0	0	0	0		3	0	0
Lane Width	12.0	12.0		12.0	12.0			12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N _m												
Buses Stopping, N _b	0	1		0	1			0		0	0	
Min. Time for Pedestrians, G _p	3.2			3.2			3.2			3.2		
Phasing	Excl. Left	WB Only	Thru & RT	04		NS Perm	06		07		08	
Timing	G = 3.0	G = 1.0	G = 36.0	G =		G = 13.0	G =		G =		G =	
	Y = 4	Y = 3.5	Y = 5	Y =		Y = 4.5	Y =		Y =		Y =	
Duration of Analysis, T = 0.25						Cycle Length, C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	41	1194		53	1332			92		153	113	
Lane Group Capacity, c	72	1694		191	1929			204		255	303	
v/c Ratio, X	0.57	0.70		0.28	0.69			0.45		0.60	0.37	
Total Green Ratio, g/C	0.04	0.51		0.11	0.58			0.19		0.19	0.19	
Uniform Delay, d ₁	32.9	13.0		28.4	10.4			25.3		26.1	24.9	
Progression Factor, PF	1.000	1.000		1.000	1.000			1.000		1.000	1.000	
Delay Calibration, k	0.16	0.27		0.11	0.26			0.11		0.19	0.11	
Incremental Delay, d ₂	10.3	1.4		0.8	1.1			1.6		3.9	0.8	
Initial Queue Delay, d ₃	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Control Delay	43.2	14.3		29.2	11.4			26.9		30.0	25.7	
Lane Group LOS	D	B		C	B			C		C	C	
Approach Delay	15.3			12.1			26.9			28.2		
Approach LOS	B			B			C			C		
Intersection Delay	15.3			X _c = 0.66			Intersection LOS			B		

HCS+™ DETAILED REPORT												
General Information						Intersection						
AnalystC Sumrain						Intersection99E/Pine						
Agency or Co.Lancaster						Area TypeAll other areas						
Date Performed7/10/2006						JurisdictionODOT						
Time PeriodPM Peak						Analysis YearBackground (2026)						
						Project IDFire District Zone Change #06143						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N _i	1	2	0	1	2	0	0	1		1	1	0
Lane Group	L	TR		L	TR			LT		L	TR	
Volume, V (vph)	111	1585	86	78	149	191	62	30		172	67	82
% Heavy Vehicles, %HV	2	3	7	8	3	2	6	4		0	1	5
Peak-Hour Factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97		0.97	0.97	0.97
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A		A	A	A
Start-up Lost Time, l _i	2.0	2.0		2.0	2.0			2.0		2.0	2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0			2.0		2.0	2.0	
Arrival Type, AT	3	3		3	3			3		3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000			1.000		1.000	1.000	
Initial Unmet Demand, Q _b	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	7	0	0	0	0	0	0	0		2	0	0
Lane Width	12.0	12.0		12.0	12.0			12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N _m												
Buses Stopping, N _b	0	1		0	1			0		0	0	
Min. Time for Pedestrians, G _p	3.2			3.2			3.2			3.2		
Phasing	Excl. Left	EB Only	Thru & RT	04		NS Perm	06		07	08		
Timing	G = 4.0	G = 1.0	G = 35.0	G =		G = 13.0	G =		G =	G =		
	Y = 4	Y = 3.5	Y = 5	Y =		Y = 4.5	Y =		Y =	Y =		
Duration of Analysis, T = 0.25						Cycle Length, C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	114	1723		80	351			95		177	154	
Lane Group Capacity, c	228	1958		95	1614			155		261	314	
v/c Ratio, X	0.50	0.88		0.84	0.22			0.61		0.68	0.49	
Total Green Ratio, g/C	0.13	0.56		0.06	0.50			0.19		0.19	0.19	
Uniform Delay, d ₁	28.4	13.2		32.7	9.8			26.2		26.6	25.5	
Progression Factor, PF	1.000	1.000		1.000	1.000			1.000		1.000	1.000	
Delay Calibration, k	0.11	0.41		0.38	0.11			0.20		0.25	0.11	
Incremental Delay, d ₂	1.7	5.0		46.2	0.1			7.0		6.9	1.2	
Initial Queue Delay, d ₃	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Control Delay	30.1	18.2		78.9	9.9			33.2		33.5	26.7	
Lane Group LOS	C	B		E	A			C		C	C	
Approach Delay	19.0			22.7			33.2			30.3		
Approach LOS	B			C			C			C		
Intersection Delay	21.4			X _c = 0.83			Intersection LOS			C		

HCS+ DETAILED REPORT													
General Information							Site Information						
Analyst	C Sumrain						Intersection	99E/Pine					
Agency or Co.	Lancaster						Area Type	All other areas					
Date Performed	7/10/2006						Jurisdiction	ODOT					
Time Period	AM Peak						Analysis Year	Back + Net (2026)					
							Project ID	Fire District Zone Change #06143					
Volume, Demand and Input													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Number of Lanes, N _i	1	2	0	1	2	0	0	1		1	1	0	
Lane Group	L	TR		L	TR			LT		L	TR		
Volume, V (vph)	38	1075	70	83	1139	106	81	57		143	65	68	
% Heavy Vehicles, %HV	7	9	9	8	7	6	10	7		2	5	5	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95	
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A		A	A	A	
Start-up Lost Time, l _i	2.0	2.0		2.0	2.0			2.0		2.0	2.0		
Extension of Effective Green, e	2.0	2.0		2.0	2.0			2.0		2.0	2.0		
Arrival Type, AT	3	3		3	3			3		3	3		
Unit Extension, UE	3.0	3.0		3.0	3.0			3.0		3.0	3.0		
Filtering/Metering, I	1.000	1.000		1.000	1.000			1.000		1.000	1.000		
Initial Unmet Demand, Q _b	0.0	0.0		0.0	0.0			0.0		0.0	0.0		
Ped / Bike / RTOR Volumes	4	0	0	0	0	0	0	0		3	0	0	
Lane Width	12.0	12.0		12.0	12.0			12.0		12.0	12.0		
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N	
Parking Maneuvers, N _m													
Buses Stopping, N _b	0	1		0	1			0		0	0		
Min. Time for Pedestrians, G _p	3.2			3.2			3.2			3.2			
Phasing	Excl. Left	WB Only	Thru & RT	04		NS Perm	06		07		08		
Timing	G = 3.0	G = 1.0	G = 36.0	G =		G = 13.0	G =		G =		G =		
	Y = 4	Y = 3.5	Y = 5	Y =		Y = 4.5	Y =		Y =		Y =		
Duration of Analysis, T = 0.25						Cycle Length, C = 70.0							
Lane Group Capacity, Control Delay and LOS Determination													
	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Adjusted Flow Rate, v	40	1206		87	1311			145		151	140		
Lane Group Capacity, c	72	1687		191	1929			166		233	310		
v/c Ratio, X	0.56	0.71		0.46	0.68			0.87		0.65	0.45		
Total Green Ratio, g/C	0.04	0.51		0.11	0.58			0.19		0.19	0.19		
Uniform Delay, d ₁	32.8	13.1		29.0	10.2			27.7		26.4	25.3		
Progression Factor, PF	1.000	1.000		1.000	1.000			1.000		1.000	1.000		
Delay Calibration, k	0.15	0.28		0.11	0.25			0.40		0.23	0.11		
Incremental Delay, d ₂	9.2	1.5		1.7	1.0			36.6		6.2	1.0		
Initial Queue Delay, d ₃	0.0	0.0		0.0	0.0			0.0		0.0	0.0		
Control Delay	42.0	14.5		30.7	11.2			64.3		32.6	26.4		
Lane Group LOS	D	B		C	B			E		C	C		
Approach Delay	15.4			12.4			64.3			29.6			
Approach LOS	B			B			E			C			
Intersection Delay	17.7			X _c = 0.71			Intersection LOS			B			

HCS+™ DETAILED REPORT												
General Information						Site Information						
Analyst: C Sumrain						Intersection: 99E/Pine						
Agency or Co.: Lancaster						Area Type: All other areas						
Date Performed: 7/10/2006						Jurisdiction: ODOT						
Time Period: PM Peak						Analysis Year: Back + Net (2026)						
						Project ID: Fire District Zone Change #06143						
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N _i	1	2	0	1	2	0	0	1		1	1	0
Lane Group	L	TR		L	TR			LT		L	TR	
Volume, V (vph)	110	1573	107	103	1398	189	83	57		170	92	81
% Heavy Vehicles, %HV	2	3	7	8	3	2	6	4		0	1	5
Peak-Hour Factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97		0.97	0.97	0.97
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A		A	A	A
Start-up Lost Time, t _l	2.0	2.0		2.0	2.0			2.0		2.0	2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0			2.0		2.0	2.0	
Arrival Type, AT	3	3		3	3			3		3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000			1.000		1.000	1.000	
Initial Unmet Demand, Q _b	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Ped / Bikes / RTOR Volumes	7	0	0	0	0	0	0	0		2	0	0
Lane Width	12.0	12.0		12.0	12.0			12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N _m												
Buses Stopping, N _b	0	1		0	1			0		0	0	
Min. Time for Pedestrians, G _p	3.2			3.2			3.2			3.2		
Phasing	Excl. Left	EB Only	Thru & RT	04	NS Perm	06	07	08				
Timing	G = 4.5	G = 1.0	G = 34.0	G =	G = 13.5	G =	G =	G =				
	Y = 4	Y = 3.5	Y = 5	Y =	Y = 4.5	Y =	Y =	Y =				
Duration of Analysis, T = 0.25						Cycle Length, C = 70.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	113	1732		106	1636			145		175	179	
Lane Group Capacity, c	240	1904		107	1674			145		248	331	
v/c Ratio, X	0.47	0.91		0.99	0.98			1.00		0.71	0.54	
Total Green Ratio, g/C	0.14	0.55		0.06	0.49			0.19		0.19	0.19	
Uniform Delay, d ₁	27.9	14.2		32.7	17.6			28.3		26.4	25.5	
Progression Factor, PF	1.000	1.000		1.000	1.000			1.000		1.000	1.000	
Delay Calibration, k	0.11	0.43		0.49	0.48			0.50		0.27	0.14	
Incremental Delay, d ₂	1.5	7.0		83.9	18.9			74.7		8.8	1.8	
Initial Queue Delay, d ₃	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Control Delay	29.4	21.2		116.6	34.5			103.0		35.2	27.3	
Lane Group LOS	C	C		F	C			F		D	C	
Approach Delay	21.7			39.5			103.0			31.2		
Approach LOS	C			D			F			C		
Intersection Delay	33.0			X _c = 0.94			Intersection LOS			C		

HCS+ DETAILED REPORT

General Information		Site Information	
Analyst	C Sumrain	Intersection	99E/Pine
Agency or Co.	Lancaster	Area Type	All other areas
Date Performed	7/10/2006	Jurisdiction	ODOT
Time Period	AM Peak	Analysis Year	Back + Net (2026)
		Project ID	Fire District Zone Change #06143

Volume and Timing Input													
		EB			WB			NB			SB		
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N _i		1	2	0	1	2	0	1	1		1	1	0
Lane Group		L	TR		L	TR		L	T		L	TR	
Volume, V (vph)		38	1075	70	83	1139	106	81	57		143	65	68
% Heavy Vehicles, %HV		7	9	9	8	7	6	10	7		2	5	5
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95
Pretimed (P) or Actuated (A)		A	A	A	A	A	A	A	A		A	A	A
Start-up Lost Time, l _i		2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green, e		2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type, AT		3	3		3	3		3	3		3	3	
Unit Extension, UE		3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Filtering/Metering, l		1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Initial Unmet Demand, Q _b		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes		4	0	0	0	0	0	0	0		3	0	0
Lane Width		12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking / Grade / Parking		N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N _m													
Buses Stopping, N _b		0	1		0	1		0	0		0	0	
Min. Time for Pedestrians, G _p		3.2			3.2			3.2			3.2		
Phasing	Excl. Left	WB Only	Thru & RT	04		NS Perm		06		07		08	
Timing	G = 3.0	G = 1.0	G = 40.0	G =		G = 9.0		G =		G =		G =	
	Y = 4	Y = 3.5	Y = 5	Y =		Y = 4.5		Y =		Y =		Y =	
Duration of Analysis, T = 0.25							Cycle Length, C = 70.0						

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	40	1206		87	1311		85	60		151	140	
Lane Group Capacity, c	72	1875		191	2119		138	228		172	215	
v/c Ratio, X	0.56	0.64		0.46	0.62		0.62	0.26		0.88	0.65	
Total Green Ratio, g/C	0.04	0.57		0.11	0.64		0.13	0.13		0.13	0.13	
Uniform Delay, d ₁	32.8	10.2		29.0	7.7		28.9	27.5		30.0	29.0	
Progression Factor, PF	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Delay Calibration, k	0.15	0.22		0.11	0.20		0.20	0.11		0.40	0.23	
Incremental Delay, d ₂	9.2	0.8		1.7	0.6		8.0	0.6		36.6	6.8	
Initial Queue Delay, d ₃	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay	42.0	10.9		30.7	8.2		36.9	28.1		66.5	35.8	
Lane Group LOS	D	B		C	A		D	C		E	D	
Approach Delay	11.9			9.6			33.3			51.8		
Approach LOS	B			A			C			D		
Intersection Delay	15.6			X _c = 0.65			Intersection LOS			B		

HCS+ DETAILED REPORT

General Information		Site Information	
Analyst	C Sumrain	Intersection	99E/Pine
Agency or Co.	Lancaster	Area Type	All other areas
Date Performed	7/10/2006	Jurisdiction	ODOT
Time Period	PM Peak	Analysis Year	Back + Net (2026)
		Project ID	Fire District Zone Change #06143

Volume and Timing Input														
			EB			WB			NB			SB		
			LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N _i			1	2	0	1	2	0	1	1		1	1	0
Lane Group			L	TR		L	TR		L	T		L	TR	
Volume, V (vph)			110	1573	107	103	1398	189	83	57		170	92	81
% Heavy Vehicles, %HV			2	3	7	8	3	2	6	4		0	1	5
Peak-Hour Factor, PHF			0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97		0.97	0.97	0.97
Pretimed (P) or Actuated (A)			A	A	A	A	A	A	A	A		A	A	A
Start-up Lost Time, l _i			2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green, e			2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type, AT			3	3		3	3		3	3		3	3	
Unit Extension, UE			3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Filtering/Metering, l			1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Initial Unmet Demand, Q ₀			0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes			7	0	0	0	0	0	0	0		2	0	0
Lane Width			12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking / Grade / Parking			N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N _m														
Buses Stopping, N _b			0	1		0	1		0	0		0	0	
Min. Time for Pedestrians, G _p			3.2			3.2			3.2			3.2		
Phasing	Excl. Left	EB Only	Thru & RT		04		NS Perm		06		07		08	
Timing	G = 5.0	G = 1.0	G = 38.0		G =		G = 9.0		G =		G =		G =	
	Y = 4	Y = 3.5	Y = 5		Y =		Y = 4.5		Y =		Y =		Y =	
Duration of Analysis, T = 0.25									Cycle Length, C = 70.0					

Lane Group Capacity, Control Delay, and LOS at Approach												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	113	1732		106	1636		86	59		175	179	
Lane Group Capacity, c	253	2102		119	1871		112	235		176	221	
v/c Ratio, X	0.45	0.82		0.89	0.87		0.77	0.25		0.99	0.81	
Total Green Ratio, g/C	0.14	0.61		0.07	0.54		0.13	0.13		0.13	0.13	
Uniform Delay, d ₁	27.5	10.8		32.2	13.9		29.5	27.5		30.5	29.7	
Progression Factor, PF	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Delay Calibration, k	0.11	0.36		0.41	0.40		0.32	0.11		0.50	0.35	
Incremental Delay, d ₂	1.3	2.8		50.5	5.0		27.0	0.6		66.1	19.8	
Initial Queue Delay, d ₃	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay	28.7	13.6		82.7	18.9		56.4	28.0		96.6	49.5	
Lane Group LOS	C	B		F	B		E	C		F	D	
Approach Delay	14.5			22.8			44.9			72.8		
Approach LOS	B			C			D			E		
Intersection Delay	24.2			X _c = 0.86			Intersection LOS			C		

HCS+™ DETAILED REPORT

General Information		Intersection	
Analyst	C Sumrain	Intersection	99E/Pine
Agency or Co.	Lancaster	Area Type	All other areas
Date Performed	7/10/2006	Jurisdiction	ODOT
Time Period	AM Peak	Analysis Year	Back + Net (2026)
		Project ID	Fire District Zone Change #06143

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N _i	1	2	0	1	2	0	1	1		2	1	0
Lane Group	L	TR		L	TR		L	T		L	TR	
Volume, V (vph)	38	1075	70	83	1139	106	81	57		143	65	68
% Heavy Vehicles, %HV	7	9	9	8	7	6	10	7		2	5	5
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A		A	A	A
Start-up Lost Time, l _i	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type, AT	3	3		3	3		3	3		3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Initial Unmet Demand, Q ₀	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	4	0	0	0	0	0	0	0		3	0	0
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N _m												
Buses Stopping, N _b	0	1		0	1		0	0		0	0	
Min. Time for Pedestrians, G _p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	WB Only	Thru & RT	04	NS Perm	06	07	08
Timing	G = 3.0	G = 1.0	G = 42.0	G =	G = 7.0	G =	G =	G =
	Y = 4	Y = 3.5	Y = 5	Y =	Y = 4.5	Y =	Y =	Y =
Duration of Analysis, T = 0.25				Cycle Length, C = 70.0				

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	40	1206		87	1311		85	60		151	140	
Lane Group Capacity, c	72	1969		191	2215		103	178		285	167	
v/c Ratio, X	0.56	0.61		0.46	0.59		0.83	0.34		0.53	0.84	
Total Green Ratio, g/C	0.04	0.60		0.11	0.66		0.10	0.10		0.10	0.10	
Uniform Delay, d ₁	32.8	8.9		29.0	6.5		30.9	29.3		29.9	30.9	
Progression Factor, PF	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Delay Calibration, k	0.15	0.20		0.11	0.18		0.36	0.11		0.13	0.37	
Incremental Delay, d ₂	9.2	0.6		1.7	0.4		39.8	1.1		1.9	29.7	
Initial Queue Delay, d ₃	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay	42.0	9.4		30.7	6.9		70.7	30.5		31.8	60.6	
Lane Group LOS	D	A		C	A		E	C		C	E	
Approach Delay	10.5			8.4			54.1			45.7		
Approach LOS	B			A			D			D		
Intersection Delay	14.9			X _c = 0.62			Intersection LOS			B		

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HCS+ DETAILED REPORT

General Information						Site Information					
Analyst	C Sumrain					Intersection	99E/Pine				
Agency or Co.	Lancaster					Area Type	All other areas				
Date Performed	7/10/2006					Jurisdiction	ODOT				
Time Period	PM Peak					Analysis Year	Back + Net (2026)				
						Project ID	Fire District Zone Change #06143				

Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N _i	1	2	0	1	2	0	1	1		2	1	0
Lane Group	L	TR		L	TR		L	T		L	TR	
Volume, V (vph)	110	1573	107	103	1398	189	83	57		170	92	81
% Heavy Vehicles, %HV	2	3	7	8	3	2	6	4		0	1	5
Peak-Hour Factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97		0.97	0.97	0.97
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A		A	A	A
Start-up Lost Time, l _i	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type, AT	3	3		3	3		3	3		3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Initial Unmet Demand, Q _b	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	7	0	0	0	0	0	0	0		2	0	0
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N _m												
Bus Stopping, N _b	0	1		0	1		0	0		0	0	
Min. Time for Pedestrians, G _p	3.2			3.2			3.2			3.2		
Phasing	Excl. Left	EB Only	Thru & RT	04	NS Perm	06	07	08				
Timing	G = 5.0	G = 1.0	G = 39.0	G =	G = 8.0	G =	G =	G =				
	Y = 4	Y = 3.5	Y = 5	Y =	Y = 4.5	Y =	Y =	Y =				
Duration of Analysis, T = 0.25						Cycle Length, C = 70.0						

Lane Group Capacity, Control Delay, and LOS Calculation												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	113	1732		106	1636		86	59		175	179	
Lane Group Capacity, c	253	2151		119	1920		103	209		295	196	
v/c Ratio, X	0.45	0.81		0.89	0.85		0.83	0.28		0.59	0.91	
Total Green Ratio, g/C	0.14	0.62		0.07	0.56		0.11	0.11		0.11	0.11	
Uniform Delay, d ₁	27.5	10.0		32.2	13.1		30.4	28.4		29.5	30.7	
Progression Factor, PF	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Delay Calibration, k	0.11	0.35		0.41	0.38		0.37	0.11		0.18	0.43	
Incremental Delay, d ₂	1.3	2.3		50.5	3.9		41.9	0.7		3.2	40.9	
Initial Queue Delay, d ₃	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay	28.7	12.4		82.7	17.0		72.3	29.1		32.6	71.5	
Lane Group LOS	C	B		F	B		E	C		C	E	
Approach Delay	13.4			21.0			54.7			52.3		
Approach LOS	B			C			D			D		
Intersection Delay	21.5			X _c = 0.83			Intersection LOS			C		



Oregon

Theodore R. Kulongoski, Governor

Oregon Department of Transportation

ODOT Region 1
123 NW Flanders St
Portland, OR 97209 - 4037
Telephone (503) 731-8200
FAX (503) 731-8259

File code: PLA9-2B -81
ODOT Case No: 2450

July 31, 2006

City of Canby
Planning Department
PO Box 930
Canby, OR 97013

Attn: Kevin Cook,, Assoc. Planner

Re: **ZC06-02: Canby Fire**
OR 99E and SE Pine

Dear Mr. Cook,

We have reviewed the applicant's proposal for comprehensive plan and zoning map amendments for 3 parcels located on OR 99E and Pine Street. ODOT has permitting authority for OR 99E¹ and an interest in ensuring that the proposed land uses are compatible with its safe and efficient operation.

ODOT Findings

Based on our review, we find that the proposal would cause a *significant impact* to the future planned transportation system at OR 99E and S Pine Street, per the state *Transportation Planning Rule (TPR) OAR 660-12-060* which is directly applicable to this review. Due to the existing offset of North and South Pine Street, and lack of available right of way, we cannot make a finding that it is feasible for the the applicant to implement improvements to mitigate for their impacts. Therefore, we do not support City approval of the proposed comp plan and zoning map amendments for all three parcels at this time.

- Please see the attached technical review by Joseph Auth, PE, ODOT R1 Traffic of the applicant's traffic impact analysis

The City is beginning a process to update its transportation system plan. The plan will evaluate future traffic conditions and should make recommendations for specific improvements at the OR 99E and Pine Street intersection. (*Please note: The NE Canby Master Plan traffic analysis also indicated future capacity problems would occur at this intersection.*) Once the TSP is completed, and an improvement project programmed in the CIP/or ODOT and City can make a determination that the improvement is likely to occur within the plan horizon, then the application would be able to show *no significant effect* and comply with TPR approval criteria.

¹ OAR 734-051 website: http://arcweb.sos.state.or.us/rules/OARS_700/OAR_734/734_051.html

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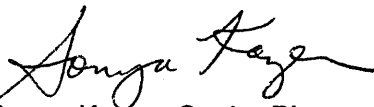
However, ODOT would not oppose City approval of the proposed zone changes for TL 804 (from R-1 to C-2) and TL 500 (from R-1 to M-1) if the zoning on TL 800 remained as is (split C-2 and R-1) for the following reasons:

It is likely that improvements to OR 99E at Pine Street would require additional right of way from TL 800 and the amount and location of right of way needed is unknown at this time. It is less likely that future improvements at the intersection would impact TLs 804 and 500. At the time of subsequent design review for TL 804 and 500, ODOT and City could jointly evaluate if additional setbacks (to protect potential right of way) would be necessary.

According to ODOT calculations, with the trip generation from TL 800 subtracted, the future traffic anticipated with the zone change on TL 804 and 500 would not cause the mobility standard of .85 v/c to be exceeded within the 20-year analysis horizon; therefore, there would not be a *significant effect* per the Transportation Planning Rule.

Please let me know if you have questions regarding ODOT recommendations. Please let me know how the applicant decides to proceed, and forward a copy of the decision when it has been issued. Thank you.

Sincerely,



Sonya Kazen, Senior Planner

Cc: Joseph Auth, PE, ODOT R1

has an existing cycle length of 95 seconds in the AM peak hour and 100 seconds in the PM peak hour. Under the proposed zoning, the TIS shows the intersection operating with a v/c ratio of 0.94 during the PM peak hour. According to my own analysis, the v/c ratio is 0.86 during the PM peak hour under the proposed zoning. The difference in v/c ratios is due to the difference in cycle lengths used in TIS and my analysis.

The TIS recommends adding a northbound left-turn lane on Pine Street to mitigate this intersection back to the mobility standard (v/c ratio ≤ 0.85). ODOT Region 1 Traffic has concerns about the alignment of the Pine Street north leg with the added turn lane on the south leg. A southbound left-turn lane should be added on the north leg in order to make the travel lanes align. At this time, we cannot support this mitigation until a bigger project can fix the alignment on both legs of Pine Street.

In efforts to consider other alternative mitigations, our office also considered adding an eastbound right-turn lane on OR99E. There appears to be insufficient right-of-way to install this lane due to the existing operating gas station on the corner.

RECOMMENDATION

In order to meet the mobility standard to be in compliance with OAR 660-012-0060, our office recommends the applicant withdraw their request to amend the zoning map from R-1 to C-2 for tax lot 800 because of the inability to construct adequate mitigate at the intersection of OR 99E and Pine Street. Our office does not oppose amending the zoning for tax lot 804 from R-1 to C-2 and tax lot 500 from R-1 to M-1; based on my calculations using the correct signal timing, the changes in traffic generation caused by the rezoning of these two parcels would not cause the 0.85 v/c mobility standard to be exceeded within the 20-year analysis period.

If you have any questions, feel free to contact me at (503) 731-8225.

From: John Williams
To: Ahl, Carla
Date: 8/21/06 1:45PM
Subject: ZC 06-02

Information on this application and the traffic issues:

Upon original application, we were not aware that traffic issues would be generated by this application. Subsequently ODOT expressed concerns and a traffic impact analysis was authorized and completed by Lancaster Engineering, the City's contract engineer. This study identified that the maximum traffic impact of this zone change was 1,620 trips per weekday with 60% of these generated by TL 800 (the Hellhake property).

We received ODOT's review of the traffic impacts on July 31. ODOT's letter indicated that these new trips would cause a significant impact on the intersection of 99E & Pine Street, for which no solution has been identified. ODOT gave two options. First, the City could deny the entire application. Second, TL 800 could be withdrawn from the application. The remaining two properties could be approved with no major concerns due to their limited redevelopment potential.

Due to Kevin's vacation the first week of August, these options were not presented to Ted Kunze and Shaney Storie of the Canby Fire District until August 10. The CFD stated they would contact the other applicants with this information and would get back to us with how they intended to proceed.

This is the current status as far as I'm aware.
John

John R. Williams
Community Development &
Planning Director
City of Canby, OR

Tel: 503.266.9404
Fax: 503.266.1574

CC: Kevin Cook

D. DANIEL CHANDLER
Attorney at Law
Admitted in Washington and Oregon

August 24, 2006

John R. Williams
Community Development and Planning Director
City of Canby
170 NW 2nd Ave
Canby, Oregon 97013

523-26-1574

Re: Fire District/Hellhake Zone Change

Dear Mr. Williams:

I represent Ray and Mary Hellhake with respect to the proposed zone change from residential to commercial. I have had the chance to review some of the documents, and believe that there are a couple of avenues available for the City to successfully complete the zone change.

ODOT's position is that the zone change will "significantly effect" the Highway 99E/Pine Street intersection, and thus trigger the Transportation Planning Rule. The basis for ODOT's assertion is that the zone change will raise the volume/capacity ratio of the intersection to 0.86. The ODOT standard is 0.85. Given that we are talking about a 1% difference in the volume/capacity ratio, it would not take much of a reduction in volume to bring the facility back into compliance with the performance standard.

I haven't reviewed the traffic study, but the letter I reviewed from Lancaster Engineering raised a couple of issues. First, the trip generation from the Hellhake property assumed that the Hellhake property (Tax Lot 800) would develop as a restaurant, which is one of the highest trip-generating uses. We disagree that a restaurant would be the most likely use of the site. The most likely scenario is that the entire parcel would be redeveloped, and that the gas station/convenience store would close. This would do two things. First, the likely user would change to a lower trip generator (i.e. the auto parts store presumed for Tax Lot 804). Second, the trips from the existing gas station and convenience store would end and be subtracted from the system.

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Portland, Oregon 98209
Phone (503) 274-1169
Fax: (503) 306-0257
dan@zoninglawfirm.com

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Second, the traffic study apparently assumed that TL 804 would develop as an auto parts store because it has the highest number of generated trips. Moreover, it assumed a *21,500 square foot* auto parts store. A typical auto parts store is 5000-7000 square feet. See NAPA Auto Parts' Real Estate Web Site: <http://www.napaautoparts.com/MasterPages/NOLMaster.aspx?PageId=37T>. Even if site coverage were 25%, it would not *all* be an auto parts store. Finally, it is unlikely that the fire department would redevelop the site at all, and thus the City would be within its discretion to assume no additional trips during the relevant planning period. I assume (but do not know) that this would reduce the V/C ratio below 0.85.

A traffic study need not assume the worst-case development scenario in evaluating a zone change under the Transportation Planning Rule. A change to a land use regulation significantly effects a transportation facility if it would:

Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP or comprehensive plan

ODAR 660-0012-0060(1)(c)(B)

The question whether the regulation "would reduce" performance is a question of fact, and there is no requirement to evaluate a worst-case scenario. This makes sense because the one never develops an initial TSP as if the entire commercial area is big boxes and fast food.

In *ODOT v. City of Klamath Falls*, 39 Or LUBA 641, *aff'd* 177 Or App 1, 34 P3d 667 (2001), ODOT challenged an applicant's traffic study, arguing that the study made a number of incorrect assumptions about future development. LUBA applied the substantial evidence test, and deferred to the City's determinations on a number of issues. Most important, ODOT argued that the traffic study needed to assume a worst-case development scenario for a mixed use office/commercial district, i.e. assume that it would all be retail. LUBA stated:

ODOT does not explain why CDO 11.415(3) requires that the TIA must ignore likely development scenarios and base its trip generation figures on an assumption that only commercial/retail uses will be developed within the commercial/retail and mixed use zones.

In other words, the City need not use worst case scenarios in evaluating transportation impacts.

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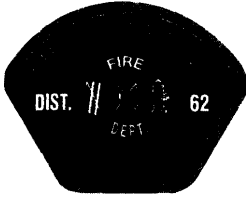
I would appreciate the chance to talk with you further, and to work with the City on preparing appropriate findings.

Sincerely

A handwritten signature in black ink, appearing to read 'Dan Chandler', with a stylized, sweeping line extending from the end of the signature.

Dan Chandler

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1650 NW Naito Parkway
Portland, Oregon 98209
Phone (503) 274-1169
Fax: (503) 306-0257
dan@zoninglawfirm.com



Canby Fire District

221 S. Pine Street
P.O. Box 909
Canby, OR 97013
Bus. 503-266-5851 Fax 503-266-1320

Office of the Fire Chief

RECEIVED
SEP 08 2006
CITY OF CANBY

September 6, 2006

Kevin Cook,
Associate Planner
City of Canby
PO Box 930
Canby, OR 97013

Dear Mr. Cook:

Per our discussion on September 6, 2006, please accept this letter as a statement of intent to stay in our current facility located at 221 S. Pine Street for at least the next 20 years. We have just currently started a remodel project of this facility to meet our current needs as well as meet potential growth in the future.

Our intent in filing a zone change request was to come into compliance with the City's Comprehensive Plan, as well as enable the District to be able to work within changes in the setback requirements.

The District has an obvious need to maintain fire stations that are centrally located relative to the City's population. By obtaining this zone change, we will be able to update our current facility to meet the growing needs of Canby and our Fire District.

If you have any questions or concerns, please do not hesitate to contact me at 503.266.5851. Again, I appreciate the City's willingness to work with Canby Fire District to ensure our citizens receive the best quality emergency services available.

Sincerely,

Ted R. Kunze
Fire Chief



September 27, 2006

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



RE: Fire District Zone Change - Traffic Study addendum

Dear Kevin:

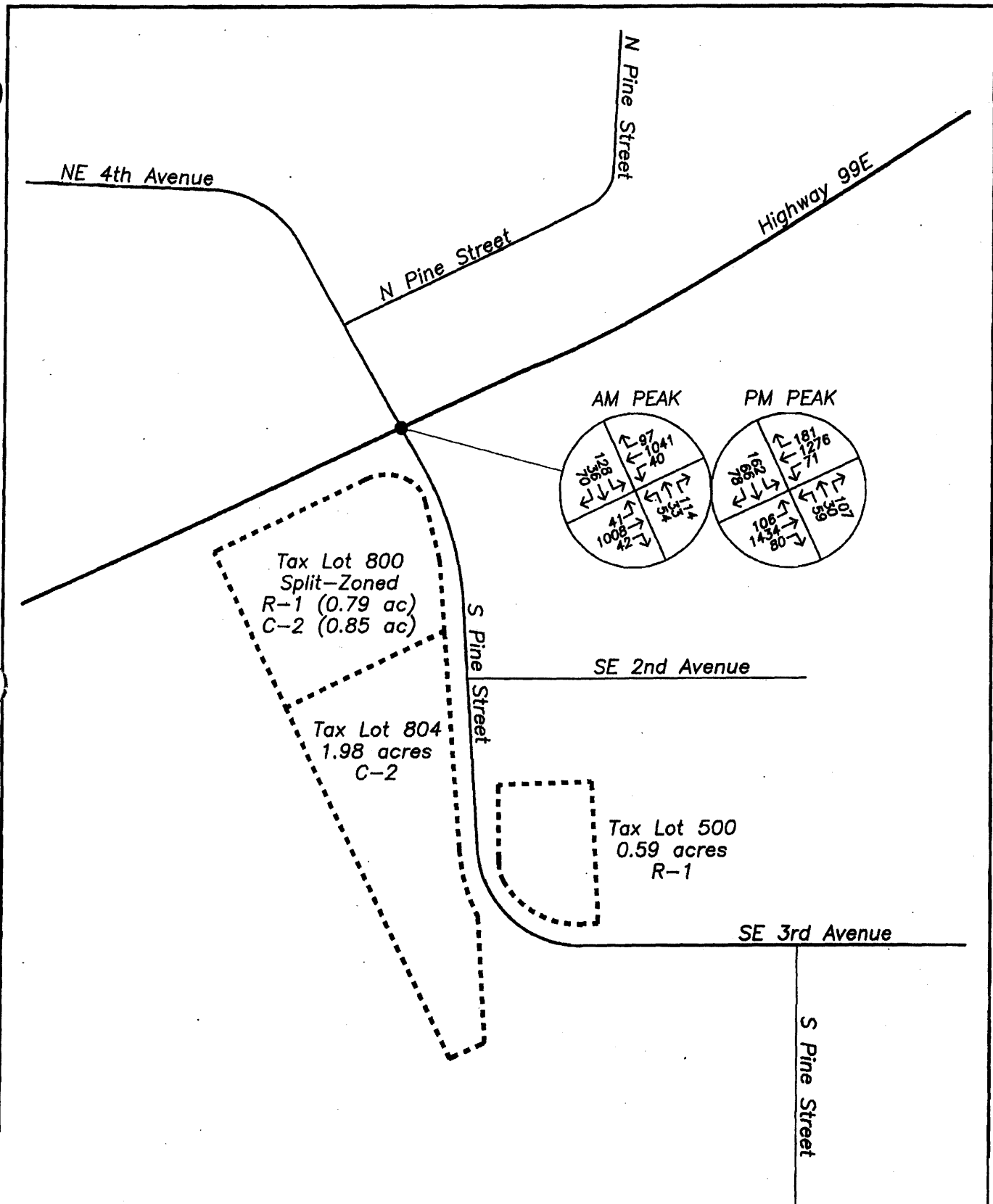
We have received your comments as well as ODOT's comments regarding the zone change of the Fire District property. Joseph Auth of ODOT had some comments regarding specific details of the traffic study, in particular the signal cycle length and analysis period used in the study.

The traffic signal cycle length was measured in the field and found to be about 70 seconds. However, ODOT's signal timing plan shows a cycle length of 90 seconds during the morning and 100 seconds during the evening periods. The capacity analysis worksheets were revised for ODOT's cycle lengths.

ODOT requires a future analysis for the City's planning horizon year or 15 years, whichever is greater. The City's planning horizon year is 2015, so the future analysis was taken to be the year 2021. The analysis was revised for a 2021 scenario.

The growth rates developed in the original traffic study were used to project the traffic volumes to 2021 conditions. The net increase in site trips, developed in the original study, was added to determine the impact of the zone changes on the signal operation.

The results of the capacity analysis showed that the signalized intersection of Highway 99E and Pine Street would operate at a volume-to-capacity (v/c) ratio of 0.59 during the morning peak hour and 0.70 during the evening peak hour. The proposed zone change increases the v/c ratio to 0.62 during the morning peak hour and 0.80 during the evening peak hour. The v/c ratio will be less than the 0.85 that ODOT allows for signalized intersection operation. The transportation system will continue to operate within acceptable standards with the proposed zone change.



TRAFFIC VOLUMES
Year 2021 Background Conditions
AM & PM Peak Hours



FIGURE
1
APPENDIX

95A

HCS+™ DETAILED REPORT

General Information				Site Information			
Analyst	C Sumrain			Intersection	99E/Pine		
Agency or Co.	Lancaster			Area Type	All other areas		
Date Performed	9/8/2006			Jurisdiction	ODOT		
Time Period	AM Peak			Analysis Year	Background (2021)		
				Project ID	Fire District Zone Change #06143		

Volume and Timing Input													
		EB			WB			NB			SB		
		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N _i		1	2	0	1	2	0	0	1		1	1	0
Lane Group		L	TR		L	TR			LT		L	TR	
Volume, V (vph)		41	1008	42	40	1041	97	54	33		128	36	70
% Heavy Vehicles, %HV		7	9	9	8	7	6	10	7		2	5	5
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95
Pretimed (P) or Actuated (A)		A	A	A	A	A	A	A	A		A	A	A
Start-up Lost Time, l _i		2.0	2.0		2.0	2.0			2.0		2.0	2.0	
Extension of Effective Green, e		2.0	2.0		2.0	2.0			2.0		2.0	2.0	
Arrival Type, AT		3	3		3	3			3		3	3	
Unit Extension, UE		3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Filtering/Metering, I		1.000	1.000		1.000	1.000			1.000		1.000	1.000	
Initial Unmet Demand, Q _b		0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Ped / Bike / RTOR Volumes		4	0	0	0	0	0	0	0		3	0	0
Lane Width		12.0	12.0		12.0	12.0			12.0		12.0	12.0	
Parking / Grade / Parking		N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N _m													
Buses Stopping, N _b		0	1		0	1			0		0	0	
Min. Time for Pedestrians, G _p		3.2			3.2			3.2			3.2		
Phasing	Excl. Left	WB Only	Thru & RT	04		NS Perm		06		07		08	
Timing	G = 3.0	G = 1.0	G = 61.0	G =		G = 12.0		G =		G =		G =	
	Y = 4	Y = 0	Y = 5	Y =		Y = 5		Y =		Y =		Y =	
Duration of Analysis, T = 0.25								Cycle Length, C = 91.0					

Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	43	1105		42	1198			92		135	112	
Lane Group Capacity, c	56	2207		147	2272			109		178	215	
v/c Ratio, X	0.77	0.50		0.29	0.53			0.84		0.76	0.52	
Total Green Ratio, g/C	0.03	0.67		0.09	0.68			0.13		0.13	0.13	
Uniform Delay, d ₁	43.7	7.4		38.8	7.2			38.6		38.1	36.8	
Progression Factor, PF	1.000	1.000		1.000	1.000			1.000		1.000	1.000	
Delay Calibration, k	0.32	0.11		0.11	0.13			0.38		0.31	0.13	
Incremental Delay, d ₂	46.8	0.2		1.1	0.2			42.2		17.1	2.3	
Initial Queue Delay, d ₃	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Control Delay	90.5	7.6		39.9	7.4			80.8		55.2	39.1	
Lane Group LOS	F	A		D	A			F		E	D	
Approach Delay	10.7			8.5			80.8			47.9		
Approach LOS	B			A			F			D		
Intersection Delay	15.5			X _c = 0.59			Intersection LOS			B		

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HCS+ DETAILED REPORT												
General Information						Site Information						
Analyst	C Sumrall					Intersection	99E/Pine					
Agency or Co.	Lancaster					Area Type	All other areas					
Date Performed	9/8/2006					Jurisdiction	ODOT					
Time Period	AM Peak					Analysis Year	Back + Net (2021)					
						Project ID	Fire District Zone Change #06143					
Volume and Timing Input												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N _i	1	2	0	1	2	0	0	1		1	1	0
Lane Group	L	TR		L	TR			LT		L	TR	
Volume, V (vph)	40	989	72	73	1023	95	81	57		126	64	68
% Heavy Vehicles, %HV	7	9	9	8	7	6	10	7		2	5	5
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A		A	A	A
Start-up Lost Time, l _i	2.0	2.0		2.0	2.0			2.0		2.0	2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0			2.0		2.0	2.0	
Arrival Type, AT	3	3		3	3			3		3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000			1.000		1.000	1.000	
Initial Unmet Demand, Q _b	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	4	0	0	0	0	0	0	0		3	0	0
Lane Width	12.0	12.0		12.0	12.0			12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N _m												
Buses Stopping, N _b	0	1		0	1			0		0	0	
Min. Time for Pedestrians, G _p	3.2			3.2			3.2			3.2		
Phasing	Excl. Left	WB Only	Thru & RT	04	NS Perm	06	07	08				
Timing	G = 3.0	G = 1.0	G = 55.0	G =	G = 17.0	G =	G =	G =				
	Y = 4	Y = 0	Y = 5	Y =	Y = 5	Y =	Y =	Y =				
Duration of Analysis, T = 0.25						Cycle Length, C = 90.0						
Lane Group Capacity, Control Delay, and LOS Determination												
	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	42	1117		77	1177			145		133	139	
Lane Group Capacity, c	56	2003		149	2074			169		231	315	
v/c Ratio, X	0.75	0.56		0.52	0.57			0.86		0.58	0.44	
Total Green Ratio, g/C	0.03	0.61		0.09	0.62			0.19		0.19	0.19	
Uniform Delay, d ₁	43.1	10.3		39.2	9.9			35.3		33.2	32.3	
Progression Factor, PF	1.000	1.000		1.000	1.000			1.000		1.000	1.000	
Delay Calibration, k	0.31	0.15		0.12	0.16			0.39		0.17	0.11	
Incremental Delay, d ₂	42.7	0.4		3.1	0.4			33.0		3.5	1.0	
Initial Queue Delay, d ₃	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Control Delay	85.8	10.7		42.3	10.3			68.4		36.7	33.3	
Lane Group LOS	F	B		D	B			E		D	C	
Approach Delay	13.4			12.3			68.4			35.0		
Approach LOS	B			B			E			C		
Intersection Delay	17.8			X _c = 0.62			Intersection LOS			B		

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Supplemental Findings On Transportation Planning Rule

Because this is a zone change, the City must apply the provisions of Transportation Planning Rule OAR 660-012-0060. The TPR requires that we consider whether the proposed zone change will “significantly effect” the Transportation System. In this case, there is a question whether the proposed zone change will reduce the level of service of the intersection of Pine Street and Highway 99E below the applicable performance standard. OAR 660-012-0060(1)(b)(A).

Under the Oregon Highway Plan, the performance standard for the intersection is a volume/capacity ratio of 0.85.

The Traffic Impact Analysis (TIA) by Lancaster Engineering found that, in 2026 the intersection would reach a volume/capacity ratio of .095. However, subsequent analysis by the Oregon Department of Transportation found that with a correct signal cycle length, the 2026 v/c ratio would be 0.86, just above the applicable standard. See Memorandum from Joseph Auth to Sonya Kazen, dated July 31, 2006. The memorandum also notes that eliminating Tax Lot 800 from the zone change would bring the v/c ratio back to within the standard.

The TPR states that the evaluation of performance standards is to take place “[a]s measured at the end of the planning period identified in the adopted transportation system plan” OAR 660-012-0060(1)(c). The applicable planning period in the City’s adopted TSP is 2021, rather than 2026.

A subsequent memorandum from Lancaster indicates that, with the correct signal cycle timing the volume/capacity ration for the year 2021 is 0.81. Based on this re-analysis we

find that the proposed zone change will not cause the Pine Street/Highway 99E intersection to fail to meet the applicable performance standard, and will thus not significantly effect the intersection.

In addition, the City finds that the TIA assumed a “worst case” scenario with respect to the potential development of Tax Lots 800 and 804. The zone change was assumed to result in the development of a drive-through restaurant and 12,000 square foot auto parts store, and the generation of 65 and 63 additional p.m. peak trips, respectively.

Tax Lot 804 is owned by the Canby Fire District. As indicated in a letter dated September 6, 2006, the fire district has no intention of redeveloping the site for commercial uses in the next 20 years, and seeks the zone change in order to take advantage of the reduced setbacks available under the C2 zone.

Therefore we find that the assumption that there will be 63 additional pm peak trips from the fire district property was a viable worst-case scenario, but is incorrect. We also find that the elimination of 63 p.m. peak trips from the proposed trip generation will assure that development will remain consistent with the planned function and capacity of the intersection.

In order to implement this assumption, the city adopts the condition of approval attached hereto as Exhibit A.

Exhibit A – Condition of Approval

Tax Lot 804 shall continue to be used for the provision of fire and other emergency services.

Private retail and commercial uses will not be allowed on Tax Lot 804. This condition may be changed through a future zone change process.

ORDINANCE NO. 1224

AN ORDINANCE REQUIRING CRIMINAL HISTORY RECORD CHECKS ON ALL CITY VOLUNTEERS AND PROSPECTIVE CITY EMPLOYEES; AND DECLARING AN EMERGENCY.

WHEREAS, pursuant to ORS 188.555(1) and OAR 257-10-015(1)(a), the Canby Police Department is a criminal justice agency that is authorized to access Oregon State Police computerized criminal history information via Law Enforcement Data Systems ("LEDS") as long as the criminal history is required to implement a local ordinance; and

WHEREAS, all City volunteers serve the public and therefore, are responsible for maintaining the public's safety, welfare and resources and have access to public funds and property, possess privileged and proprietary information and the ability to bind the City contractually; and

WHEREAS, all prospective employees likewise, may be responsible for maintaining the public's safety, welfare and resources and may have access to public funds and property similar to volunteers; and

WHEREAS, it is in the City's best interest to review criminal history information for all City volunteers and prospective employees to ensure that said volunteers and prospective employees have not committed crimes that pose a threat to the public or its resources; now therefore

THE CITY OF CANBY ORDAINS AS FOLLOWS:

Section 1. Anyone who has violated any federal or state criminal statute, or any city or county charter or ordinance, shall not be allowed to volunteer for the City of Canby, if the Canby Police Department and/or the Canby City Administrator concludes that the volunteer presents a danger to persons, public property, safety, health or general welfare.

Section 2. Likewise, any prospective employee who has violated any federal or state statute, or any city or county charter or ordinance shall not be employed by the City of Canby, if the Canby Police Department and/or Canby City Administrator concludes that the prospective employee presents a danger to persons, public property, safety health or general welfare.

Section 3. In order to implement Sections 1 and 2 of this Ordinance, the Canby Police Department is hereby authorized to review the Oregon State Police

computerized criminal history information (LEDS) on everyone who applies for a volunteer position, or other employment position within the City of Canby. If investigation into the applicant's criminal history reveals prior convictions of a criminal nature, this information shall be reported to the Canby City Administrator immediately for determination of whether the applicant presents a danger to persons, public property, safety, health of general welfare.

Section 4. In order to implement this Ordinance to immediately serve the best interests of the citizens of the City of Canby, an emergency is hereby declared and this Ordinance shall take effect upon passage following second reading.

SUBMITTED to the Canby City Council and read the first time at a regular meeting thereof on October 4, 2006, and ordered posted in three (3) public and conspicuous places in the City of Canby as specified in the Canby City Charter and to come before the City Council for final reading and action at a regular meeting thereof on October 18, 2006, commencing at the hour of 7:30 P.M. in the Council Meeting Chambers at Canby City Hall in Canby, Oregon.

Kimberly Scheafer
City Recorder - Pro Tem

PASSED on second and final reading by the Canby City Council at a regular meeting thereof on the 18th day of October, 2006, by the following vote:

YEAS _____

NAYS _____

Melody Thompson, Mayor

ATTEST:

Kimberly Scheafer,
City Recorder - Pro Tem

ORDINANCE NO. 1226

AN ORDINANCE AUTHORIZING THE MAYOR AND CITY ADMINISTRATOR TO EXECUTE A CONTRACT WITH PARKER NORTHWEST PAVING COMPANY FOR THE MOLALLA FOREST ROAD PIPE REPAIR AND SLOPE STABILIZATION; AND DECLARING AN EMERGENCY.

WHEREAS, the City of Canby has heretofore solicited bids for the Molalla Forest Road Pipe Repair and Slope Stabilization; and

WHEREAS, the solicitation documents were sent to four contractors with experience to complete this type of work; and

WHEREAS, Three bids were received and opened on October 10th, 2006 at 2:00 PM by the City of Canby in the Canby City Hall with the low responsive bid being received from Parker Northwest Paving Company in the amount of \$47,200; and

WHEREAS, the Canby City Council, acting as the City's Contract Review Board, met on Wednesday, October 11th, 2006, and considered the bid and reports and recommendations of the City staff, including the staff recommendation that the low responsive bid be selected; and

WHEREAS, the Canby City Council determined that the low responsive bid was that of Parker Northwest Paving ; now therefore

THE CITY OF CANBY ORDAINS AS FOLLOWS:

Section 1. The Mayor and City Administrator are hereby authorized and directed to make, execute, and declare in the name of the City of Canby and on its behalf, an appropriate contract with Parker Northwest Paving Company for the Molalla Forest Road Pipe Repairs and Slope Stabilization as specified, for the bid amount of \$47,200. A copy of the contract with Parker Northwest Paving Company is attached hereto and marked as Exhibit "A" and by this reference incorporated herein.

Section 2. Inasmuch as it is in the best interest of the citizens of Canby, Oregon, to complete this project as soon as possible, an emergency is hereby declared to exist and this ordinance shall therefore take effect immediately upon its enactment after final reading.

SUBMITTED to the Canby City Council and read the first time at a meeting therefore on Wednesday, October 11th, 2006; ordered posted as required by the Canby City Charter and scheduled for second reading on Wednesday, October 18th, 2006, after the hour of 7:30 pm at the Council Chambers at the Canby City Hall, 182 N. Holly, Canby, Oregon.

Kimberly Scheafer, City Recorder

PASSED on second and final reading by the Canby City Council at a regular meeting thereof on the 18th day of October, 2006, by the following vote:

YEAS NAYS

Melody Thompson, Mayor

ATTEST:

Kimberly Scheafer, City Recorder

EXHIBIT "A"

CONTRACT FOR CONSTRUCTION

THIS AGREEMENT is dated as of the ____ day of ____ in the year 2006 by and between

CITY OF CANBY
(hereinafter called OWNER) and

PARKER NORTHWEST PAVING CO.
(hereinafter called CONTRACTOR)

OWNER and CONTRACTOR, in consideration of the mutual covenants hereinafter set forth, agree as follows:

ARTICLE 1 - WORK

CONTRACTOR shall complete all Work as specified or indicated in the Contract Documents:

**CITY OF CANBY
MOLALLA FOREST ROAD
PIPE REPAIR & SLOPE STABILIZATION**

The project consists of repairing a 24" storm drain and installing approximately 950 cubic yards of rock fill to stabilize a slope failure.

ARTICLE 2 - ENGINEER

The Project has been designed by CURRAN-McLEOD, INC., Consulting Engineers, who is hereinafter called ENGINEER and who will assume all duties and responsibilities and will have the rights and authority assigned to ENGINEER in the Contract Documents in connection with completion of the Work in accordance with the Contract Documents.

ARTICLE 3 - CONTRACT TIME

- 3.1 The Work will be substantially completed within 30 calendar days after the date when the Contract Time commences to run as provided in paragraph 2.03 of the General Conditions, and completed and ready for final payment in accordance with Paragraph 14.07 of the General Conditions within 45 days after the date when the issuance of the Certificate of Substantial Completion.

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EXHIBIT "A"

- 3.2 **Liquidated Damages:** OWNER and CONTRACTOR recognize that time is of the essence of this Agreement and that OWNER will suffer financial loss if the Work is not substantially complete within the time specified in paragraph 3.1 above, plus any extensions thereof allowed in accordance with Article 12 of the General Conditions. They also recognize the delays, expense and difficulties involved in proving in a legal proceeding the actual loss suffered by OWNER if the Work is not substantially complete on time.

Accordingly, instead of requiring any such proof, OWNER and CONTRACTOR agree that as liquidated damages for delay (but not as a penalty) CONTRACTOR shall pay OWNER or the OWNER may withhold from amounts due the CONTRACTOR Two Hundred Fifty Dollars (\$250.00) for each day that expires after the time specified in paragraph 3.1. for substantial completion until the Work is substantially complete.

ARTICLE 4 - CONTRACT PRICE

- 4.1 OWNER shall pay CONTRACTOR for performance of the Work in accordance with the Contract Documents in current funds by check, an amount totaling

Forty-Seven Thousand Two Hundred -----Dollars

And no cents (\$47,200.00) as shown in the attached Bid Proposal.

ARTICLE 5 - PAYMENT PROCEDURES

CONTRACTOR shall submit Applications for Payment in accordance with Article 14 of the General Conditions. Applications for Payment will be processed by ENGINEER as provided in the General Conditions.

- 5.1 Progress Payments will not be approved.
- 5.2 OWNER shall make one payment of 95% of the contract amount upon Substantial Completion, less such amounts as ENGINEER shall determine in accordance with paragraph 14.02 of the General Conditions.
- 5.2 Final Payment: Upon final completion and acceptance of the Work in accordance with paragraph 14.07 of the General Conditions, OWNER shall pay the remainder of the value of the Contract Work completed, as recommended by ENGINEER as provided in said paragraph 14.07.

EXHIBIT "A"

ARTICLE 6 - INTEREST

All monies not paid when due hereunder shall bear interest at the maximum rate allowed by law at the place of the Project, when requested in accordance with ORS 279.

ARTICLE 7 - CONTRACTOR'S REPRESENTATIONS

In order to induce OWNER to enter into this Agreement CONTRACTOR makes the following representations:

- 7.1 CONTRACTOR has familiarized himself with the nature and extent of the Contract Documents, Work, locality, and with all local conditions and federal, state and local laws, ordinances, rules and regulations that in any manner may affect cost, progress or performance of the Work.
- 7.2 CONTRACTOR has studied carefully all reports of investigations and tests of subsurface and latent physical conditions at the site or otherwise affecting cost, progress or performance of the Work which were relied upon by ENGINEER in the preparation of the Drawings and Specifications and which have been identified in the Supplementary Conditions.
- 7.3 CONTRACTOR has made or caused to be made examinations, investigations and tests and studies of such reports and related data in addition to those referred to in paragraph 7.2 as he deems necessary for the performance of the Work at the Contract Price, within the Contract Time and in accordance with the other terms and conditions of the Contract Documents; and no additional examinations, investigations, tests, reports or similar data are or will be required by CONTRACTOR for such purposes.
- 7.4 CONTRACTOR has correlated the results of all such observations, examinations, investigations, tests, reports and data with the terms and conditions of the Contract Documents.
- 7.5 CONTRACTOR has given ENGINEER written notice of all conflicts, errors or discrepancies that he has discovered in the Contract Documents and the written resolution thereof by ENGINEER is acceptable to CONTRACTOR.

EXHIBIT "A"

ARTICLE 8 - CONTRACT DOCUMENTS

- 8.1 This Agreement.
- 8.2 Exhibits to this Agreement.
- 8.3 Performance and other Bonds.
- 8.4 Notice of Award.
- 8.5 General Conditions of the Construction Contract.
- 8.6 Supplementary Conditions.
- 8.7 Drawings bearing the following general title:

Molalla Forest Road Pipe Repair & Slope Stabilization.
- 8.8 Addenda numbers -0-
- 8.09 CONTRACTOR'S Bid.
- 8.10 Any Modification, including Change Orders, duly delivered after execution of Agreement.

There are no Contract Documents other than those listed above in this ARTICLE 8. The Contract Documents may only be altered, amended or repealed by a Modification (as defined in Article 1 of the General Conditions).

ARTICLE 9 - MISCELLANEOUS

- 9.1 Terms used in this Agreement which are defined in Article 1 of the General Conditions shall have the meanings indicated in the General Conditions.
- 9.2 No assignment by a party hereto of any rights under or interests in the Contract Documents will be binding on another party hereto without the written consent of the party sought to be bound; and specifically by without limitation, moneys that may become due and moneys that are due may not be assigned without such consent (except to the extent that the effect of this restriction may be limited by law), and unless specifically stated to the contrary in any written consent to an assignment no assignment will release or discharge the assignor from any duty or responsibility under the Contract Documents.
- 9.3 OWNER and CONTRACTOR each binds himself, his partners, successors, assigns and legal representatives to the other party hereto, his partners, successors,

EXHIBIT "A"

assigns and legal representatives in respect to all covenants, agreements and obligations contained in the Contract Documents.

- 9.4 In the event a suit, arbitration or other legal action is required by either the OWNER or the CONTRACTOR to enforce any provisions of this Agreement, the prevailing parties shall be entitled to all reasonable costs and reasonable attorney's fees upon trial or subsequent appeal.

IN WITNESS WHEREOF, the parties hereto have signed four counterparts of this Agreement.

This Agreement will be effective on _____, 2006.

OWNER

City of Canby

P.O. Box 930

Canby, OR 97013

By _____

Attest _____

CONTRACTOR

Parker Northwest Paving Co.

1105 Abernethy Road

Oregon City, OR 97045

By _____
(Corporate Seal)

Attest _____

Address for giving notices

