



AMENDED AGENDA

CANBY CITY COUNCIL MEETING

August 1, 2018

7:00 PM

Council Chambers

222 NE 2nd Avenue, 1st Floor

Mayor Brian Hodson

Council President Tim Dale

Councilor Tracie Heidt

Councilor Traci Hensley

Councilor Greg Parker

Councilor Tyler Smith

Councilor Sarah Spoon

CITY COUNCIL MEETING – 7:00 PM

1. CALL TO ORDER

A. Invocation

B. Pledge of Allegiance

C. Presentation by Clackamas County Regarding Tobacco Retail Licensing Pg. 1

2. COMMUNICATIONS

3. CITIZEN INPUT & COMMUNITY ANNOUNCEMENTS

(This is an opportunity for audience members to address the City Council on items not on the agenda. Each person will be given 3 minutes to speak. You 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. For Agenda items, please fill out a testimony/comment card and give to the City Recorder noting which item you wish to speak on.)

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 Minutes of the July 18, 2018 City Council Work Session & Regular Meeting

B. Appointment to Traffic Safety Commission Pg. 17

7. PUBLIC HEARINGS

A. Amending Canby Municipal Code Chapter 9.48.050(A) Regarding Noise Variance Exemptions by Adding an Exemption for Sounds, Including the Discharge of Fireworks and other Explosive Devices, Created by the City, Canby Fire District, and Canby School District Events Pg. 250

B. APP 18-02 Beck Pond Subdivision by Roger & Cheryl Steinke Pg. 18

8. RESOLUTIONS & ORDINANCES

- A. Res. 1296, Adopting Interagency Agreement Between the City of Canby and the Canby Swim Club, Inc. and Repealing Resolutions 1147 and 1160 Pg. 240
- B. Ord. 1488, Amending Ordinance 1427 Regarding Marijuana Definitions (**2nd Reading**) Pg. 248
- C. Ord. 1489, Amending Canby Municipal Code Chapter 9.48.050(A) Regarding Noise Variance Exemptions; and Declaring an Emergency Pg. 253
- D. Ord. 1490, Adopting a Franchise Agreement with MCImetro Access Transmission Services Corp. DBA Verizon Access Transmission Services, a Nonexclusive Franchise to Construct, Operate, and Maintain a Telecommunications Network and Provide Telecommunications Services Within the City of Canby Oregon (**2nd Reading**) Pg. 256
- E. Ord. 1491, Authorizing a Contract w/Curran-McLeod, Inc. Consulting Engineers For Engineering Services for North Maple Street Reconstruction; and Declaring an Emergency

9. NEW BUSINESS

- A. Recommendations from the Parks and Recreation Advisory Board Pg. 265

10. CITY ADMINISTRATOR’S BUSINESS & STAFF REPORTS

11. CITIZEN INPUT

12. ACTION REVIEW

13. EXECUTIVE SESSION: ORS 192.660(2)(h) 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 503.266.0733. A copy of this Agenda can be found on the City’s web page at www.canbyoregon.gov. City Council and Planning Commission Meetings are broadcast live and can be viewed on CTV Channel 5. For a schedule of the playback times, please call 503.263.6287.

Protecting Youth Through Tobacco Retail Licensing

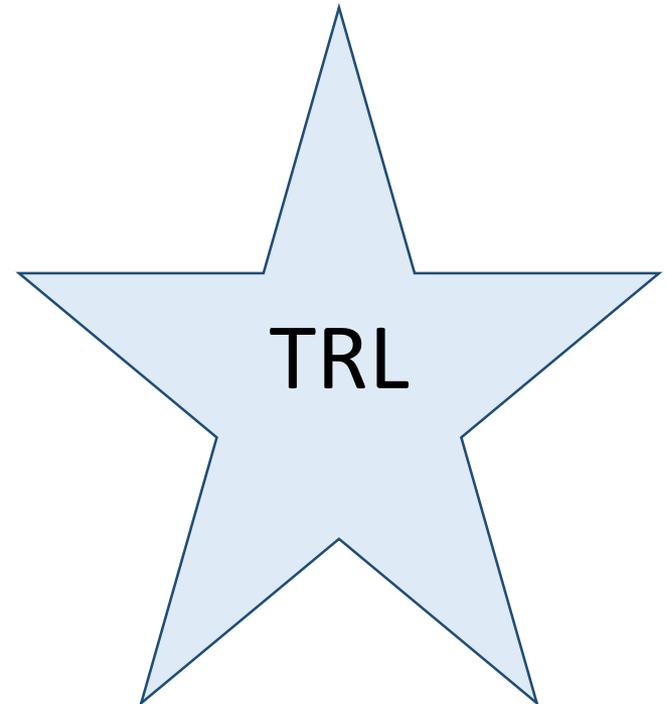
Clackamas County Public Health Division

Dr. Sarah Present, Health Officer

Objectives

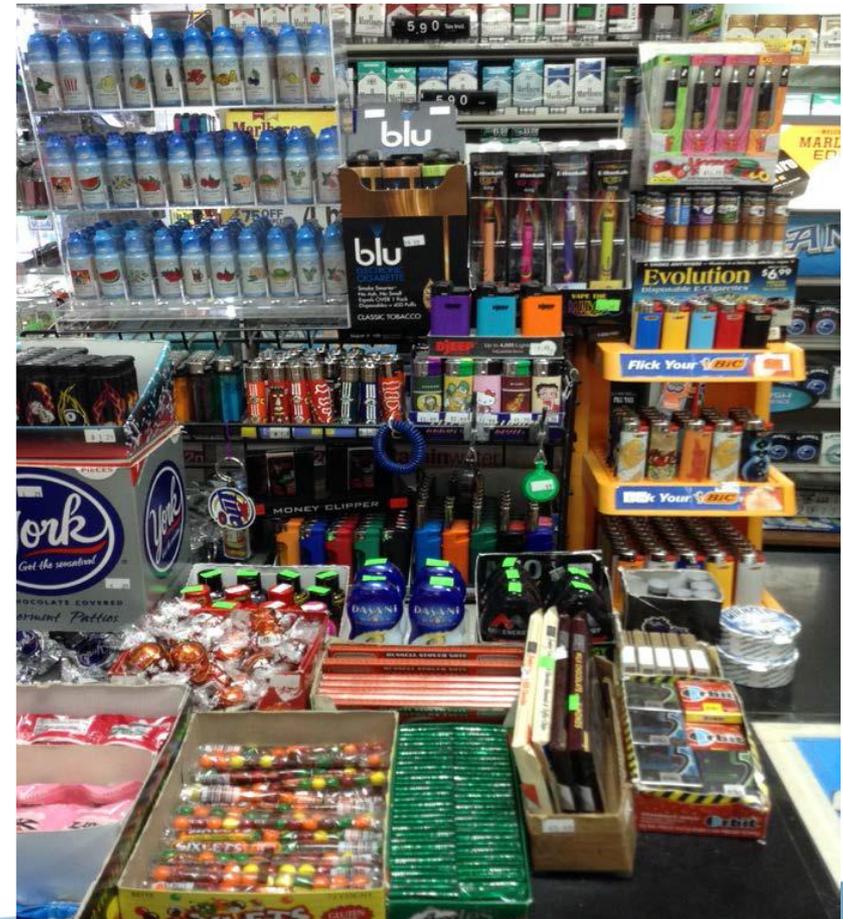
Explain Tobacco Retail
Licensing and the benefits

Gain cities' support for a
county-wide TRL



What is Tobacco Retail Licensing (TRL)?

- Requires businesses to purchase a license to sell tobacco & nicotine products
- Retailer education & support
- Annual license fee
- Enforcement system



Youth are vulnerable to nicotine

Clackamas County 11th graders in last 30 days....

- 25% used any tobacco product
- 41% have used any form of tobacco before age 18
- 1 in 3 youth said it would be “very easy” to get tobacco



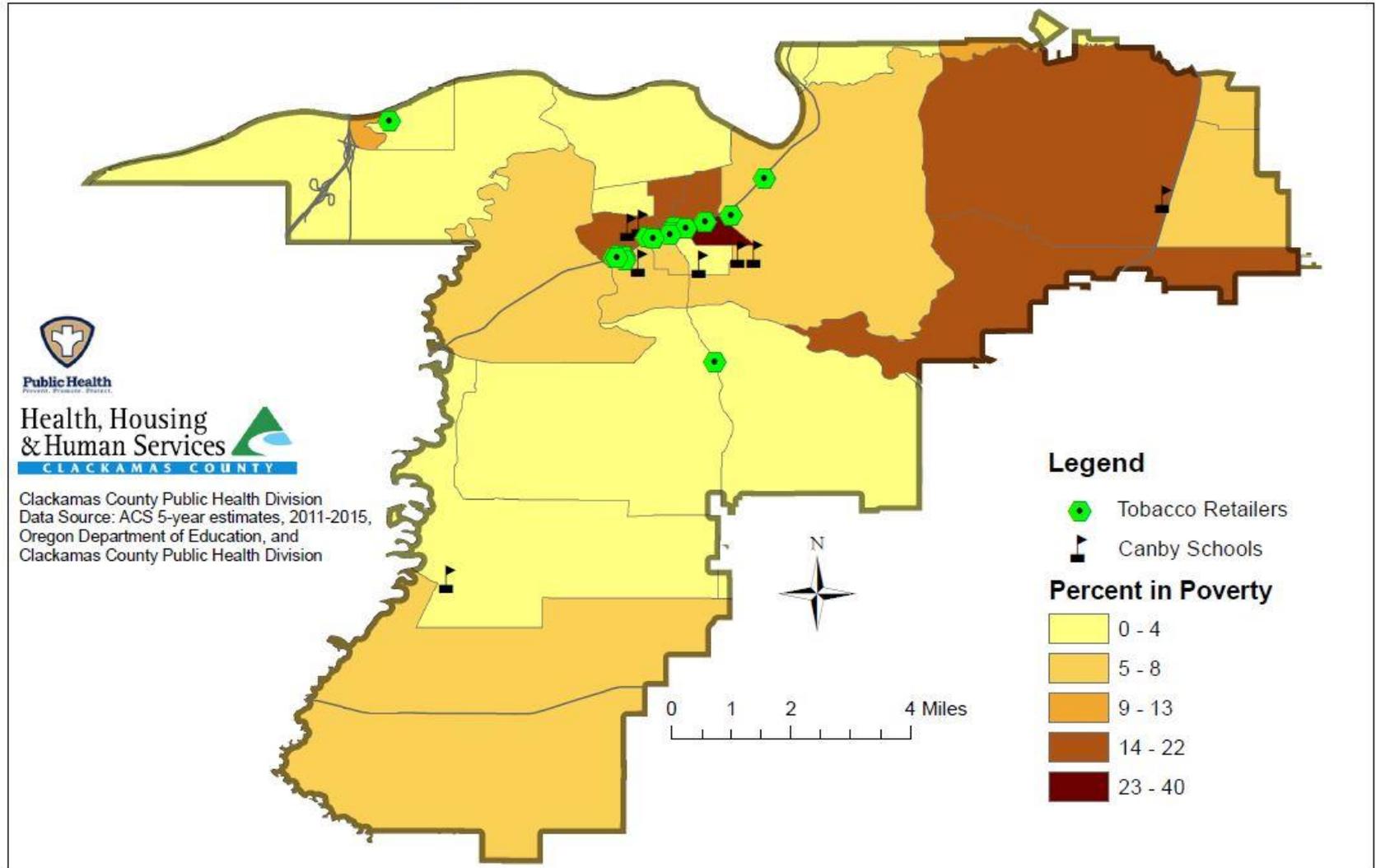
Oregon Healthy Teen Survey 2017

“He Started Vaping As A Teen And Now Says Habit Is Impossible To Let Go”

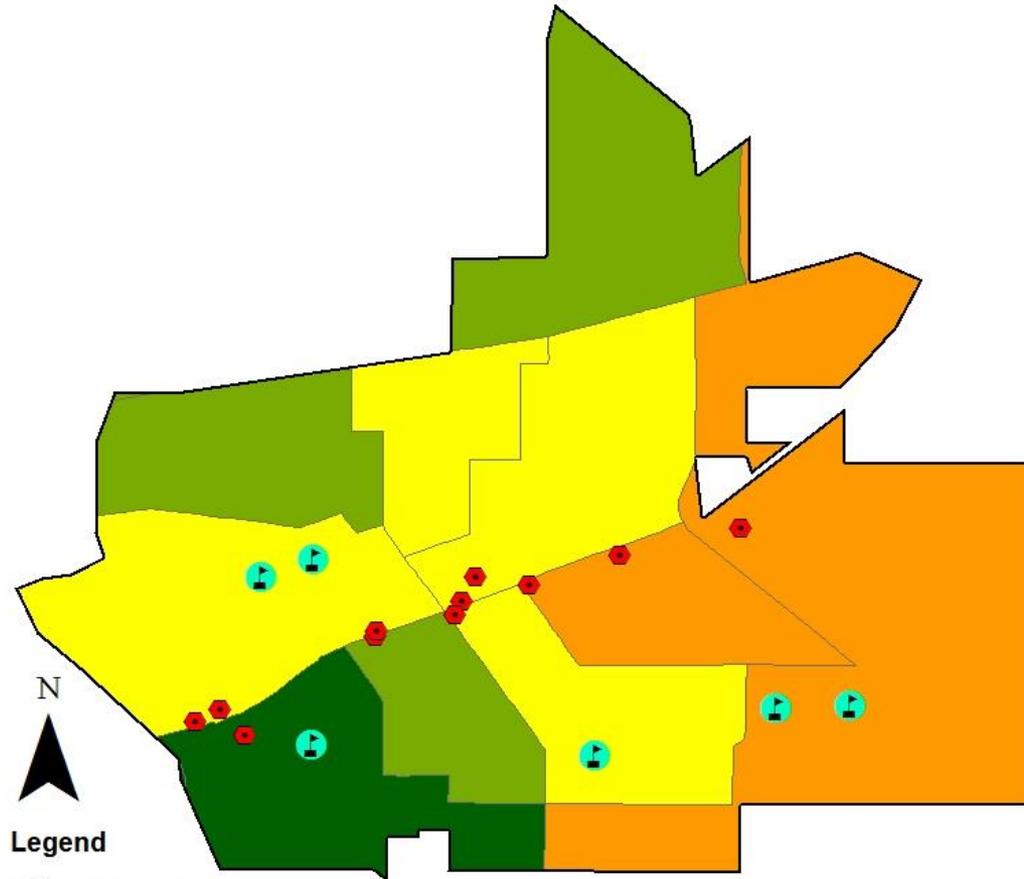


Canby Health Equity Zone

Tobacco Retailers, Schools, and Percentage in Poverty: By Census Block Group



Canby: Youth Under 21 and Tobacco Retail Locations

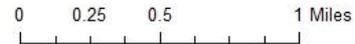


Legend

-  Tobacco Retailers
-  Schools
-  Canby City Limits
- Population Under 21**
-  100 - 250
-  251 - 500
-  501 - 750
-  751 - 1000
-  1001 - 2150

Approximately 5,700 youth under the age of 21 live in the Canby area. In this same area, there are 11 tobacco retail locations.

Clackamas County Public Health Division, Data Source: ACS 5 year estimate 2012-2016, and Oregon Department of Education



Public Health

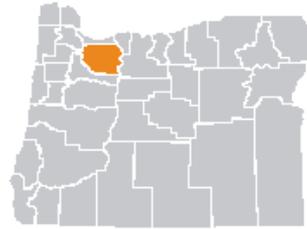
Health, Housing
& Human Services

CLACKAMAS COUNTY



City Council Packet Page 7 of 265

Tobacco's toll in one year



50,400 Adults who regularly smoke cigarettes

11,634 People with a serious illness caused by tobacco



595

Tobacco-related deaths



\$118.7 Million

spent on tobacco-related medical care

Population

Youths 88,342
Adults 297,738
Total residents 386,080

\$95.1 Million

In productivity losses due to premature tobacco-related deaths

Among tobacco retailers assessed in Clackamas County



More than **1 in 2** was located within 1,000 feet of a school or park



2 in 3 advertised tobacco outside



Nearly **8 in 10** sold tobacco at discounted prices



\$1.23 was the average price of a single, flavored little cigar



The Tobacco Industry spent **\$112 million** a year promoting tobacco products in Oregon stores in 2012.

Components of a comprehensive tobacco prevention program



Oregon's Tobacco Prevention and Education Program (TPEP) supports local public health authorities to serve all 36 counties and nine federally-recognized tribes. TPEP works to:

- Engage communities in reducing the tobacco industry influence in retail stores
- Increase the price of tobacco
- Promote smokefree environments
- Provide support and resources to Oregon smokers who want to quit
- Engage diverse populations of Oregonians

Top three causes of death

- 1) Major cardiovascular disease
- 2) Cancer (lung, breast, lymphoid)
- 3) Chronic lower respiratory diseases (emphysema)

Clackamas County Community Health Assessment

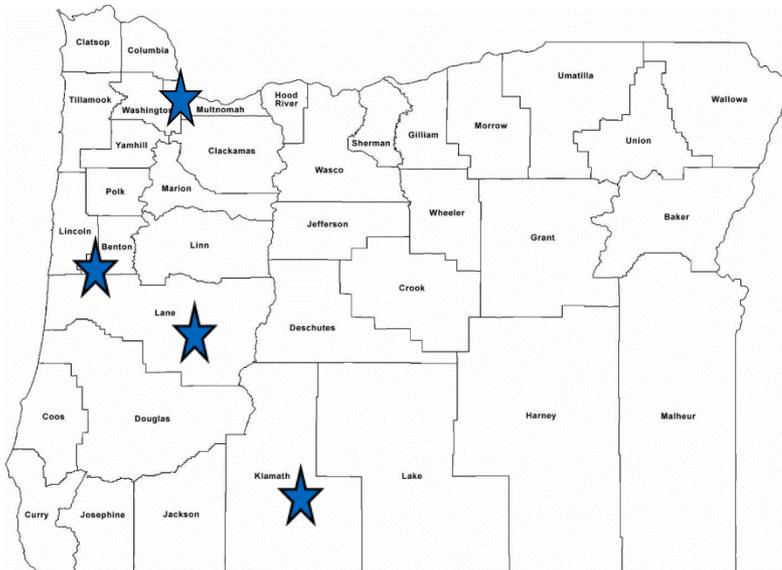
Why TRL?

- Opportunity for relationships with retailers (similar to restaurant inspections)
- Enforce Tobacco 21 and other tobacco laws
- TRL effectively decreases illegal tobacco sales to minors

TRL in Oregon

Jurisdictions Passed TRL

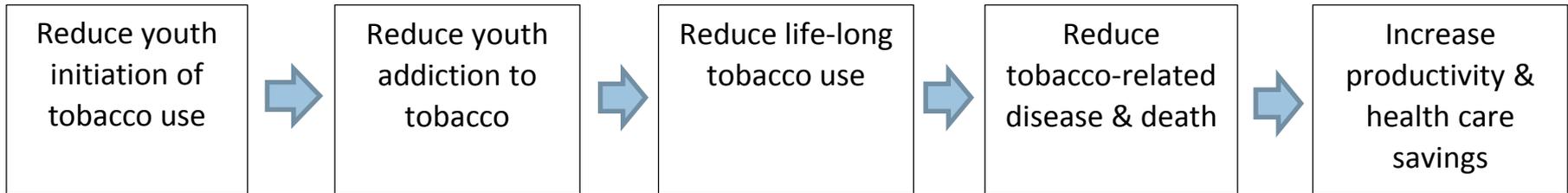
- Benton County
- Clackamas County
- Lane County
- Multnomah County



Lessons Learned

- Most effective county-wide
- License fee to cover education & enforcement
- Public Health Authorities are best positioned to implement TRL

Impact of TRL



No significant adverse economic impact

	Total	Reduction
Employees (FTE)	7,127	-4.12
Labor income	\$204,899,969	-\$129,185

THANK YOU FOR YOUR
CONSIDERATION.

QUESTIONS?

Frequently Asked Questions about Tobacco Retail Licensing

What is Tobacco Retail Licensing (TRL)?

Tobacco retail licensing requires businesses located in the county to obtain an annual license to sell tobacco and other nicotine products, including electronic cigarettes. It is part of Clackamas County's comprehensive strategy to prevent youth from using nicotine products and end the burden of tobacco-related disease and death.

What does TRL propose to do?

TRL is a tool that can be used to improve enforcement of existing federal, state, and local tobacco laws. TRL enables local jurisdictions to identify retailers, monitor their compliance with these laws, and enforce penalties if tobacco is sold to persons under the age of 21. TRL provides a platform for retailer education and consequences if tobacco is sold illegally. Penalties, such as fines or suspending retailers' ability to sell tobacco, deter retailers from selling tobacco to youth.

Why focus on tobacco regulation in the retail environment?

Convenience stores are top sellers of cigarettes nationwide. In Clackamas County, more than half of tobacco retailers are located within 1,000 feet of a school or park, and two thirds of all known retailers advertise tobacco outside.ⁱ Youth who have more opportunities to obtain tobacco and see more tobacco advertising are more likely to use tobacco and nicotine products due to their susceptibility to marketing and imaging.

How does TRL prevent youth access to tobacco?

TRL reduces illegal sales to minors through retailer education and enforcement of laws.

Why is a tobacco retail license separate from other business license requirements?

Tobacco is a hazardous product that causes disease and death, there are no safe levels of tobacco use. Tobacco retail licensing is the mechanism to identify stores that sell tobacco so they can be informed when laws change and monitored for compliance. A license to sell tobacco and nicotine products is similar to licenses required to sell alcohol and marijuana.

What is the economic impact of TRL?

Portland State University's Northwest Economic Research Center determined that a license fee of \$500 – \$600 will not have a significant effect on the Clackamas County economy. A \$500 - \$600 fee amounts to \$1.37 - \$1.64 per day to sell tobacco and nicotine products. The impact of TRL on store revenue would be minimal as retailers are able to raise tobacco prices to offset the cost of the license.

Why are electronic cigarettes and other vaping products included in this licensing?

Many youth today are being introduced to nicotine through e-cigarettes rather than conventional cigarettes and tobacco products.ⁱⁱ A 2015 survey found that among e-cigarette users aged 19-24, 40% had never been regular cigarette smokers.ⁱⁱⁱ Vaping is outpacing conventional cigarettes among youth.

How would tobacco retailers be monitored for compliance with the minimum legal sales age?

Clackamas County Public Health Division (CCPHD) proposes two inspections per year, one unannounced minor decoy and one with public health staff to ensure compliance with local, state and federal laws. Inspections would include education and penalties for violations.

How effective is TRL in reducing youth access to tobacco?

Communities across the country, including four counties and a number of cities within Oregon, are implementing TRL to prevent youth from illegally purchasing nicotine products. While it is too soon to see the results in Oregon, a recent assessment of 33 communities in California that implemented a tobacco retail license, showed dramatically decreased rates of illegal youth sales since passing TRL.^{iv}

What does TRL mean for cities?

TRL will reduce youth access to and initiation of tobacco and nicotine products protecting them from a lifetime of addiction and tobacco-related disease, ultimately improving quality of life, increased productivity, and health care savings. Allocating responsibility to the Board of Health to pass TRL shifts the administration and implementation to CCPHD resulting in consistent education and enforcement county-wide.

ⁱ Oregon Health Authority, Tobacco Fact Sheet, 2014

ⁱⁱ E-Cigarette Fact Sheet, Oregon Health Authority, 2016.

http://www.co.lincoln.or.us/sites/default/files/fileattachments/health_amp_human_services/page/585/e-cigfactsheet.pdf

ⁱⁱⁱ MMWR via Centers for Disease Control and Prevention, https://www.cdc.gov/tobacco/basic_information/e-cigarettes/index.htm

^{iv} See "Table of youth sales rates before and after the adoption of a strong tobacco retailer licensing ordinance". The American Lung Association in California, 2013. <http://center4tobaccopolicy.org/wp-content/uploads/2016/10/Tobacco-Retailer-Licensing-is-Effective-September-2013.pdf>

Implementing a Tobacco Retail License in Clackamas County

Tobacco Remains a Major Source of Harm

Tobacco use remains the most preventable cause of illness and death in America and Clackamas County. In the United States, cigarette smoking is responsible for more than 480,000 deaths per year, including more than 41,000 deaths resulting from secondhand smoke exposure. This is more deaths than from fire arms, HIV, motor vehicle injuries, and illegal drug use combinedⁱ.

All Clackamas County residents deserve opportunities for good health. Clackamas County is committed to preventing youth from using tobacco and nicotine products, and supporting our communities that bear the highest health burden from tobacco-related illnesses and deaths. Recent examples of Clackamas County's efforts include our support of the statewide Tobacco 21 initiative and tobacco retailer licensing.

Inequities Persist Among Tobacco Users

Tobacco disproportionately affects lower-income populations, communities of color, people living with mental illness, and the LGBTQI community. Tobacco retailer location is a factor in tobacco and other nicotine product use by adults, particularly for minority communities. Neighborhoods that have higher numbers or densities of tobacco retail outlets are more likely to be where more people of color and people experiencing economic hardship live. High densities of tobacco retailers have been linked to increased smoking rates among adults living in the surrounding neighborhoodsⁱⁱ.

Youth are More Vulnerable to Nicotine

Preventing nicotine dependence before it starts can help us reduce the inequitable burden of tobacco use. More than three quarters of smokers begin smoking before their 20th birthday. Adolescents who start smoking before their 19th birthday have on average a 20% higher risk of dying from a smoking-related illnessⁱⁱⁱ. Tobacco and other nicotine products remain too accessible for youth to use and purchase in Clackamas County. The percent of teens who smoke cigarettes has increased from 2013-2015. In that same time period, the fraction of 11th graders who have used electronic cigarettes has almost doubled. 8th grade use has more than tripled in two years. Overall smoking rates in Clackamas County are higher than the Oregon average for both age groups.

Clackamas Strategy to Reduce Tobacco Burden

Beginning in January 2018, Oregon increased the state's tobacco and nicotine product possession age to 21 (Tobacco 21). Increasing the age to purchase these products, in combination with stronger local enforcement laws, are part of Clackamas County's comprehensive strategy to prevent youth from using nicotine products and end the burden of tobacco-related diseases and deaths. Because of this, the Clackamas County Board of County Commissioners, in their role as the County Board of Health, is considering a tobacco retail license where businesses located in the County must obtain a license to sell tobacco and other nicotine products, including electronic cigarettes. TRL is a mechanism to reduce youth access to tobacco and nicotine products by enforcing age restrictions on the purchase of tobacco

and nicotine products. TRL enables the Local Public Health Authority (LPHA) to monitor compliance with laws and enforce penalties if tobacco is sold to persons under the age of 21.

Effectiveness of Tobacco Retail Licensing

Communities across the country, including four counties and a number of cities in Oregon, are using a tobacco retail license to prevent youth from illegally purchasing nicotine products. A number of these communities are demonstrating positive implementation results. For example, a recent assessment of 33 communities in California that implemented a tobacco retail license showed decreased rates of illegal youth sales^{iv}.

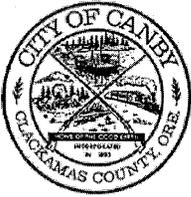
A tobacco retail license is also useful as a surveillance and evaluation tool, and allows for greater local control of retailer education and enforcement activities. A tobacco retail license, in conjunction with Tobacco 21, would enable the County to educate businesses about tobacco laws, ensure accountability with tobacco laws, and evaluate where these business are located relative to schools and other youth-populated areas.

ⁱ [Mokdad](#) AH, Marks JS, Stroup DF, Gerberding JL. Actual Causes of Death in the United States. *JAMA: Journal of the American Medical Association* 2004; 291(10):1238-45 [cited 2017 Apr 20].

ⁱⁱ Public Health Law Center. (2014). Location, location, location: Regulating tobacco retailer locations for public health. Accessed at <http://www.publichealthlawcenter.org/sites/default/files/resources/tclc-guide-regulating-retailer-locations-2014.pdf>

ⁱⁱⁱ Choi, S.H., & Stommel, M. (2017). Impact of age at smoking initiation on smoking-related morbidity and all-cause mortality. *American Journal of Preventive Medicine*, 53, 33-41.

^{iv} American Lung Association. (2013). Tobacco retailer licensing is effective. Accessed at <http://center4tobaccopolicy.org/wp-content/uploads/2016/10/Tobacco-Retailer-Licensing-is-Effective-September-2013.pdf>



**CITY OF CANBY
COMMITTEE, BOARD, &
COUNCIL APPOINTMENT APPLICATION**

Date: June 12, 2018 Position Applying For: Traffic Safety Commission
Name: DeAnna Ball-Karb Occupation: Accounting Manager
Home Address: _____ ; Canby, OR. 97013
Employer: Precision LLC Position: Accounting Manager
Daytime Phone: _____ Evening Phone: _____
E-Mail Address: _____

What are your community interests (committees, organizations, special activities)? I'm actively involved in my Homeowner's Association, Cedar Ridge Civic Association. I've been Treasurer since March 1996 and just recently became Board Member and Secretary.

What are your major interests or concerns in the City's programs? I love the City I grew up in and moved back to as the Community tries to work together for the best interest. I'm wanting to get involved and help out a Community I dearly care about.

Reason for your interest in this position: I'm concerned for traffic and safety of others. I'd like to work with a committee to help decrease accidents and work on informing others of being more cautious and ways to improve the congestion, etc.

Experience and educational background: I graduated from Canby High School in 1995 and in 1999 received my Bachelor of Science: Finance from Portland State University.

List any other City or County positions on which you serve or have served: None, would like to get involved within the community I live.

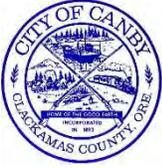
Referred by (if applicable): Jackie Jones

Please return to:

**City of Canby - Attn: City Recorder
PO Box 930, 222 NE 2nd Avenue, Canby, OR 97013
Phone: 503.266.0733 Fax: 503.266.7961 Email: scheaferk@canbyoregon.gov**

Note: Information on this form may be available to anyone upon a Public Records Request and may be viewable on the City's web page. 5/2017

Date Received: 6-12-2018 Date Appointed: 8-1-2018 Term Expires: 6-30-2021
Date Resigned: _____ Destruction Date: _____



M E M O R A N D U M

DATE: July 20, 2018

TO: Mayor and City Council

FROM: Bryan Brown, Canby Planning Director

RE: Appeal (File No. APP 18-02) of Planning Commission Decision for (SUB/VAR 18-01)
– Beck Pond Subdivision by Roger & Cheryl Steinke

Background: At their June 11, 2018 meeting the Planning Commission, after holding a public hearing, voted 6 - 0 to approve the Beck Pond Subdivision at 1555 & 1715 S. Fir Street. Subsequently, an adjacent property owner to the proposed subdivision – Mr. & Mrs. Steinke – at 1547 S. Fir Street appealed the Planning Commission’s approval of the subdivision. The subdivision properties were recently annexed in to the City by Ordinance No. 1470 on February 21, 2018. The DCP approved as a prerequisite to annexation of any property located in the defined area by Figure 16.84.040 of the annexation ordinance within Chapter 16 of the Municipal Code includes the Steinke property as part of the approved DCP. The Steinke’s participated in obtaining annexation of their property but later decided not to sell their property to the developer to be part of the proposed subdivision. Several other properties are also included in the DCP approved area but did not participate in annexing their properties and are also now subject to following the general design parameters of the approved DCP should they choose to annex their property for possible sale or redevelopment opportunity.

At the time of approval of the Southwest Canby Master DCP the Council made it clear that those property owners who choose future annexation and development are not bound to the exact lot size and lot lines as illustrated on the adopted Southwest Canby Master Plan with a note saying such. Staff further indicated that deviations in the street patterns shown were also possible but subject to an applicant satisfactorily demonstrating at the time of development that ordinance requirements would be met and alternative access routes would not harm or unreasonably impact the future development options for all DCP properties. Therefore, changes in the adopted DCP street layout must be carefully evaluated for impacts to all nearby property owners.

The Beck Pond subdivision was presented and approved by the Planning Commission to include a code variance for an accommodation to change the street alignment shown in the adopted DCP at the request of the Steinke’s to eliminate the northward extension of “F” Street north of SW 16th Avenue to avoid having a stub street aimed for future extension at the Steinke’s rear patio. This resulted in a slightly elongated block length within the subdivision requiring variance approval to exceed the usual 400’ maximum length allowed. The developer, maintained the SW 15th Avenue Street stub to provide a means of completing access to both the Steinke’s property and the property to their north as envisioned by the approved DCP. Excluding these properties from the DCP would not be suitable or meet the

annexation requirement to create an overall Development Concept Plan for all properties within the define DCP area.

Appeal Considerations: The appellants – Roger and Cheryl Steinke – have provided a Written Statement of Appeal and provided reasons that the appellants are aggrieved with their Appeal (APP 18-02) which is attached to this staff memorandum. The primary concern indicated is the manner in which the “shadow” plat drawing shows the alignment of SW 15th Avenue extending in the future through the appellant’s property. This was shown to indicate, that the stub street to the west of the property is considered to be a temporary dead end and was intended to be extended on through to S Fir Street in some manner in the future when the property is further subdivided. Other alignments, including straight through the appellant’s property to S. Fir Street are an option as well, which is not excluded from occurring by the current approval of the Beck Pond subdivision. Staff’s assessment of this issue is that the subdivision approved has no authority over the manner in which SW 15th Avenue may be proposed to extend with future development of the appellant’s property other than to establish through its design and use of a stub street that it is intended to be extended in the future to Fir Street to facilitate optimum traffic flow within the area and facilitate development of the appellant’s property and the property to the north. Timing of future redevelopment of the two tax lots not part of the Beck Pond subdivision may determine if both end up with street access to Fir Street or only the appellant’s property when redevelopment is contemplated.

The Beck Pond subdivision as approved by the Planning Commission altered the approved DCP. The developer was fine with submitting a Plan that fully conformed DCP but agreed to work with the appellant to arrive at a suitable amendment to satisfy their concerns and still respect the adopted DCP and ordinance subdivision standards.

The City’s interest in this matter is indicated in the development code to assure that proposed subdivision development is done in a manner that: provides for the continuation of existing streets to surrounding areas, conform to a Plan when adopted, provide opportunities to incrementally extend and connect local streets to provide for safe and convenient circulation, and to facilitate reasonable access for the future development of nearby or adjacent properties.

There is no ordinance review criteria that requires the City to maximize the future development potential of each and every property or any individual property. We must be aware and work toward preventing actions in the development process that would unreasonably excluding other property owners from an opportunity generally afforded to other similarly situated property owners. The City subdivision process must focus on overall community benefits with a goal of generalized fairness to those involved or affected.

Appellant sets forth that the Planning Commission approved the shadow plat on the Steinke property and that the accompanying lot layout shown is at a lower density than that required by the city’s code. In fact, the Commission only approved a preliminary or tentative plat for the properties that are part of the Beck Pond Subdivision, and the illustration or shadow plat was provided to show one possible manner in which the adjacent property might be subdivided in the future. This was suitable to help demonstrate to the Commission that reasonable development opportunities existed for future development of that property and that the extension of the SW 15th Ave stub street would be expected to be extended in some manner through the property when new development were to occur. Development in the R 1.5 zone does not dictate a minimum density when developing detached single-family lots but rather a minimum and maximum lot size which any proposed subdivision in the future would be required to conform to.

Appellant's Proposed Solution: The appellant seeks 3 items of relief. The first is a slight modification in the alignment of 15th Avenue as it enters the Steinke's property in the future when extended so that it runs straight (due east) at the north-south midpoint of the property line. This has the advantage to the Steinke's of equal depth to all future lots on either side of the public street. If you look closely, there is a slight upward radius turn in the end of the SW 15th Street stub at the west property line of the Steinke's property. They are asking that it run straight. It appears that SW 15th Avenue is likely very close to being at the mid-point north-south of their lot now. This is likely a change that could easily be accommodated by the developer and equally satisfies the City interest in extending 15th Avenue to connect with S Fir Street. The appellant's previous interest was to protect the home from future removal, while now the focus is the most suitable alignment for maximum future development opportunity for the property.

The second request is to eliminate the northerly stub to Tax Lot 1400 (Wenrick) north of the Steinke's property. This request only deals with the "illustrated shadow plat" for which staff contends the Commission did not approve. It was shown only to demonstrate a suitable development option existed for the Steinke property. The appellant is correct in that planning staff now and in the future will likely support providing a connection from Tax Lot 1400 down to 15th Avenue simply because that configuration most closely follows the originally adopted DCP eliminating the need for another local street entrance onto S. Fir Street in the proximity of the intersection of SE 15th Avenue eventual connection to S. Fir Street. However, it is possible that if Tax Lot 1400 were annexed and proposed to develop before the Steinke's were to subdivide, they only choice would be a connecting street to S. Fir Street. This would be allowed if the adequate minimum spacing of 150' between street intersections can be met. This decision can be decided when one or the other property proposes to develop in the future or the Council could choose now to formally amend the DCP as it pertains to these two Tax Lots to eliminate a stub street to the north if they find it suitable to place another public street to serve Tax Lot 1400 and the Steinke's property in close proximity. The available 150' separation distance between the two streets is possible to meet with 115' from the centerline of the requested 15th Avenue placement at S. Fir Street to the north property line. However making future access to Tax Lot 1400 only to S. Fir Street may impact the lot configuration possible on the Wenrick parcel.

The third matter the appellants seek is to show the minimum number of lots required in the R-1.5 zone district on the shadow plat. Staff previously mentioned in this memorandum, that detached single-family development in the R-1.5 zone does not have a minimum density but rather a minimum and maximum lot size. In addition, the shadow plat was shown only for illustration purposes to show that suitable development options exist on the Steinke and Wendick parcels with the adjacent subdivision preliminary plat approved by the Planning Commission. The alternative indicated in the appeal statement is an entirely suitable and appropriate request.

Council Action: The Land Development & Planning Ordinance provides (Section 16.89.050 (I) (3) "The City Council shall overturn the decision of the Planning Commission only when one or more of the following findings are made:

- a. That the Commission did not correctly interpret the requirements of this title, the Comprehensive Plan, or other requirements of law,
- b. That the Commission did not observe the precepts of good planning as interpreted by the Council; or
- c. That the Commission did not adequately consider all of the information which was pertinent to the case.

The Council's action on an appeal shall be governed by the same general regulations, standards, and criteria as apply to the Commission in the original consideration of the application. To this end, staff has attached the original staff report to the Planning Commission, the applicant's submittal and supporting narrative and drawings, and the written input received to date in the application review process. The written findings of the Planning Commission are attached as well as the minutes of the Planning Commission meeting of June 11, 2018 at which the subdivision was approved.

Possible Council Options:

- 1) *Reject the appeal and confirm the Planning Commission's decision as rendered*
- 2) *Approve the appellant's proposed solutions 1, 2, and the alternative to 3 provided in the appeal statement conclusion*
- 3) *Approve the appellant's proposed solutions 1 and the alternative indicated to 3 and rejecting request for elimination of the northerly stub to Tax Lot 1400 from a future 15th Avenue extension from Tax Lot 1500 indicated in appellant solution 2 at this time deferring that decision to be made at the time of future subdivision of either Tax Lot 1400 or 1500.*

"I move to approve Option No. _____ as indicated in the Council Staff Memorandum dated 7.20.18 pertaining to APP 18-02.

Attachments:

- Appeal (APP 18-02) Staff Memorandum to Council
- Appellant's Written Statement of Appeal with Conclusion & Proposed Solution
- Planning Commission Order for Subdivision Approval
- Planning Commission Hearing Minutes of June 11, 2018
- Staff Report to Planning Commission for Beck Pond Subdivision (SUB/VAR 18-01)
- Applicant's Submittal with drawings for (File No. SUB/VAR 18-01)
- Written Public Comments to Date – For Appeal & Original Application

**WRITTEN STATEMENT OF APPEAL
SUB 18-01/VAR 18-01**

Pursuant to Canby Municipal Code (CMC) 16.89.050(I), appellants Roger and Cheryl Steinke (“appellants”) set out their Statement of Appeal as follows.

Nature of the Decision Being Appealed

This is an appeal of a Type III Planning Commission decision approving a subdivision and concurrent variance (SUB 18-01/VAR 18-01) to create a 69 lot subdivision and a variance to increase the block length from the required 400 feet to 591 feet on property located at 1555 and 1715 S. Fir Street and described as Tax Map/ Lots 41E04CA01600, 41E04C01401, 01500, Clackamas County, Oregon.

Reasons Appellants Are Aggrieved

Appellants own and have long resided upon a two-acre property adjacent to the proposed subdivision, at 1547 S. Fir Street. Although they intend to continue to reside in their present home, they expect that their property will ultimately be subdivided in accordance with its zoning designation of R-1.5.

Appellants’ primary concern is the alignment of 15th Avenue where it stubs into their property from the west, and the applicant’s shadow plat which shows the continuation of 15th Avenue curving in a manner which would minimize the potential number of lots appellants could create. This would shorten the route to the property to the north (Tax Lot 1400) by means of a stub shown on the shadow plat, benefitting the future development of that lot to the economic detriment of appellants.

The result of the applicant’s shadow plat would be to leave Mr. and Mrs. Steinke with only nine oddly configured lots, including a flag lot of limited marketability. The city’s R-1.5 zone calls for a minimum lot size of 5,000 square feet and a maximum lot size of 6,500 square feet. The nine lots shown are far fewer than the city would *require* in the R-1.5 zone. However, this is the number the proposed street configuration would compel, while adjacent property owners are allowed a full measure of development.

Appellants raised their arguments regarding the proposed street configuration on the record before the Planning Commission, as required by CMC 16.89.050(I)(2)(c). CMC 16.89.050(I)(3) contains the grounds for the City Council’s overturning of Planning Commission decisions. These are set out below, together with appellants’ argument as to each:

3. *The City Council shall overturn the decision of the Planning Commission only when one or more of the following findings is made:*

a. That the Commission did not correctly interpret the requirements of this title, the Comprehensive Plan, or other requirements of law;

As explained above, the street configuration and shadow plat approved by the Commission would dictate future development of the Steinke property at lower density than that required by the city's code. (The specific density requirements are contained in CMC 16.18.030.) This would also violate the related provisions of the city's Comprehensive Plan, including the Housing Element Goal, "TO PROVIDE FOR THE HOUSING NEEDS OF THE CITIZENS OF CANBY." Further, it would violate the portion of the Southwest Canby Development Concept Plan adopting medium density, R-1.5 zoning on appellants' property.

The configuration of 15th Avenue as it enters appellants' property and as continued on the shadow plat, together with the street stub to the north shown on the shadow plat, also raise a constitutional issue. The approval of the streets as shown would serve to benefit the applicant here and the future developer of Tax Lot 1400, allowing them greater density to the extreme economic detriment of Mr. and Mrs. Steinke. This in turn would give rise to an impermissible taking by the city without just compensation under the Fifth Amendment of the US Constitution and Article I, Section 18 of the Oregon Constitution.

b. That the Commission did not observe the precepts of good planning as interpreted by the Council; or

For the reasons set out in appellants' discussion of subsection (a), above, the Planning Commission did not observe the precepts of good planning the Council has identified through its adoption of the cited provisions of the Municipal Code and Comprehensive Plan.

c. That the Commission did not adequately consider all of the information which was pertinent to the case.

Appellants provided the Commission with adequate information on the record below to make a supportable decision. In concluding as it did, the Commission necessarily failed to consider all of the pertinent information before it.

Conclusion and Proposed Solution

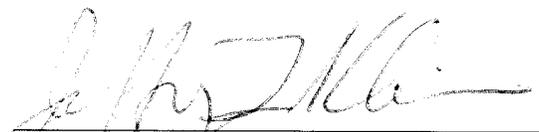
For all the reasons set out above, the Planning Commission erred in reaching the appealed decision. Thus, the City Council should overturn the Commission's decision.

Please note that appellants understand the Development Concept Plan may permit a bit of flexibility in the actual development of shadow-platted properties. However, there is a natural tendency for the design of shadow plats to lock in over time. Future developers may face a significant burden in persuading staff that changes should be allowed. This will be reflected in the price a developer is willing to pay for affected property. As a practical matter, this is the impact appellants seek to avoid.

Appellants would respectfully suggest that their concerns could be addressed by the Council in the following manner:

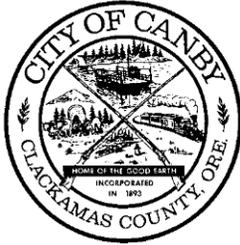
- (1) Ordering modification of the proposed configuration of 15th Avenue so that it runs straight (due east) into appellants' property at the north-south midpoint of the property line and, on the shadow plat, continues due east to S. Fir Street from that midpoint;
- (2) Eliminating the northerly stub to Tax Lot 1400; and
- (3) Ordering that at least the minimum number of lots required in the R-1.5 Zoning District be shown on the shadow plat. (As an alternative to showing a particular number of lots, the Council could clearly state in its Order that the number and dimensions of lots on the shadow plat are provided for the purpose of illustration only, and shall in no way be binding upon a future applicant.)

Respectfully submitted,



Jeffrey L. Kleinman, OSB No. 743726

Attorney for Appellants Roger and
Cheryl Steinke



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

**A REQUEST FOR A)
SUBDIVISION/VARIANCE)
1555/1715 S. FIR STREET)**

**FINDINGS, CONCLUSION & FINAL ORDER
SUB 18-01/VAR 18-01
BECK POND SUBDIVISION**

NATURE OF THE APPLICATION

The Applicant has sought approval for a Subdivision and concurrent Variance (SUB 18-01/VAR 18-01) to create a 69 lot subdivision and a variance to increase the block length from the required 400 feet to 591 feet on property located at 1555 and 1715 S. Fir Street and described as Tax Map/Lots 41E04CA01600, 41E04C01401, 01500 Clackamas County, Oregon. The property is zoned Low Density Residential (R-1) and Medium Density Residential (R-1.5) under the Canby Municipal Code (CMC).

HEARINGS

The Planning Commission considered application SUB 18-01/VAR 18-01 after the duly noticed hearing on June 11, 2018 during which the Planning Commission approved SUB 18-01/VAR 18-01. These findings are entered to document the approval.

CRITERIA AND STANDARDS

In judging whether or not a Subdivision/Variance application shall be approved, the Planning Commission determines whether criteria from the *City of Canby Land Development and Planning Ordinance* are met, or can be met by observance of conditions. Applicable code criteria and standards were reviewed in the Staff Report dated May 30, 2018 and presented at the June 11, 2018 meeting of the Canby Planning Commission.

FINDINGS AND REASONS

The Staff Report was presented, and written and oral testimony was received at the public hearing. Staff recommended approval of the Subdivision/Variance application and applied Conditions of Approval in order to ensure that the proposed development will meet all required *City of Canby Land Development and Planning Ordinance* approval criteria.

After accepting public testimony, the Planning Commission closed the public hearing and made the following additional findings beyond those contained in the staff report to arrive at their decision and support their recommended Conditions of Approval and the exact wording thereof:

- Public hearing testimony focused on traffic issues and concerns. The Planning Commission in response, requested that a condition of approval to the subdivision be added to assure stop sign would be erected at the applicant’s expense where SW 16th Avenue intersects with S. Fir Street and with S Elm Street, and where the internal streets intersect with SW 16th Street.

CONCLUSION

In summary, the Planning Commission adopted the findings contained in the Staff Report along with the additional findings concluded at the public hearing and noted herein, concluding that the residential Subdivision/Variance applications meet all applicable approval criteria, and recommending that File SUB 18-01/VAR 18-01 be approved with the Conditions of Approval reflected in the written Order below.

ORDER

The Planning Commission concludes that, with the following conditions, the application meets the requirements for Subdivision/VAR approval. Therefore, **IT IS ORDERED BY THE PLANNING COMMISSION** of the City of Canby that **SUB 18-01/VAR 18-01** is approved, subject to the following conditions:

General Public Improvement Conditions:

1. Prior to the start of any public improvement work, the applicant must schedule a pre-construction conference with the city and obtain construction plan sign-off from applicable agencies.
2. The development shall comply with all applicable City of Canby Public Works Design Standards.
3. **The final construction design plans shall conform to the comments provided by the City Engineer, when applicable, in his memorandum dated May 31, 2018 as follows:**
 1. S Fir Street is a county road and should have been transferred to the City upon annexation of this property as per the agreement between Clackamas County and the City of Canby, dated November 4, 1992. This roadway is classified as a local street as per the City Transportation System Plan (TSP), the existing right-of-way is 40 feet wide (20 feet on each side of the centerline). Additional right-of-way dedication of 9 feet along the entire site frontage of this development is adequate and meets City local standards. The developer shall construct half street improvements with curbs, 4.5-foot wide planter strip with street trees from City approved tree list, 6-foot wide concrete sidewalks, utilities as required and street lights. The half street improvements shall be built to City Standards with the curb placed at 18-foot from the centerline right-of-way to match the east side of the roadway in conformance with section 2.207 of the City of Canby Public Works Design Standards dated June 2012. An asphalt tapers at the rate of 10:1 shall be constructed to match existing asphalt surface at both ends of the street.
 2. All interior streets within the subdivision shall be designed to City local street standards with 34-foot paved width, curbs, 4.5-foot wide planter with street trees, 6-foot wide sidewalks, street lights and utilities in conformance with Chapter 2 of the City of Canby Public Works Design Standards, dated June 2012.
 3. Temporary fire truck turnarounds shall be constructed at the phase lines and at the end of 15th Avenue where the roadway is in excess of 150 feet in length. The geometric turnaround and location shall meet the City of Canby Fire Department requirements.
 4. A minimum of 10 feet wide paved trail shall be constructed along the top of the bluff and connects to G Street and S Elm Street as shown. Removable bollards must be installed at the connection with G Street and S Elm Street.
 5. All corner ADA ramps and sidewalks at the existing house to remain frontage

shall be constructed as part of this development.

6. The developer's design engineer will be required to submit as part of the construction plans a signing and striping plan. All street names and traffic signs shall be installed by the developer at his expense and as part of this development. The City may supply the required traffic and street name signs based on a mutually agreed cost.

7. As part of the final design, the developer's design engineer shall provide a minimum of 200-foot future centerline street profile design to assure future grades can be met at all the adjoining properties (S Fir Street, 15th Avenue and 16th Avenue).

8. An erosion control permit will be required from the City of Canby prior to any on-site disturbance.

9. A demolition permit will be required from the City prior to demoing any existing structures on lots 20 & 21, lots 25 & 26 and lots 52 thru 56.

10. The existing domestic or irrigation wells shall be abandoned in conformance with OAR 690-220-0030. A copy of Oregon water Rights Department (OWRD) abandonment certificate shall be submitted to the City.

11. Any existing on-site sewage disposal system shall be abandoned in conformance with DEQ and Clackamas County Water Environmental Services (WES) regulations. A copy of the septic tank removal certificate shall be submitted to the City.

12. The existing house on lot 24 shall connect to City water and sewer as part of this development and SDC charges shall be paid prior to connection.

13. Sanitary sewer exists along S Elm Street to serve this site. Sanitary sewer lines shall be extended to serve the adjoining properties as applicable.

14. A storm drainage plan has not been submitted as part of this application. The storm drainage runoff can be discharged the Molalla River or using on-site drywells. Discharging storm runoff directly to the Molalla River will require water quality treatment prior to any discharge and may require DEQ approval. Using drywells (UIC) as a means to discharge runoff from the public streets must meet the following criteria: The UIC structures location shall meet at least one of the two conditions: (1) the vertical separation distance between the UIC and seasonal high groundwater is more than 2.5 feet or (2) the horizontal separation distance between the UIC and any water well is a minimum of 267 feet in accordance of the City of Canby Stormwater Master Plan, Appendix "C", Groundwater Protectiveness Demonstration and Risk Prioritization for Underground Injection Control (UIC) Devices. A final storm drainage report shall be prepared by a registered professional engineer and submitted with the final construction plans. The report shall meet Chapter 4 of the City of Canby Public Works Design Standards dated

June 2012.

15. All private storm drainage runoff shall be disposed on the individual lots as per Chapter 4 of the City of Canby Public Works Design Standards dated June 2012.

4. **The applicant shall comply with the applicable recommendations listed in the DKS Traffic Impact Study dated September 29, 2017.**
5. Public improvements such as sidewalk and street improvements on S. Elm Street and S. Fir Street are required during development.
6. A turnaround, at or near the terminus of SE 15th Avenue, shall be as directed by Canby fire district.
7. The applicant shall install at their expense, stop sign where the proposed SW 16th Avenue intersects with S. Fir Street and S. Elm Street and where the internal streets intersect with SW 16th Avenue.

Fees/Assurances:

8. All public improvements are normally installed prior to the recordation of the final plat. If the applicant wishes to forgo construction of any portion of the public improvements until after the recordation of the final plat, then the applicant shall provide the City with appropriate performance security (subdivision performance bond or cash escrow) in the amount of 110% of the cost of the remaining public improvements to be installed.
9. If the applicant chooses to provide a subdivision performance bond for some or all of the required public improvements, the applicant shall obtain a certificate from the city engineer that states:
 - a. The applicant has complied with the requirements for bonding or otherwise assured completion of required public improvements.
 - b. The total cost or estimate of the total cost for the development of the subdivision. This is to be accompanied by a final bid estimate of the subdivider's contractor, if there is a contractor engaged to perform the work, and the certificate of the total cost estimate must be approved by the city engineer.
10. The applicant must guarantee or warranty all public improvement work with a 1 year subdivision maintenance bond in accordance with 16.64.070(P).
11. The applicant shall pay the applicable Public Improvement Engineering Plan Review fee prior to recording the final plat.
12. The applicant must pay the City Master Fee authorized Site Plan Development Engineering Plan Review fee prior to the approval of the construction plans.

Streets, Signage & Striping:

13. The street improvement plans for S. Elm Street and S. Fir Street frontage and the interior streets shall conform to the TSP and Public Works standards as indicated by the city engineer.
14. A roadway striping plan shall be submitted by the applicant and shall be approved by city engineer and by the Public Works street department prior to the construction of public improvements.
15. A roadway signage plan shall be submitted by the applicant and shall be approved by the city engineer and by the Public Works street department prior to the construction of public improvements.
16. The applicant shall be responsible for installing all required street signage and striping at the time of construction of public improvements, unless other

arrangements are agreed to by the City.

Sewer:

17. The applicant shall submit documentation of DEQ approval of the sewer plans to the City Engineer prior to the construction of this public improvement with each phase of development.

Stormwater:

18. Stormwater systems shall be designed in compliance with the Canby Public Works Design Standards as determined by the City Engineer.
19. The applicant shall obtain DEQ approved drywells if proposed within the subdivision.

Grading/Erosion Control:

20. The applicant shall submit grading and erosion control plans for approval by Canby Public Works in conjunction with construction plan approval prior to the installation of public improvements and start of grading with each phase of development.
21. The applicant shall grade all areas of the site, including the proposed lots, to minimize the amount of soil to be removed or brought in for home construction.

Final plat conditions:

General Final Plat Conditions:

22. The applicant shall apply for final plat approval at the city and pay any applicable city fees to gain approval of the final subdivision plat. Prior to the recordation of the final plat at Clackamas County, it must be approved by the city and all other applicable agencies. The city will distribute the final plat to applicable agencies for comment prior to signing off on the final plat if deemed necessary.
23. All public improvements or submittal of necessary performance security assurance shall be made prior to the signing and release of the final plat for filing of record.
24. The final plat shall conform to the necessary information requirements of CMC 16.68.030, 16.68.040(B), and 16.68.050. The city engineer or county surveyor shall verify that these standards are met prior to the recordation of the subdivision plat.
25. All "as-built" of City public improvements installed shall be filed with Canby Public Works within sixty days of the completion of improvements.
26. Clackamas County Surveying reviews pending subdivision plat documents for Oregon Statutes and county requirements. A subdivision final plat prepared in substantial conformance with the approved tentative plat must be submitted to the City for approval within one year of approval of the tentative plat or formally request an extension of up to 6-months with a finding of good cause.
27. The applicant shall record the final plat at Clackamas County within 6 months of the date of the signature of the Planning Director.
28. The applicant shall assure that the city is provided with a copy of the final plat in a timely manner after it is recorded at Clackamas County, including any CC&Rs recorded in conjunction with the final plat.
29. The City shall assign addresses for each newly created subdivision lot and distribute that to the developer, and other agencies that have an interest.

Dedications

30. The applicant shall dedicate 7 feet of R.O.W. width for the full frontage of the subdivision along S Fir Street on the Final Plat.
31. The applicant shall dedicate .88 acres for a public park.

Easements

32. A dual 12 foot utility, pedestrian, and temporary street tree easement along all of the lot street frontages shall be noted on the final plat. This easement may be combined with other easements and shall be measured from the property boundary.
33. Sidewalk easements are required along the frontage of the newly created private lots for any portion of the 6' public sidewalk that will lie on private property.

Street Trees

34. A Street Tree Plan shall be submitted with the final plat, and street tree fees paid prior to release of the final plat. The plan will allow the city to establish street trees per the Tree Regulation standards in Chapter 12.32 of the Canby Municipal Code. The total per tree fee amount is calculated at one tree per 30 linear feet of total street frontage on both sides of all internal streets and the adjacent side of external streets or as determined by an approved Street Tree Plan on a per tree basis.

Monumentation/Survey Accuracy Conditions

38. The county surveyor and/or city engineer shall verify that the lot, street, and perimeter monumentation shall meet the requirements set forth in Oregon Revised Statutes and conform with the additional survey and monumentation standards of 16.64.070(M)(1-3) prior to recordation of the final plat.

Residential Building Permits Conditions:

39. Construction of all required public improvements and recordation of the final subdivision plat must be completed prior to the construction of any homes.
40. The homebuilder shall apply for a City of Canby Site Plan Permit and County Building Permit for each home and satisfy the residential design standards of CMC 16.21.
41. The homebuilder shall apply for a City of Canby Erosion Control Permit.
42. All residential construction shall be in accordance with applicable Public Works Design Standards.
43. On-site stormwater management shall be designed in compliance with the Canby Public Works Design Standards.
44. Clackamas County Building Codes Division will provide structural, electrical, plumbing, and mechanical plan review and inspection services for home construction per contract with the City. The applicable county building permits are required prior to construction of each home.
45. Per the Canby Public Works Design Standards, minimum residential driveway widths at the inside edge of the sidewalk shall be 12 feet and the maximum residential driveways widths shall be 24 feet with an allowed exception for 28 feet for a home with 3 or more garages.
46. Sidewalks and planter strips shall be constructed by the developer and shown on the approved tentative plat.
47. All usual system development fees shall be collected with each home within this development except as otherwise indicated within the Park Land Dedication and Improvement Agreement associated with this subdivision.

I CERTIFY THAT THIS ORDER approving SUB/VAR 18-01 BECK POND SUBDIVISION which was presented to and APPROVED by the Planning Commission of the City of Canby.

DATED this 11th day of June, 2018.

[Redacted Signature]

John Savory
Planning Commission Chair

[Redacted Signature]

Bryan Brown
Planning Director

[Redacted Signature]

Laney Fouse, Attest
Recording Secretary

ORAL DECISION: June 11, 2018

Name	Aye	No	Abstain	Absent
John Savory	✓			
John Serlet	✓			
Larry Boatright	✓			
Derrick Mottern	✓			
Tyler Hall				✓
Shawn Varwig	✓			
Andrey Chernishov	✓			

WRITTEN DECISION: June 11, 2018

Name	Aye	No	Abstain	Absent
John Savory	✓			
John Serlet	✓			
Larry Boatright	✓			
Derrick Mottern	✓			
Tyler Hall				✓
Shawn Varwig	✓			
Andrey Chernishov	✓			

MINUTES
CANBY PLANNING COMMISSION

7:00 PM – Monday, June 11, 2018
City Council Chambers – 222 NE 2nd Avenue

PRESENT: Commissioners John Savory, Larry Boatright, John Serlet, Derrick Mottern, Shawn Varwig, and Andrey Chernishov

ABSENT: Commissioner Tyler Hall

STAFF: Bryan Brown, Planning Director, and Laney Fouse, Recording Secretary

OTHERS: Roger Steinke, Cheryl Steinke, Connie Sase, Connie Abell, Kevin Logan, Doug Lamssies, Tammy Lamssies, Gary Frye, Steph Frye, Tom Rushton, Julie Rushton,

CALL TO ORDER

Chair Savory called the meeting to order at 7 p.m.

CITIZEN INPUT ON NON-AGENDA ITEMS – None

MINUTES

- a. Approval of Planning Commission Minutes for May 14, 2018.

Motion: A motion was made by Commissioner ??? and seconded by Commissioner ??? to approve the May 14, 2018 Planning Commission minutes. Motioned passed 6/0.

NEW BUSINESS – None

PUBLIC HEARING

- a. Consider a request for a Subdivision/Variance of 11.81 acres into a 69-lot subdivision in two phases for low (R-1) and medium (R-1.5) density residential development in the SW Canby Development Concept Plan (SUB/VAR 18-01).

Chair Savory opened the public hearing and read the public hearing format. He asked if any Commissioner had conflicts of interest or ex parte contacts to declare. There was none.

Bryan Brown, Planning Director, entered his staff report into the record. This was a request for a proposed subdivision and variance. He described the subject site, which was made up of three tax lots. This area had been annexed, but it was not on the zoning map yet. The upper two lots would have R-1.5, medium density, and the lower lot would have R-1, low density. The variance was being requested to provide a few lots to be less than the 5,000 square foot minimum in the medium density and two lots in the low density to be less than the 7,000 square foot minimum. The code allowed up to a 10% variance, and the request was less than 10% for both the medium and low density areas, but taken as a whole they were over the 10%. There were more lots over the minimum lot size and he thought the request was balanced. The applicant was also asking for a waiver from the 60 foot lot frontage for low density on the public street to go along with some of the smaller lots. It was 40 foot lot frontage for the medium density zone. He then reviewed the subdivision layout, which showed how the lots fit around the existing homes. There would be a temporary turn around until the stub street on Evergreen went out to Fir Street, and that was approved by the Fire Department. There was some area being dedicated as a future recreational trail. This proposal followed the SW Canby Development Concept Plan except for Iris Street that was shown to be a stub street that would eventually go through an existing lot. The owner of that lot was opposed to having two stub streets to his property and the developer had changed it. That also created a larger block length than the 400 feet the code required, and the applicant applied for a variance for the 591 foot block length. No pedestrian pathways through the block were being proposed. There were many examples in the community where the block length exceeded 400 feet. He discussed the radius around the existing water wells, which was important for the drainage plan and making sure the injection wells for street run off were 267 feet away from wells. He discussed the proposed preliminary plat with the total number of lots at 69. There was a street cross section that followed the street standards. Comments had been submitted by

Clackamas County who currently had jurisdiction over Fir Street. He thought all of the County's standards would be met except for the total right-of-way width which they were requesting to be 54 feet. The City was in the process of transferring ownership of Fir Street from the County to the City, which would happen before the final construction of this subdivision. At this point he anticipated that they would need to follow the City's standards rather than the County's. The applicant also indicated where the driveways might be for the homes. The connections into the subdivision were on Fir and Elm. There was monument signage proposed on the entrance to Fir Street and entrance to Elm Street, which did need to stay out of the sight distance areas. He then discussed the proposed setbacks for each of the lots which appeared to be correct. He reviewed the water, storm, and sewer plan. All of the run off would be detained on site except for the areas that would be piped to Beck Pond. He also explained the connection to the proposed trail and the need for a retaining wall to support the trail. The developers might pave part of the pathway and would obtain SDC credits for that. The tree preservation plan showed groupings of trees on Elm Street that would be retained. The proposed Ellis Street needed a tree street name beginning with the letter F. The traffic study indicated the surrounding transportation network could satisfactorily absorb the projected increase of 68 am peak hour and 90 pm peak hour trips to be generated. The site intersections would be kept clear of obstructions that could limit vehicle sight distance. The zoning would follow lot boundaries to prevent "split zoning" on any lots between R-1 and R 1.5. One of the questions for the Commission to answer was if the variance of lot sizes and lot widths were to the public benefit and was the variance warranted. Staff asked that the developer show which lots were being reduced in size and lot width. Public testimony had been received by Bob and Nancy Freeson who lived nearby in Hope Village. They discussed how Hope Village had five different entrances and exits and were concerned that this development only had two. Mr. Brown confirmed the application was following the standard for two entrances to a subdivision this size. Mr. and Mrs. Freeson also recommended a dedicated entrance to Ivy Street. This was in the long term future when the next annexation completed its process and was developed. Staff recommended approval of the application.

Chair Savory clarified between lots 52 and 53 there would be a pedestrian walkway to the trail. He asked if there would be a stop sign at 16th Avenue and Fir Street. Mr. Brown said there was no stop sign planned for that intersection, but it could be done if it was warranted.

Applicants:

Gordon Root, Stafford Development Company in Lake Oswego, and Ryan O'Brien, Planning Consultant in Hillsboro, were the applicants. Mr. Root said the stub street issue was in response to the neighboring property's wishes. He addressed the lot sizes and discussed how most were over the minimum size. The sizes would help accommodate different housing types. The street configurations also shrank the lot frontages and to increase the frontages they would need to make the lot sizes larger. They had focused on the lot building envelopes and driveway placement in order to create a nice street scene. They had limited the number of driveways from the lots on Fir Street. A stop sign on Fir and 13th had been brought up and through the process they found out it was not a warranted stop sign placement. He thought there would be stop signs on 16th and Elm, Fir, Iris, and Evergreen. He was willing to put in stop signs as part of the development. Regarding the block length, not having a stub street would respect the neighboring property and they would be able to have the same number of lots. He would make sure to work with the City regarding the trail to make it a nice addition to the community.

Chair Savory asked about the stability of the slope bank along the walking path.

Mr. Root said a geotechnical report was done and it was noted that it was a stable bank.

Levi Levasa, Stafford Development in Lake Oswego, responded the bank was stable, but all banks could become unstable. They had setbacks in place to make sure they were not going to destabilize the bank.

Mr. O'Brien discussed how they wanted to create a diversity of housing types with varying prices and a lot of thought went into the lot widths and sizes to accommodate that. The tree preservation plan showed all of the trees that could potentially be saved, but he did not know for sure if they all would be saved until an arborist looked at the trees. They intended to name the street with a tree name beginning with F. The geotechnical report recommended not putting any infiltration facilities within 150 feet of the top of the bank. Instead they would pipe the storm drainage to the pond and the County was in favor of that plan.

Commissioner Chernishov asked about the pond. Mr. O'Brien said it was part of the property, but outside the City limits. They would have to go through the County for the storm and sewer permits. Mr. Root said initially they wanted to dedicate that land as a park, but there was no access for maintenance and it was outside the Urban Growth Boundary and City limits. They would like it to be preserved and used as a park in the future.

Proponents: None

Opponents:

Julie Rushton, resident of Hope Village, shared her concern about the ownership of Fir Street and bringing it up to City standards for the increased traffic and construction traffic. She questioned what would be done with the constriction at the entrance to Hope Village cottage homes. There had been a lot of conflicting input regarding 13th and Fir and the need for a stop sign there. The traffic calculations for entrances and exits showed too many people using Fir Street. There was access through Hope Village to Ivy Street, but it had not been discussed with the residents of Hope Village. The possibility of increased traffic inside Hope Village was concerning as they were not public streets and maintenance costs were paid for by Hope Village residents. A storm drainage plan had not been submitted, and currently the drywells on Fir Street routinely flooded the streets as they were not properly maintained. There was a disconnect with citizens in providing timely information with adequate time to review and respond prior to the public meetings, and she thought it bypassed the intent of public access to information. She thought the project would denigrate the neighborhood as there were too many units in too little space that would generate too much traffic. Another issue was the sewer pumping station and its impact on the Molalla River if there was a failure. She thought there would be overwhelming impact to the residents in southwest neighborhoods from the multitude of projects that were already occurring.

Tom Ruston, resident of Hope Village, stated the staff report included using Hope Village private roads to Ivy that were privately maintained. This had not been discussed in any meeting with Hope Village. He asked about the timeline for transferring jurisdiction of Fir Street from the County to the City. He thought it should be done and the road brought up to City standards before any construction began. The intersection of 13th and Fir was still an issue. He was not in favor of approving the subdivision.

Commissioner Mottern asked about the use of Hope Village streets. Mr. Brown clarified there was no intention of utilizing private property for through traffic. If the staff report implied that, it was a mistake.

Stephanie Frye, resident of Village on the Lochs, recently found out about the destruction of the wall and removal of the trees on Elm. She questioned where people who used the path would park. She was also concerned about the volume of traffic going up and down Elm Street. She had not received any mailings regarding this application, and thought she should have been notified.

Gary Frye, resident of Village on the Lochs, was opposed to removing the retaining wall and the trees and dumping traffic onto Elm Street.

Tammy Lamssies, 1655 S Elm St #1, was opposed to the traffic coming in and out off of Elm as she lived right next to where the access road would be located. She thought there would be accidents on Elm.

Doug Lamssies, 1655 S Elm St #1, stated his biggest concern was the wall and trees coming down. The retaining wall proposed for the pathway could potentially hide traffic and be a hazard. There was parking on one side on Elm and the street was tight, which might create issues with increased traffic. He thought people would use Elm more than they would use Fir.

Kevin Logan, 1655 S Elm St #514, was also concerned about the access onto Elm Street. The neighbors on Elm had not heard about this application until they saw the notice sign. He agreed more people would use Elm than Fir. There were a lot of children on Elm. He thought the stop signs needed to be put in. He felt like the decision had already been made, and that this was not a good idea.

Commissioner Varwig explained the Planning Commission's job was to determine whether or not applications met the code. The Commission was listening, but they had to follow the code not opinions.

Connie Abell, 1655 S Elm St #525, was concerned about the access on Elm Street as well. There were nearby school bus stops that cars often got stuck behind that delayed traffic in the morning. There were 144 homes with over 200 cars leaving and coming back home around the same time. There was a sharp curve where the proposed access would be and it was a tight fit to get two cars to pass each other. There was also a hill, and most people were speeding. It was difficult to see oncoming traffic and it was unsafe entrance. She did not think the filthy run off should be sent down to the pond, especially with all of the wildlife down there. It also did not make sense to pave part of this animal sanctuary. People liked living in this community and they did not want to lose the wall and trees and did not want the extra traffic and possible accidents on the road.

Connie Sase, 1546 S Fir St, Meadows Apartments, was questioning the Fir Street access. There were a lot of homes there already with buses for seniors, and it did not seem like Fir could handle the additional traffic. It was a narrow street and already had a lot of traffic.

Roger Steinke, 1547 S Fir St, met several times with Stafford Development regarding his property, which was adjacent to this subdivision area. They did remove Iris Street from going to his property. He had not had the opportunity to continue the discussions with Stafford and the City regarding the concerns related to his property. He had met with Mr. Brown and discussed the options. He requested a conditional acceptance to give him 90 days to address the rest of his concerns with Stafford Development and the Planning Department. The Council had talked about negative financial impact on the people who were not developing at this time and he appreciated that as it was also his concern.

Rebuttal: Mr. Root stated there would be improvements on Fir Street and there was enough right-of-way that would widen the street to 54 feet. The application followed the Concept Plan which had access on Elm, Fir, and Ivy. They held a public meeting at Hope Village which was well attended. Regarding the wall, they would remove as little of it as possible. They wanted to leave everything intact and would only modify what was needed for the trail and path. They wanted to preserve the trees and tree canopy as much as possible and build as little of a retaining wall as was necessary. They would also be planting several trees. He agreed the majority of the traffic would be on Elm, but it would go towards town and not where the current neighbors lived. The roof drains would be connected to the pond, but the road drains would go through the drywells. The neighboring properties could develop and access Fir Street.

Mr. Levasa talked about the roof drains going to the pond, and how the water would be treated properly to make sure no oils would go into the pond. Regarding the failures of the drywells on Fir Street, a geotechnical engineer did the testing for this development and the pits would be 25 to 35 feet deep and they would be infiltrating so fast that water would not fill up the holes. The long term maintenance should not be a concern. Erosion control would be a top priority for this site.

Mr. O'Brien thought some of the older drywells in the City were not deep enough and were causing issues. Regarding sight distance, the retaining wall was short and not in the sight distance triangle. The code required a minimum of 24 feet of pavement for access, which would be on Fir and Elm. He did not think they were able to put in cul-de-sacs per code.

Chair Savory closed the public hearing, and then reopened the public hearing.

Sue Buckheister, 1655 S Elm St #526, asked what it meant when they said Elm Street was a higher classification street.

Mr. Brown clarified Elm was a collector street which was intended to take a higher volume of traffic than local streets.

Ms. Buckheister asked about the future connection from lot 23. Mr. Brown said there was an option for a future extension, but it was dependent on who developed the property in the future. The current property owner was not willing at this time to sell their property and were not part of this subdivision.

Manfred Zysk, 1655 S Elm St #5, was concerned about the S curve on Elm and the traffic traveling at 40 mph. He counted the traffic, and over 50 cars were coming in and out of Village on the Lochs between 1 and 4 pm. He was opposed to removing the wall entirely and the trees. He was also opposed to 16th going onto Elm Street.

Chair Savory closed the public hearing.

Commissioner Mottern understood the concerns about the traffic impact. It would help when an access road was put in to Ivy. He liked the layout except for lots 25, 26, and 27 as they would be tight. He thought the applicants did a good job working with individuals on this plan.

Commissioner Serlet agreed this was a well thought out plan and a lot of effort had gone into it. Based on what he had seen and heard, he was in support.

Commissioner Chernishov was also concerned about the smaller lots 25, 26, and 27 which were below the medium density minimum lot size. He suggested taking those three and lot 28 and only making three lots out of them to increase the lot size.

Commissioner Varwig said it was impossible to make everyone happy. He preferred bigger lots, and appreciated there were some larger lots in this development. The trade-off was that there were some smaller lots also. He appreciated that there were more larger lots than smaller and that the developers were not trying to build apartments on this property. He thought it met the code and was in favor of the development.

Commissioner Boatright was glad they eliminated one stub street through the Steinke property. He recommended a condition of approval to add stop signs at 16th and S Fir, 16th and S Elm, 16th and S Iris (this would be changed to a tree name starting with F), and 16th and Evergreen. He thought the traffic study numbers were low, but he did not think there would be an issue as most people would be coming onto Elm Street from 16th and would be turning right to head into town. He thought Fir Street would be developed large enough to accommodate the traffic. It was a good plan and he was in favor with the added condition.

Commissioner Savory concurred it was a well thought out plan and would also support the added condition.

Motion: A motion was made by Commissioner Boatright and seconded by Commissioner Varwig to approve SUB 18-01/VAR 18-01 with the recommended conditions of approval from staff and the added a condition for stop signs at the intersections of SE 16th SE and Fir, 16th and Elm, 16th and Iris (this street will be renamed to a tree name beginning with the letter F), and 16th Evergreen. Motion passed 6/0.

FINAL DECISIONS

a. Final Findings Beck Pond Subdivision (SUB 18-01/VAR 18-01)

Motion: A motion was made by Commissioner Boatright and seconded by Commissioner Varwig to approve the final findings for SUB 18-10/VAR 18-01 with the conditions as stated previously. Motion passed 6/0.

ITEMS OF INTEREST/REPORT FROM PLANNING STAFF

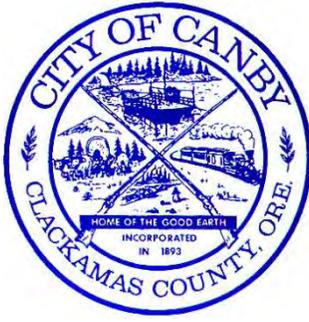
a. Next regularly scheduled Planning Commission meeting on Monday, June 25, 2018

Mr. Brown stated the Canby Townhomes application was being postponed until July 9th, but the Patterson development would be discussed at the next meeting.

ITEMS OF INTEREST/GUIDANCE FROM PLANNING COMMISSION – None

ADJOURNMENT

A motion was made by Commissioner Serlet and seconded by Commissioner Mottern to adjourn the meeting. Motion passed 6/0. The meeting was adjourned at 9:08 p.m.



City of Canby

BECK POND SUBDIVISION STAFF REPORT

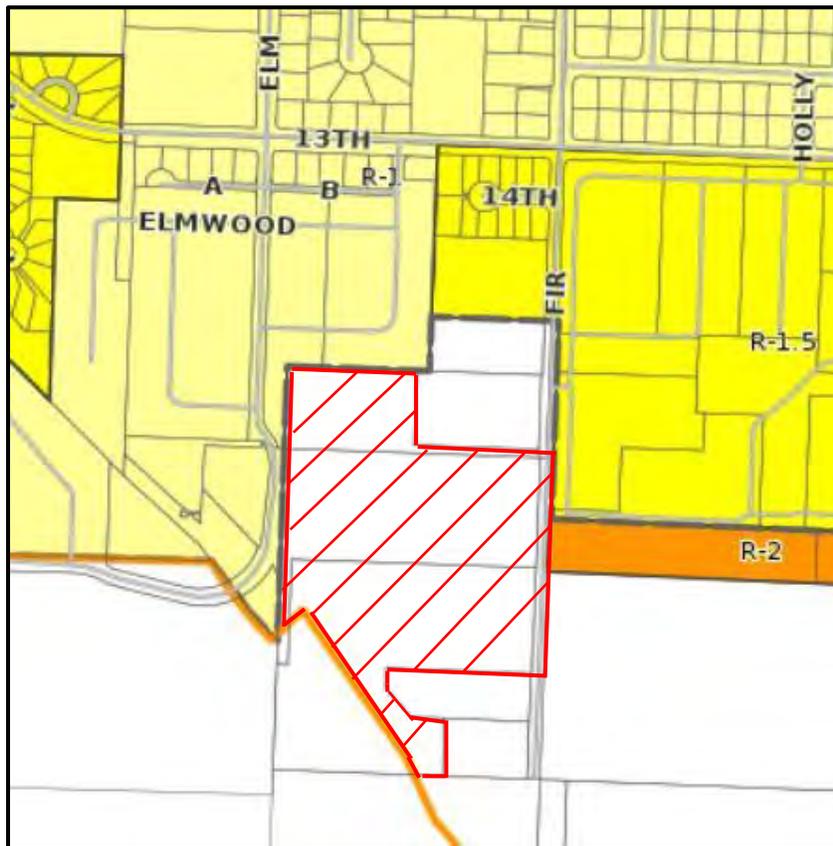
FILE #: SUB 18-01/VAR 18-01

Prepared for the June 11, 2018 Planning Commission Meeting

LOCATION: 1555 and 1715 S. Fir Street.

ZONING: R-1, Low Density Residential/R-1.5, Medium Density Residential

TAX LOTS: 41E04CA01600, 41E04C01401, 01500 (Red-bordered property in map below)



OWNER: Rodney J. and Carol M. Beck and Nadine Beck, Trustee, Beck Joint Trust

APPLICANT: Stafford Development Company, LLC – Gordon Root, Levi Levasa

REPRESENTATIVE: RYAN O'BRIEN

APPLICATION TYPE: Subdivision/Variance (Type III)

CITY FILE NUMBER: SUB 18-01/VAR 18-01

I. **PROJECT OVERVIEW & EXISTING CONDITIONS**

The applicants propose to subdivide properties consisting of 11.81 total acres into a 69 lot subdivision in two phases for low-density and medium-density residential development. A variance is also requested to increase the maximum required 400 foot block length to 591 feet. The existing three parcels are currently in residential/agriculture use. The subject properties are located on the west side of S. Fir Street extending west to border on S. Elm Street and situated approximately 925 feet south of SE 13th Avenue to extend south and border on the Canby Urban Growth Boundary. The properties were annexed by Ordinance No. 1470 on February 21, 2018 as a 20.26 net acre (22.54 gross acres) annexation that included a Zone Change Application which changed the zone of the subject properties from Clackamas County Exclusive Farm Use Zone to City of Canby R-1 Low Density Residential Zone and R-1.5 Medium Density Residential Zone and in accordance with the corresponding designation in the Canby Comprehensive Plan. Four of the annexed tax lots are not included in this subdivision. The parcels were included in the Southwest Canby Development Concept Plan (SCDCP) that was approved by the City Council in 2018. Although the subdivision comprises 11.81 acres of the approved SCDCP, it generally follows the development patterns delineated in the development concept plan map, with the exception of a modification to the length of "F" Street that now ends at 16th Avenue instead of extending farther north to stub into the adjacent property (tax lot 41E04CA01500) that is not part of this subdivision but was included in the SCDCP. The termination of "F" Street at the 16th Avenue intersection created a block on 16th Avenue 591 feet long instead of a required maximum of 400 feet and forced the applicant to file a Variance Application to accompany the subdivision request. The properties are bordered by various sized parcels in residential and agriculture uses. A portion of the subdivision along the Molalla River is delineated as a pedestrian trail/park as designated in the SCDCP.

II. **ATTACHMENTS**

- A. Application form
- B. Application narrative
- C. Pre-application meeting minutes
- D. Neighborhood meeting notice, notes, and attendance sheet
- E. Preliminary Plat Map and Associated Drawings
- F. Agency Comments
- G. Citizen Comments
- H. Geotechnical Report
- I. Traffic Impact Analysis
- J. Approved SCDCP

III. **APPLICABLE CRITERIA & FINDINGS**

Applicable criteria used in evaluating this application are listed in the following sections of the *City of Canby's Land Development and Planning Ordinance*:

- 16.08 General Provisions

- 16.10 Off-street Parking and Loading
- 16.16 R-1 Low Density Residential Zone
- 16.18 R-1.5 Medium Density Residential Zone
- 16.46 Access Limitations on Project Density
- 16.62 Subdivisions-Applications
- 16.64 Subdivisions-Design Standards
- 16.86 Street Alignments
- 16.88 General Standards & Procedures
- 16.89 Application and Review Procedures
- 16.120 Parks, Open Space, and Recreation Land General Provisions
- Southwest Canby Development Concept Plan
- City of Canby Comprehensive Plan

Findings:

As previously mentioned, the subject properties were included with a 22.54 acre annexation that involved seven separate parcels. Properties identified as tax lots 41E04CA01500, 41E04D01400, 01500, 01600 which are within the annexed area are not part of this subdivision. Annexed parcels included in the subdivision, are tax lots 41E04CA01600, 41E04C01401, 41E04C01500. A Development Concept Plan for the properties was also approved by the City Council in 2018 and a copy is attached to the file. A Traffic Impact Study (TIS) for development resulting in future subdivisions was performed by DKS in September 2017 for the SCDCP as well as for the Beck Pond Subdivision which reached the following conclusions for the subdivision.

- *“The increase in vehicle trips associated with the proposed project (68 trips during the AM peak hour and 90 trips during the PM peak hour) would not significantly impact traffic operations along the surrounding transportation network.*
- *Site intersections shall be kept clear of objects (e.g. landscaping, objects, etc.) that could potentially limit vehicle sight distance.”*

Public utilities are currently located at S. Fir Street along the east side of the proposed subdivision and also to the west from S Elm Street and can be extended as development occurs. Storm drainage for streets is shown collected and directed to intersections within the subdivision and to existing lines on S. Fir Street and S. Elm Street.

The subject properties are zoned R-1 and R-1.5 and only single-family homes are proposed within this subdivision. The zone boundary that divides the two zones extends north to south through the subject property and the applicant has designed the subdivision in a manner that places six lots across the zone boundary. The proposed lots are listed in the applicant’s narrative as 42, 45, 67, 62, 63, and 58. Section 16.08.030 states the following:

“Unless otherwise specified, zone boundaries are lot lines or the centerline of streets, railroad rights-of-way, or such lines extended. Where a zone boundary divides a lot into two or more zones, the entire lot shall be considered to be in the zone containing the

greater lot area, provided the boundary adjustment is a distance of less than twenty feet. (Ord. 740 section 10.3.05(C), (1984))

The applicant's site plan delineates the distance between the zone boundary and the nearest property line on the lots dissected by the zone boundary and none of the distances exceeds the twenty foot noted above. Therefore, the zone boundaries of six lots that contain two different zone districts shall be adjusted on the official city zoning map to reflect the single zone designation that was predominate on each of the adjusted lots.

Findings: As required in Section 16.10.070(B), sidewalks are planned along both sides of the street frontages with a six foot sidewalk and a five foot planter strip adjacent to a 34 foot wide street. A 12 foot PUE will be designated across all lot frontages adjacent to the street right-of-way. (Sheet 4 Site Plan).

Chapter 16.84.040(A)(2) lists criteria for the Southwest Canby Development Concept Plan that implements the SDCP. Where practical, the proposed subdivision is delineated to follow the development concept plan design that was included as part of the annexation approval. Streets will align with the shadow plat design of the plan for connectivity where non-participating properties outside the subdivision will be developed at a later date.

A minimum lot size of 7,000 square feet and a maximum of 10,000 square feet is allowed in the R-1 zone, under provisions in Section 16.16.030(A). According to the applicant's information, the lot sizes for the R-1 zoned portion of the subdivision range from 6,464 square feet to 9,274 square feet with two lots proposed under the 7000 square foot minimum at 6,464 square feet and 6,483 square. No lots are over the maximum. In the R-1.5 zone, four lots are under the minimum 5,000 square foot standard and seven lots are over the 6,500 square foot maximum. Additionally, Section 16.16.030(C) of the R-1 zone requires a minimum lot width of 60 feet and Section 16.18.030(C) of the R-1.5 zone requires a 40 foot minimum lot width.

The applicant must provide information to the Planning Commission that establishes if the proposed lots mentioned above meet the criteria stated below, in particular the public benefit provision for more than 10% of the lots that are outside the minimum and maximum lot area standard listed in 16.16.030 (B)(1)(a)(2).

The applicant is requesting an exception from the Planning Commission to the minimum and maximum lot size under Section 16.16.030(B) and 16.18.030(B) as well as an exception of the minimum lot width on 6 lots in the R-1 zone. Those sections state that the Planning Commission may approve an exception to the minimum and maximum lot size as part of a subdivision if standards in 16.16.030(B)(1) and 16.18.030(B)(1) are met. Section 16.16.030(B) states the following:

16.16.030

"B. Lot area exceptions:

1. *The Planning Commission may approve an exception to the minimum and maximum lot area standards in subsection 16.16.030.A as part of a subdivision or partition application when all of the following standards are met:*

a. *The average area of all lots created through the subject land division, excluding required public park land dedications, surface water management facilities and similar public use areas, shall be no less than seven thousand square feet and no greater than ten thousand square feet. Non-required significant natural resource areas shall be included in the average lot size calculation to enable a transfer of density onto buildable portions of the site. Required areas include identified parks, wetland areas, riparian corridors, and other areas in which building is not permitted under local, state, or federal laws or regulations. For land in the North Redwood DCP area, the Planning Commission may allow public park land dedications to be included in the lot size averaging calculation in order to achieve community development goals and allow protection of natural resources; in this case, the resulting average lot size shall not be less than 5,000 square feet. (Am. Ord.1422, 2015)*

b. *No lot shall be created that contains less than six thousand square feet, unless the alternative lot layout option provided in Section 16.64.040 is used (Am. Ord.1422, 2015);*

c. *The lot area standards for two-family dwellings, as provided in Sections 16.16.010 and 16.16.020, shall be met; and*

d. *As a condition of granting the exception, the city will require the owner to record a deed restriction with the final plat that prevents the re-division of over-sized lots (e.g., ten thousand square feet and larger), when such re-division would violate the average lot area provision in subsection 16.16.030.B.1.a. All lots approved for use by more than one dwelling shall be so designated on the final plat.*

2. *A public benefit must be demonstrated in order to allow more than ten percent of the lots to be outside of the minimum and maximum lot areas in subsection 16.16.030.A.*

3. *The Planning Commission may modify the maximum lot area requirements in 16.16.030.A if these cannot be met due to existing lot dimensions, road patterns, or other site characteristics.”*

C. Minimum width and frontage: sixty feet, except that the Planning Commission may approve lots having less frontage subject to special conditions to assure adequate access.”

Criteria for reductions and increases of lot sizes in the R-1.5 zone are as follows:

16.18.030

“B. *Lot area exceptions:*

1. *The Planning Commission may approve an exception to the minimum and maximum lot area standards in subsection 16.18.030.A as part of a subdivision or partition application when all of the following standards are met:*

a. *The average area of all lots and open space tracts created through the subject land division, excluding required public park land dedications, surface water management facilities and similar public use areas, shall be no less than five thousand square feet and no greater than six thousand five hundred square feet. Non-required significant natural resource areas shall be included in the average lot size calculation to enable a transfer of*

density onto buildable portions of the site. Required areas include identified parks, wetland areas, riparian corridors, and other areas in which building is not permitted under local, state, or federal laws or regulations. For land in the North Redwood DCP area, the Planning Commission may allow public park land dedications to be included in the lot size averaging calculation in order to achieve community development goals and allow protection of natural resources; in this case, the resulting average lot size shall not be less than 4,000 square feet (Am. Ord. 1422, 2015);

b. No lot shall be created that contains less than four thousand square feet, unless the alternative lot layout option provided in Section 16.64.040 is used (Am. Ord. 1422, 2015); and

c. As a condition of granting the exception, the city will require the owner to record a deed restriction with the final plat that prevents the re-division of over-sized lots (six thousand five hundred square feet and larger), when such re-division would violate the average lot size provision in subsection 16.18.030.B.1.a. All lots approved for use by more than one dwelling shall be so designated on the final plat.

2. A public benefit must be demonstrated in order to allow more than ten percent of the lots to be outside of the minimum and maximum lot areas in subsection 16.18.030.B.1.a.

3. The Planning Commission may modify the maximum lot area requirements in subsection 16.18.030.B if these cannot be met due to existing lot dimensions, road patterns, or other site characteristics.

4. Lots of three thousand square feet each may be permitted by the Planning Commission for single family dwellings having common wall construction.

5. The maximum lot area standard does not apply to dwellings existing prior to subdivision or partition plan approval or to lots designated for open space.

C. Minimum width and frontage: forty feet, except that the Planning Commission may approve lots having less frontage subject to special conditions to assure adequate access. Twenty feet is permitted for single family attached (common wall) housing on interior lots”.

Findings: The applicant stated in the submitted narrative that the proposed lot reductions and increases, as well as the lot width reductions, are justified under the above criteria. However, the Planning Commission must determine if the applicant’s arguments are valid enough to except the lots from meeting the code requirements. An alternative would be to redraw the Tentative Plat in a way that the lot sizes and widths are consistent with criteria listed in the code or limit the number of undersized lots.

As a condition of approval, a Street Tree Plan shall be submitted with the final plat, and street tree fees must be paid prior to release of the final plat.

As a condition of approval, the applicant shall pay the applicable Public Improvement Engineering Plan review fee prior to recording the final plat.

The subdivision will access onto S. Fir Street, classified a local street and S. Elm Street a collector street. A portion of S. Fir Street is under Clackamas County jurisdiction at this location, but is in the process of converting to City jurisdiction. Proposed 16th Avenue will extend east to west and connect S. Fir and S. Elm streets, and “F” Street, “G” Street, and 15th Avenue will circulate through the subdivision. A planned stub of 15th Avenue ends at property in the northeast corner of the subdivision that is not part of the subdivision but was included for future redevelopment in the SW Canby Development Concept Plan. As a condition of approval, the applicant shall note on the final plat any additional right-of-way required by Clackamas County and the City for S. Fir Street and S. Elm Street.

The applicant will dedicate .86 acres of park and trail identified as Tract “A” on the submitted tentative plat map. In this particular case, park SDC fees will be determined based on a land value formula.

The formula for required park SDC fees credit can be based on an agreed upon \$100,000/acre value or on appraised values if requested by the applicant. The value of park land dedication offsets the park SDC fee otherwise due.

Staff has reviewed the applicant’s narrative and submitted material and finds that this subdivision application conforms to applicable review criteria and design standards, subject to the Planning Commission’s decision to exempt lot size and lot width standards, and the request is consistent with Comprehensive Plan policies.

The applicant must specify at the public hearing which lots are proposed for lot size reduction or increase and identify which lots are proposed for minimum lot frontage reduction in order for the Planning Commission to make a detailed decision.

VARIANCE:

16.53 MAJOR VARIANCE

The applicant requested a major variance to alter Section 16.64.020(B) of the Canby Municipal Code (CMC). The request is to increase the length of a block from the required 400 feet standard in a residential zone to 591 feet between S. Fir Street and G Street within the subdivision. Section 16.64.020(B) states the following:

“Sizes. Block length shall be limited to 300 feet in the C-1 zone, 400 feet in residential zones, 600 feet in all other zones, except for 1,000 feet on arterials. Exceptions to this prescribed block standard shall be permitted where topography, barriers such as railroads or arterial roads, or environmental constraints prevent street extension. The block depth shall be sufficient to provide two lot depths appropriate to the sizes required by Division III. (Ord. 740 section 10.4.40(C)(2), 1984; Ord. 1043 section 3, 2000; Ord. 1076, 2001; Ord. 1338, 2010)”

16.53.020 These provisions are intended to prescribe procedures which allow variations from the strict application of the regulations of this title, by reason of exceptional circumstances and other specified conditions:

A. Authorization. The commission may authorize variances from the requirements of this title, other than Division VII, where it can be shown that, owing to special and unusual circumstances related to a specific piece of property, the literal interpretation of the regulations would cause an undue or unnecessary hardship, except that no variance shall be granted to allow the use of property for purposes not authorized within the district in which the proposed use would be located. In granting a variance, the commission may attach conditions which it finds necessary to protect the best interests of the surrounding property or neighborhood and to otherwise achieve the purpose of this title.

B. Standards and Criteria. A variance may be granted only upon determination that all of the following conditions are present:

1. Exceptional or extraordinary circumstances apply to the property which do not apply generally to other properties in the city and within the same zone. These exceptional or extraordinary circumstances result from tract size or shape, topography or other circumstances over which the owners of the property have no control. Actions of previous owners do not constitute other exceptional or extraordinary circumstances; and

Findings: The applicant indicates in the submitted narrative that the location of existing properties that are not included in the subdivision create exceptional circumstances that necessitate additional length of the block. A property that was part of the SW Canby Development Concept Plan, but not a part of this subdivision application, created a problem with the extension of "F" Street as shown on the SCDP. The street delineated on the SCDP would have extended across 16th Avenue and formed a cul-de-sac in alignment with an existing dwelling located on tax lot 41E04CA01500. In order to accommodate the property owner, the applicant intersected "F" Street at 16th Avenue. Consequently, the block length must be extended between S. Fir Street and proposed "G" Street within the subdivision. The Planning Commission must determine if the request meets this provision.

2. The variance is necessary to assure that the applicant maintains substantially the same property rights as are possessed by the owners of other property in the city and within the same zone; and

Findings: The property rights established for these particular zones is to allow a development of single-family housing within the R-1 Zone and R-1.5 Zone. As mentioned above, the design constraints caused by the adjacent property may justify the requested variance and allows the applicant to maintain property rights.

3. Granting of this variance will not be materially detrimental to the intent or purposes of the city's Comprehensive Plan or the Land Development and Planning Ordinance; and

Findings: As discussed above the proposal does not appear to be in conflict with the Comprehensive Plan that allows for single-family development. The Planning Commission should consider that the intent of the Comprehensive Plan and the regulations listed above is to provide for better quality of life, reduce congestion and provide for increased safety.

4. Granting of this variance will not be materially detrimental to other property within the same vicinity; and

Findings: Section 16.64.030(C) states that a pedestrian path must be provided for any block length over 600 feet, and the request is for a block length of 591 feet. It does not appear that development of a 591 foot block where a 400 foot block is required would be detrimental to other development in the vicinity. In provides a better alternative to the previous design proposal.

5. The variance requested is the minimum variance which will alleviate the hardship; and

Findings: It appears that the applicant's hardship is that, if the length of the block is not increased and if the proposed extension of "F" Street occurs it would eliminate two proposed lots and stub the street in alignment with an existing dwelling on an adjacent property. The Planning Commission will have to decide if the proposal meets this criterion. Staff is inclined to support the variance as being a reasonable hardship and the minimum necessary.

6. The exceptional or unique conditions of the property which necessitate the issuance of a variance were not caused by the applicant, or the applicant's employees or relatives.

Findings: The applicant indicates that the shape of the existing development properties and the existing dwelling on adjacent property create the unique conditions that require the variances.

Staff has reviewed the applicant's narrative and submitted material and finds that this variance request could conform to applicable review criteria.

IV. PUBLIC TESTIMONY/AGENCY COMMENTS

Notice of this application and opportunity to provide comment was mailed to owners and residents of lots within 500 feet of the subject properties and to all applicable public agencies. All citizen and agency comments that were received to date are available in the file.

Agency Comments: City Engineer, ODOT, DirectLink

Public Comments: From Steinke, McClurken, Joy, Fushton, Acker

V. Decision

Based on the application submitted and the facts, findings, and conclusions of this report, staff recommends that the Planning Commission **approve** Subdivision SUB 18-01/VAR 18-01 subject to the following Conditions of Approval.

General Public Improvement Conditions:

1. Prior to the start of any public improvement work, the applicant must schedule a pre-construction conference with the city and obtain construction plan sign-off from applicable agencies.
2. The development shall comply with all applicable City of Canby Public Works Design Standards.
3. **The final construction design plans shall conform to the comments provided by the City**

Engineer, when applicable, in his memorandum dated May 31, 2018 as follows:

1. S Fir Street is a county road and should have been transferred to the City upon annexation of this property as per the agreement between Clackamas County and the City of Canby, dated November 4, 1992. This roadway is classified as a local street as per the City Transportation System Plan (TSP), the existing right-of-way is 40 feet wide (20 feet on each side of the centerline). Additional right-of-way dedication of 9 feet along the entire site frontage of this development is adequate and meets City local standards. The developer shall construct half street improvements with curbs, 4.5-foot wide planter strip with street trees from City approved tree list, 6-foot wide concrete sidewalks, utilities as required and street lights. The half street improvements shall be built to City Standards with the curb placed at 18-foot from the centerline right-of-way to match the east side of the roadway in conformance with section 2.207 of the City of Canby Public Works Design Standards dated June 2012. An asphalt tapers at the rate of 10:1 shall be constructed to match existing asphalt surface at both ends of the street.
2. All interior streets within the subdivision shall be designed to City local street standards with 34-foot paved width, curbs, 4.5-foot wide planter with street trees, 6-foot wide sidewalks, street lights and utilities in conformance with Chapter 2 of the City of Canby Public Works Design Standards, dated June 2012.
3. Temporary fire truck turnarounds shall be constructed at the phase lines and at the end of 15th Avenue where the roadway is in excess of 150 feet in length. The geometric turnaround and location shall meet the City of Canby Fire Department requirements.
4. A minimum of 10 feet wide paved trail shall be constructed along the top of the bluff and connects to G Street and S Elm Street as shown. Removable bollards must be installed at the connection with G Street and S Elm Street.
5. All corner ADA ramps and sidewalks at the existing house to remain frontage shall be constructed as part of this development.
6. The developer's design engineer will be required to submit as part of the construction plans a signing and striping plan. All street names and traffic signs shall be installed by the developer at his expense and as part of this development. The City may supply the required traffic and street name signs based on a mutually agreed cost.
7. As part of the final design, the developer's design engineer shall provide a minimum of 200-foot future centerline street profile design to assure future grades can be met at all the adjoining properties (S Fir Street, 15th Avenue and 16th Avenue).
8. An erosion control permit will be required from the City of Canby prior to any on-site disturbance.
9. A demolition permit will be required from the City prior to demoing any

existing structures on lots 20 & 21, lots 25 & 26 and lots 52 thru 56.

10. The existing domestic or irrigation wells shall be abandoned in conformance with OAR 690-220-0030. A copy of Oregon water Rights Department (OWRD) abandonment certificate shall be submitted to the City.

11. Any existing on-site sewage disposal system shall be abandoned in conformance with DEQ and Clackamas County Water Environmental Services (WES) regulations. A copy of the septic tank removal certificate shall be submitted to the City.

12. The existing house on lot 24 shall connect to City water and sewer as part of this development and SDC charges shall be paid prior to connection.

13. Sanitary sewer exists along S Elm Street to serve this site. Sanitary sewer lines shall be extended to serve the adjoining properties as applicable.

14. A storm drainage plan has not been submitted as part of this application. The storm drainage runoff can be discharged the Molalla River or using on-site drywells. Discharging storm runoff directly to the Molalla River will require water quality treatment prior to any discharge and may require DEQ approval. Using drywells (UIC) as a means to discharge runoff from the public streets must meet the following criteria: The UIC structures location shall meet at least one of the two conditions: (1) the vertical separation distance between the UIC and seasonal high groundwater is more than 2.5 feet or (2) the horizontal separation distance between the UIC and any water well is a minimum of 267 feet in accordance of the City of Canby Stormwater Master Plan, Appendix "C", Groundwater Protectiveness Demonstration and Risk Prioritization for Underground Injection Control (UIC) Devices. A final storm drainage report shall be prepared by a registered professional engineer and submitted with the final construction plans. The report shall meet Chapter 4 of the City of Canby Public Works Design Standards dated June 2012.

15. All private storm drainage runoff shall be disposed on the individual lots as per Chapter 4 of the City of Canby Public Works Design Standards dated June 2012.

4. **The applicant shall comply with the applicable recommendations listed in the DKS Traffic Impact Study dated September 29, 2017.**
5. Public improvements such as sidewalk and street improvements on S. Elm Street and S. Fir Street are required during development.
6. A turnaround, at or near the terminus of SE 15th Avenue, shall be as directed by Canby fire district.
7. The applicant shall pay the applicable Public Improvement Engineering Plan Review fee prior to recording the final plat.

Fees/Assurances:

8. All public improvements are normally installed prior to the recordation of the final plat. If the applicant wishes to forgo construction of any portion of the public improvements until after the recordation of the final plat, then the applicant shall provide the City with appropriate performance security (subdivision performance bond or cash escrow) in the amount of 110% of the cost of the remaining public improvements to be installed.
9. If the applicant chooses to provide a subdivision performance bond for some or all of the required public improvements, the applicant shall obtain a certificate from the city engineer that states:
 - a. The applicant has complied with the requirements for bonding or otherwise assured completion of required public improvements.
 - b. The total cost or estimate of the total cost for the development of the subdivision. This is to be accompanied by a final bid estimate of the subdivider's contractor, if there is a contractor engaged to perform the work, and the certificate of the total cost estimate must be approved by the city engineer.
10. The applicant must guarantee or warranty all public improvement work with a 1 year subdivision maintenance bond in accordance with 16.64.070(P).
11. The applicant must pay the City Master Fee authorized Site Plan Development Engineering Plan Review fee prior to the approval of the construction plans.

Streets, Signage & Striping:

12. The street improvement plans for S. Elm Street and S. Fir Street frontage and the interior streets shall conform to the TSP and Public Works standards as indicated by the city engineer.
13. A roadway striping plan shall be submitted by the applicant and shall be approved by city engineer and by the Public Works street department prior to the construction of public improvements.
14. A roadway signage plan shall be submitted by the applicant and shall be approved by the city engineer and by the Public Works street department prior to the construction of public improvements.
15. The applicant shall be responsible for installing all required street signage and striping at the time of construction of public improvements, unless other arrangements are agreed to by the City.

Sewer:

16. The applicant shall submit documentation of DEQ approval of the sewer plans to the City Engineer prior to the construction of this public improvement with each phase of development.

Stormwater:

17. Stormwater systems shall be designed in compliance with the Canby Public Works Design Standards as determined by the City Engineer.
18. The applicant shall obtain DEQ approved drywells if proposed within the subdivision.

Grading/Erosion Control:

19. The applicant shall submit grading and erosion control plans for approval by Canby Public Works in conjunction with construction plan approval prior to the installation of public

- improvements and start of grading with each phase of development.
20. The applicant shall grade all areas of the site, including the proposed lots, to minimize the amount of soil to be removed or brought in for home construction.

Final plat conditions:

General Final Plat Conditions:

21. The applicant shall apply for final plat approval at the city and pay any applicable city fees to gain approval of the final subdivision plat. Prior to the recordation of the final plat at Clackamas County, it must be approved by the city and all other applicable agencies. The city will distribute the final plat to applicable agencies for comment prior to signing off on the final plat if deemed necessary.
22. All public improvements or submittal of necessary performance security assurance shall be made prior to the signing and release of the final plat for filing of record.
23. The final plat shall conform to the necessary information requirements of CMC 16.68.030, 16.68.040(B), and 16.68.050. The city engineer or county surveyor shall verify that these standards are met prior to the recordation of the subdivision plat.
24. All "as-built" of City public improvements installed shall be filed with Canby Public Works within sixty days of the completion of improvements.
25. Clackamas County Surveying reviews pending subdivision plat documents for Oregon Statutes and county requirements. A subdivision final plat prepared in substantial conformance with the approved tentative plat must be submitted to the City for approval within one year of approval of the tentative plat or formally request an extension of up to 6-months with a finding of good cause.
26. The applicant shall record the final plat at Clackamas County within 6 months of the date of the signature of the Planning Director.
27. The applicant shall assure that the city is provided with a copy of the final plat in a timely manner after it is recorded at Clackamas County, including any CC&Rs recorded in conjunction with the final plat.
28. The City shall assign addresses for each newly created subdivision lot and distribute that to the developer, and other agencies that have an interest.

Dedications

29. The applicant shall dedicate 7 feet of R.O.W. width for the full frontage of the subdivision along S Fir Street on the Final Plat.
30. The applicant shall dedicate .88 acres for a public park.

Easements

31. A dual 12 foot utility, pedestrian, and temporary street tree easement along all of the lot street frontages shall be noted on the final plat. This easement may be combined with other easements and shall be measured from the property boundary.
32. Sidewalk easements are required along the frontage of the newly created private lots for any portion of the 6' public sidewalk that will lie on private property.

Street Trees

33. A Street Tree Plan shall be submitted with the final plat, and street tree fees paid prior to release of the final plat. The plan will allow the city to establish street trees per the Tree Regulation standards in Chapter 12.32 of the Canby Municipal Code. The total per tree fee amount is calculated at one tree per 30 linear feet of total street frontage on both sides of all internal streets and the adjacent side of

external streets or as determined by an approved Street Tree Plan on a per tree basis.

Monumentation/Survey Accuracy Conditions

38. The county surveyor and/or city engineer shall verify that the lot, street, and perimeter monumentation shall meet the requirements set forth in Oregon Revised Statutes and conform with the additional survey and monumentation standards of 16.64.070(M)(1-3) prior to recordation of the final plat.

Residential Building Permits Conditions:

39. Construction of all required public improvements and recordation of the final subdivision plat must be completed prior to the construction of any homes.
40. The homebuilder shall apply for a City of Canby Site Plan Permit and County Building Permit for each home and satisfy the residential design standards of CMC 16.21.
41. The homebuilder shall apply for a City of Canby Erosion Control Permit.
42. All residential construction shall be in accordance with applicable Public Works Design Standards.
43. On-site stormwater management shall be designed in compliance with the Canby Public Works Design Standards.
44. Clackamas County Building Codes Division will provide structural, electrical, plumbing, and mechanical plan review and inspection services for home construction per contract with the City. The applicable county building permits are required prior to construction of each home.
45. Per the Canby Public Works Design Standards, minimum residential driveway widths at the inside edge of the sidewalk shall be 12 feet and the maximum residential driveways widths shall be 24 feet with an allowed exception for 28 feet for a home with 3 or more garages.
46. Sidewalks and planter strips shall be constructed by the developer and shown on the approved tentative plat.
47. All usual system development fees shall be collected with each home within this development except as otherwise indicated within the Park Land Dedication and Improvement Agreement associated with this subdivision.

BECK POND PRELIMINARY PLAT and VARIANCE APPLICATIONS



Updated 4-02-18

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LIST of EXHIBITS

1. Subdivision and Variance Land Use Applications
2. Subdivision Plans
3. Average Lots Sizes and Lot Size Variations and Deeds of the Property
4. Local Public Street Section and Proposed Eyebrow Street Standards
5. Pre-Application Meeting Notes
6. Neighborhood Meeting Notice and Minutes of Meeting
7. Neighborhood Mailing Radius Map, Meeting Sign Up Sheet and Mailing List
8. Traffic Report

I. Introduction.

A. Ownership and Applicant

Stafford Development Company has an option to purchase the subject property. A total of 69 lots are proposed in 2 phases on 13.78 acres. The subdivision includes a range of lot sizes to accommodate a variety of house prices. Easements on the lots are proposed for monument signs at the intersections of 16th Avenue and Fir and Elm Streets. Tract "A" is public pedestrian pathway and pocket park along the top of the bluff. All buildings on the site will be removed except the existing house at the NW corner of the site. Rodney and Carol Beck own Tax Lot 1600, Tax Map 4-1E4CA and Tax lot 1401, Tax Map 4-1E-4C. The Nadine Beck Trust owns Tax Lot 1500, Tax Map 4-1E-4C.

B. Proposal

This application is a request for approval of a 69-lot subdivision and a block length variance to increase the block length from 400-feet to 591-feet. A total of 23 lots are in the R-1, "Low Density Residential," zone and 46 lots are in the R-1.5, "Medium Density Residential" zone (Page 3 of Exhibit 2). The subject property is part of the SW Canby Development Concept Plan (DCP) approved by the Canby City Council in February 2018. Sheet 10 of Exhibit 2 shows the approved Master Plan. Sheet 11 is a previous plan with a slightly different street and lot pattern. The Beck Pond plan is very similar to the Sheet 11 plan. This subdivision application includes a request to use the Sheet 11 plan rather than the Sheet 10 plan.

Each lot will be developed with one (1) single-family detached dwelling. The lots in the R-1 zone range from 6,464 sf to 9,274 sf. The average Lot size is 7,445 sf. The code

requires a minimum lot size of 7,000 sf and a maximum of 10,000 sf. The code allows 10% of the lots to range from 6,000 to 6,999 sf and over 10,000 sf. Two lots in the R-1 zone are under 7,000 sf which is 8% of the 23 lots. No lots are larger than 10,000 sf.

The lots in the R-1.5 zone range from 4,337 sf to 8,234 sf. Lot 24, which contains the existing house that will remain, is 13,754 sf. This lot is exempt from the 10% maximum lot variation standard. The average lot size is 5,986 sf. The code allows 10% of the lots to range from 4,000 to 4,999 sf and over 6,500 sf. A total of 4 lots are less than 5,000 sf which is 9% of the 46 lots in the R-1.5 zone. A total of 7 lots are over 6,500 sf. A total of 11 lots are either under or over the minimum and maximum lot size in the R-1.5 zone which is 24% of 46 total number of lots. The Planning Commission can approve a percentage higher than 10% based on specific standards in Section 16.18.030.B.2 to B.5 of the Canby Land Development Code.

C. Site and Adjacent Zoning and Land Use

The property to the northwest is developed with a mobile home park. Property to the northeast is developable land that contains an existing house. The property owner of Tax Lot 1500 (Steinke) wants the property to be developed but still retain the existing house. The pre-plat shows how surrounding property adjacent to Beck Pond can develop in the future. The approved Southwest Canby Development Concept Plan (Sheet 10 of Exhibit 1) shows potential future development of all the properties surrounding the proposed Beck Pond Subdivision. Property to the east will be developed by Hope Village. No specific development plans are available for property to the southeast. Property to the southwest is outside of the Canby UGB (Tax Lot 1500). It is owned by the Nadine Beck Trust. This land contains an existing pond and will continue with rural uses. Property to the west is already developed with single family detached houses.

D. Applicant Team

Stafford Development Company is represented by Gordon Root and Levi Levasa. The civil engineer is Chris Kittredge with Kittredge Engineers and surveyor is ZTec Engineers. The land use planner is Ryan O'Brien with Planning & Land Design. The traffic engineer is Chris Maciejewski with DKS. The land use attorney is Andrew Stamp.

II. Site Services and Utilities

The Site is served by the following public and private services utilities and facilities:

- Water - 12-inch line in Fir Street and a 10-inch line in Elm Street
- Sanitary Sewer - 8-inch lines in Fir and Elm Streets

- Public Storm Sewer - 12-inch lines in Fir and Elm Streets
- Fire - Canby Fire District
- Police - City of Canby Police Department
- Electricity - Canby Utility
- Natural Gas - NW Natural Gas Company
- Telecommunications - Canby Telecom and Direct Link
- Public schools - Canby School District.

Public and private services, utilities and facilities are sufficient to serve this proposed 69-Lot subdivision as identified in the approved SW Canby DCP.

III. Characterization of the Application.

The subdivision and major variance applications are "Limited Land Use Decisions" as defined in ORS 197.015(12). According to ORS 197.195(1) which identifies preliminary subdivisions, the City may not apply comprehensive plan policies to a limited land use decision unless those plan policies are expressly referenced in the City's land use regulations and/or zoning ordinance.

Subdivision applications are subject to the "**Needed Housing**" statutes in ORS 197.303(1) and 197.307(4). The following is ORS 197.303(1):

"As used in ORS 197.307, "**needed housing**" means housing types determined to meet the need shown for housing within an urban growth boundary at particular price ranges and rent levels, including at least the following housing types:

(a) Attached and detached single-family housing and multiple family housing for both owner and renter occupancy".

ORS 197.307(4) indicates a "**needed housing**" application is subject to only clear and objective standards, conditions and procedures regulating the development of needed housing on buildable land.

The Site is on buildable land because it is zoned for residential use. The Canby Comprehensive Plan (the "Plan"), Housing Element, Page 148, provides that the City has "made a commitment to expanding housing opportunities." Further, Plan Housing Element and Finding No. 1 states, "Canby's urban growth policies must provide efficient area to allow for new housing construction as needed" (Comprehensive Plan - Page 148). Additionally, Plan Housing Element and Finding No. 1 states, "It is natural to expect these vacant or under-utilized areas of the City to gradually be developed or redeveloped to higher densities." (Comprehensive Plan - Page 149). These Plan statements recognize the City's commitment to provide the opportunity for the development of additional single-family dwellings in the city.

IV. Approval Criteria

This section addresses relevant approval criteria found in the Canby Land Development and Planning Ordinance.

Chapter 16.04 Definitions

16.04.380 - Lot width means the **average** width of a lot when measure at the front and rear setback line for a principal use.

FINDING: All the lots comply with the average lot width of 40-feet in the R-1.5 zone and 60-feet in the R-1 zone.

16.04.670 - Vision clearance area means the triangle area at the intersection of two streets, a driveway and a street, or a street and a railroad, two sides of which are measured from the corner intersection of the existing or proposed curb lines to a distance specified in this title. No plantings, structures, or temporary or permanent obstructions shall be located within a vision clearance area, extending from two and one-half to ten feet above the curb or street elevation. Except, however, that one tree trunk not greater than eighteen inches in diameter shall be permitted within a vision clearance area.

FINDING: The vision clearance area is 30-feet as measured from the curb to a single-family dwelling on a corner lot at the intersection of 2 streets. The minimum vision clearance in this subdivision is 37-feet as indicated in Chapter 16.10 below.

Chapter 16.08 General Provisions

16.08.030 - Zone Boundaries - When a zone boundary divides a lot into two or more zones, the entire lot shall be considered to be in the zone containing the greater lot area, provided the boundary adjustment is a distance of less than (20) twenty feet.

FINDING: A total of 6 lots in this subdivision have split zoning as shown by the pre-plat on Page 4 of Exhibit 2 (Lots 42, 45, 67, 62, 63 and 58). The split is less than 20-feet on each lot. This split zoning cannot be avoided because of the straight line of the R-1.5 and R-1 zoning and the need to provide lots that comply with the code requirements. The street pattern dictates the location of these lots. The portion of a lot less than 20-feet in width will assume the zoning of the larger portion of the lot. For example, Lot 42 will have R-1 zoning and Lot 45 will have R-1.5 zoning. Sheet 4 shows the actual dimensions of the portion of a lot that project into another zone.

Chapter 16.10 - Off-Street Parking and Loading

TABLE 16.10.050. A minimum of 2 off-street parking space are required for each dwelling unit.

16.10.070(B)(10)f. The minimum distance between driveways for single-family residential houses and an intersection shall be thirty (30) feet. The distance shall be measured from the curb intersection point [as measured for vision clearance area (16.04.670)].

FINDING: Each lot will have a minimum of 4 off-street parking spaces in proposed driveways and garages. The minimum distance between the curb and a residential driveway on a corner lot will be 37-feet with a 30-foot wide house. The measurement is 11-feet from the curb to the back of the sidewalk, 15-feet for the street side yard setback to the side of the house and 11-feet to the driveway. See the street section on Sheet 3 of the pre-plat plans (Exhibit 2).

Chapter 16.16 - R-1 Low Density Residential Zone

16.16.010.A - Uses Permitted Outright

FINDING: The R-1 zone allows single-family detached houses outright. Only this type of housing is proposed.

16.16.030 - R-1 Development Standards

16.16.030.A requires lots in the R-1 zone to be a minimum 7,000 sf and a maximum of 10,000 sf in area unless an exception is approved by the Planning commission in accordance with 16.16.030.B. The maximum lot size does not apply to existing single-family dwellings.

FINDING: Lots 66 and 67 are less than 7,000 sf in area. A lot area exception is requested for these 2 lots in accordance with 16.16.030.B

16.16.030.B - Lot Area Exceptions

16.16.030.B.1 - The Planning Commission may approve an exception to maximum lot size in LDO 16.16.030.A subject to four (4) standards as follows:

16.16.030.B.1.a - The average lot size of all lots created shall be no less than 7,000 square feet and no greater than 10,000 square feet.

16.16.030.B.1.b - The minimum lot size is 6,000 sf.

16.16.030.B.1.c - No two-family dwellings are proposed.

16.16.030.B.1.d - No lots are over 10,000 sf in area.

16.16.030.B.2 - A public benefit must be demonstrated in order to allow more than 10% of the lots to be outside of the minimum and maximum lot areas in subsection 16.16.030.A.

16.16.030.B.3 - The Planning Commission may modify the maximum lot area requirements in 16.16.030.A if these cannot be met due to existing lot dimensions, road patterns, or other site characteristics.

FINDING: The average lot size of the 23 lots in the R-1 zone is 7,445 sf which is more than 7,000 sf. A total of 2 lots are less than 7,000 sf but over 6,000 sf in area. Only 9% of the 23 lots are under 7,000 sf and no lots are over 10,000 sf. This is less than the 10% variation allowed by the code. Therefore, demonstrating public benefit or justifying the 9% lot size variation is not required.

16.16.030.C - The minimum lot width and frontage is 60 feet. However, the Planning Commission may approve lots with less frontage subject to special conditions to ensure adequate access.

FINDING: The applicant proposes 6 lots in the R-1 zone with less than 60 feet of frontage (Lots 48, 49, 50, 52, 53 and 58). Each of these 6 lots have adequate street access sufficient to accommodate a typical driveway width. Lot 49 is a flag lot which normally has narrow street frontage. Because of the irregular shape of the property, complying with 60-foot lot frontage is difficult. All the lots have a 60-foot lot width when measured at the front yard setback as defined by the 16.040.380 (lot width definition). The Planning Commission can allow these 6 lots to have lot frontage less than 60-feet because each lot has adequate access. All the lots have an average lot width of 60-feet in compliance with Section 16.04.380 of the code definitions. Lot width means the average width of a lot when measured at the front and rear yard setback.

16.16.030.D - Minimum Yard Requirements

FINDING: Each lot will comply with the minimum yard requirements. This section limits the maximum amount of impervious surface in the R-1 zone to 60% of the lot area. Section 16.16.030.F.1 defines impervious surface.

Chapter 16.18 - R-1.5 Development Standards

16.18.010.A - Uses Permitted Outright

FINDING: The R-1.5 zone allows single-family detached houses outright. This is the only type of housing proposed in the Beck Pond Subdivision.

16.18.030.A requires lots in the R-1.5 zone to be a minimum 5,000 sf and a maximum of 6,500 sf in area unless an exception is approved by the Planning commission in accordance with 16.18.030.B. The maximum lot size does not apply to existing single-family dwellings.

FINDNG: Lots 18, 25, 26 and 27 are proposed to be less than 5,000 sf. A lot area exception is requested for these 4 lots in accordance with 16.18.030.B. Lot 24 is 13,849 sf in area and contains the existing house to be retained. Therefore, lot 24 is exempt from the 6,500-sf maximum lot size. A total of 7 lots are over 6,500-sf in area because of the location of the existing house, the existing size and shape of the tax lots, the proposed street pattern, the location of existing street accesses of adjacent properties and the split zone boundary.

16.18.030.B - Lot Area Exceptions

16.18.030.B.1 - The Planning Commission may approve an exception to the minimum and maximum lot size subject to the following 5 standards.

16.18.030.B.1.a - The average lot size of all lots created shall be no less than 5,000 square feet and no greater than 6,500 square feet.

16.18.030.B.1.b - The minimum lot size is 4,000 sf.

16.18.030.B.1.c - As a condition of granting the exception, the city will require the owner to record a deed restriction with the final plat which prevents the re-subdivision of oversized lots (6,500 sf and larger), when such re-division would violate the average lot size provision in subsection 16.18.030.B.1.a.

FINDING: The average lot size of the 46 lots in the R-1.5 zone is 5,982 sf which is more than 5,000 sf. Only 4 lots are less than 5,000 sf and over 4,000 sf in area. A deed restriction as a condition of approval is not necessary. Only Lot 62 is over 8,000 sf in area which could be divided into 2 lots in the future. Once a house is built on Lot 62, it will never be subdivided, provided the house remains livable. The total area of all lots in the R.1.5 zone is 275,164 sf. A total of 55 lots could be developed with an average lots size of 5,000 sf which is 9 more lots than the 46 lots proposed. Therefore, lowering the average lot size below 5,000 sf is not possible from re-subdivision of oversized lots in this subdivision.

16.18.030.B.2 - A public benefit must be demonstrated in order to allow more than 10% of the lots to be outside of the minimum and maximum lot areas in subsection 16.16.030.A.

16.18.030.B.3 - The Planning Commission may modify the maximum lot area requirements in 16.16.030.A if these cannot be met due to existing lot dimensions, road patterns, or other site characteristics.

16.18.030.B.4 - Lots 3,000 sf each may be permitted by the Planning Commission for single family dwellings having common wall construction.

16.18.030.B.5 - The maximum lot area standard does not apply to dwellings existing prior to subdivision approval or to lots designated open space.

FINDING: A total of 4 lots are less than 5,000 sf in area and 7 lots over 6,500 sf in area. A total of 46 lots are proposed in the R-1 zone. The variation is 9% for lots under 5,000 sf. The combination of these 11-variable lot sizes is 24%. Therefore, demonstrating public benefit and justification is required to exceed the 10% minimum and maximum lot area requirement. The phrase "**public benefit**" is highly subjective. The Oregon "**needed housing**" statutes, identified on pages 4 and 5 of this report, prohibit the City from applying the subjective **public benefit** standard to this application. The following comments are public benefit reasons and justification for the proposed 24% lot size variation:

1. The proposed subdivision is in an area where larger lots are typical. Smaller lots are not typical. As a result, only 9% of the lots are less than 5,000 sf. Lots larger than 6,500 sf are compatible with the general area and the adjacent R-1 zoned lots in the Beck Pond subdivision.

2. Providing lot and house size variety is a public benefit to all future residents of Canby. This subdivision has a wide variety of lot sizes ranging from 4,337 sf to 9,274 sf. This creates a wide variety of house prices with larger and smaller houses compatible with the various lot sizes.

3. The combination of the required location of 16th Avenue and the R-1 and R-1.5 zone boundary limits the ability to comply with the 10% requirement. Larger lots are needed to avoid irregular lot widths that are not compatible with the widths of typical houses. These larger lots are designed for specific house sizes. The corner lots need to be larger to accommodate the 15-foot street side yard, the 7-foot interior side yard and the 3-foot sidewalk easements. This is a total of 25 feet which needs to be subtracted from the width of a corner lot. In the R-1.5 zone, a typical house width is 40 feet which requires a 65-foot-wide corner lot. In the R-1.5 zone, the 7-foot interior side yards should be 5 feet and the street side yard should be 10-feet to be compatible with the 5,000-sf lot size standard.

4. All the lots larger than 6,500 sf can be modified and reduced to 6,500 sf as indicated below. However, modification of the lots would create irregularly shaped lots that will be the wrong size to fit typical houses.

5. Lot 23 is 7,312 sf in area because it is a flag lot. The 114-foot lot depth is necessary to provide a backup area from the garage. The lot depth could be reduced by 13 feet to 101-feet which reduces the lot area to 6,500 sf. However, this option is not reasonable because the smaller lot depth reduces the garage backup area. The 65-foot lot width of Lot 23 could be reduced by 8-feet to create a 6,500-sf lot. However, the option for a 50-foot wide single-story house is not possible. The maximum house width would be reduced to 43-feet. Providing the opportunity for single story houses is a public benefit. A single-story house is more compatible with the existing one-story house on lot 24 and the single story mobile homes to the north. Reducing the lot width of Lot 23 would just increase the size of Lot 24 which is already oversized at 13,754 sf.

6. The width of lot 29 could be reduced from 66-feet which accommodates a 41-foot-wide house to 60 feet which only accommodates a 35-foot wide house. The lots along "G" and "F" Streets are generally 7,000 to 9,000 sf feet in area and 64 to 70 feet in width. Lot 29 is part of the neighborhood with large lots and houses. If necessary, the extra 6 feet from lot 29 could be added to Lot 60.

7. Lot 30 is 6,933 sf in area. This lot could be reduced to 6,500 sf by reducing the width from 58 feet to 54 feet which only allows a 29-foot-wide house. This 4-foot lot width would be added to Lot 31. All the 44-foot-wide interior lots are designed to accommodate 30-foot wide houses with 7-foot side yards. Many plans are available for 30-foot wide houses.

8. Lot 37 is 6,513 sf in area. The lot depth could be reduced by less than 1-foot to make Lot 37 6,500 sf in area. The extra area could be added to Lots 36 and 44. The 61-foot

width for Lot 37 is necessary to accommodate a 36-foot wide house. The curved street artificially increases the size of Lot 37.

9. Lot 59 is 6,533 sf in area. It could be reduced to less than 54 feet. However, Lot 59 is designed for a 40-foot wide house. Therefore a 54-foot lot width is needed. If the Planning Commission does not approve the size of Lots 29 and 59, these lots can be reduced to 6,500 sf by adding area to Lot 60. The same is true for the other larger lots.

10. Lot 61 is 7,010 sf to accommodate a larger house which is compatible with the adjacent 7,000 sf lots. If necessary, Lot 61 can be reduced to 6,500 sf by adding 510 sf to Lot 63. This option is not reasonable because lot 63 is already oversized. Increasing the depth of Lots 30, 31 and 32 is also not reasonable. These lots are already 114-feet in depth.

11. Lot 62 is 8,234 sf in area. To reduce this lot to 6,500 sf, the width needs to be reduced by 16-feet. This 16-feet would be added to Lot 63 which increase that lot to over 10,000 sf. The width of Lot 62 is 75 feet which accommodates a 60-foot one-story house. A lot width reduction of 16 feet would only allow Lot 62 to accommodate a 44-foot wide 2-story house. The 110-foot lot depth is necessary for garage backup area just like Lot 23.

12. Approving the proposed larger lots in the R-1.5 zone would be a public benefit by providing more housing variety and opportunities for one and two-story houses. Because of the shape of the property, the street pattern and the zoning boundary, no additional lots can be created by complying with 6,500 sf maximum lot size and limiting the lot size variation to 10%.

16.18.030.C - Frontage

FINDING: All the lots in the R-1.5 zone comply with the minimum 40-feet of frontage except for the 2 flag lots.

16.18.030.D - Minimum Yard Requirements

FINDING: The proposed houses will comply with all the yard requirements.

16.18.030.E - Maximum Building Height

FINDING: The proposed houses will comply with the building height requirements.

16.18.030.F - Maximum Impervious Surface

FINDING: The proposed houses will comply with the 70% maximum impervious surface. Section 16.16.030.F.1 defines impervious surface.

16.18.030.G - Other Regulations

FINDING: Adequate vision clearance is provided as explained in Section 16.10.070(B)(10)f.

16.46 - Access Limitations

16.46.010.A applies to single-family residential access. Section 16.46.010.A.1 requires roads to have a minimum width of 28-feet with parking restricted to one side of the street, or a minimum width of 36 feet with parking on both sides of the street. Up to 132 units are allowed with 2 access points and 207 units with 3 access points. The formula for the number of units allowed with more than 3 access points is $(60) \times (1 + (0.05 \times \text{number of access points})) \times (\text{number of access points})$.

FINDING: City staff has indicated the public works standard for a local street is 34 feet of pavement with parking on both sides of the street. The Beck Pond plans show 34 feet of pavement for all interior and exterior streets. Fir and Elm Streets are local streets. A total of 672 units are allowed with 8 access points to collector or arterial streets. Two access points to Ivy Street, an arterial street, are available through Hope Village. Two access points with Elm and Fir Streets are available to 13th Avenue, an arterial street. Four access points are available to 13th Avenue through the subdivision on the east side of Ivy Street. A total of 672 units, including Beck Pond, can use these 8 access points.

16.46.010.C The Planning Commission may allow increases beyond the maximum number of units listed in the above Subsection A. Such increases shall be based upon findings that no unwarranted problems will result for the public street system or emergency service vehicles.

FINDING: The Exhibit 8 Traffic Report indicates that all intersections will operate at a minimum "C" level of service.

16.46.010.G requires all on-site public roads accessing development to be a minimum of two (2) travel lanes with twenty-four (24) feet of pavement width to the nearest improved Collector or Arterial street.

FINDING: Fir and Elm Streets are local streets. The pavement width of Elm Street is 32-feet from 13th to 16th Avenues. 13th Avenue is the closest arterial street. The pavement width of Fir Street will be 24-feet south of 16th Avenue and 34-feet between 16th and 13th Avenues. Both streets comply with the minimum pavement width of 24-feet.

16.46.020 - Ingress and Egress

FINDING: All ingress and egress to the lots are from public streets.

16.46.030 - Access Connection

FINDING: Minimum street spacing for Local Streets is 150-feet, as measured from the centerlines. Beck Pond complies with this standard. Maximum street spacing is 400-feet. The 16th Avenue block length between "G" Street and Fir Street is 591-feet which exceed the 400-foot maximum. A Major Variance in accordance to Section 16.53.020 is requested for this longer block length.

Ingress and egress for this subdivision will be in conformance with the requirements of this subchapter. All the interior and exterior street adjacent to Beck Pond are "Neighborhood/Local" streets. the spacing for "Maximum spacing of roadways" as listed in Table 16.46.30 will be satisfied, subject to approval of the variance application. The "Minimum spacing of roadway to driveway" does not apply to single family residential driveways. Refer to Section 16.10.070 in this report.

Chapter 16.53 - Variances

16.53.020 Major Variances

These provisions are intended to prescribe procedures which allow variations from the strict application of the regulations of this title, by reason of exceptional circumstances and other specified conditions:

A. Authorization - The Planning Commission may authorize variances from the requirements of this title, other than Division VII, where it can be shown that, owing to special and unusual circumstances related to a specific piece of property, the literal interpretation of the regulations would cause an undue or unnecessary hardship, except that no variance shall be granted to allow the use of property for purposes not authorized within the district in which the proposed use would be located. In granting a variance, the commission may attach conditions which it finds necessary to protect the best interests of the surrounding property or neighborhood and to otherwise achieve the purpose of this title.

Finding: Section 16.64.020.B limits street block lengths to 400-feet in residential zones unless topography, barriers such as railroads or arterial roads, or environmental constraints prevent a street extension. The block length is 591-feet in the Beck Pond subdivision between Fir Street, 16th Avenue, "G" Street and 15th Avenue. A variance is requested to Code Section 16.64.020.B to increase the block length from 400-feet to 591-feet. Section 16.64.030.C requires pedestrian pathways for any block over 600 feet in length. Therefore, a pedestrian access is not required because the block length is 591-feet. However, the Planning Commission may require a pedestrian pathway as a condition of approval of this variance. The pathway would be 16-feet wide to comply with Sub-Sections C.1 and C.2. The southern portion of the pathway would be located between Lots 9 and 10. The northern portion of the pathway would be located on the Steinke property.

B. Standards and Criteria. A variance may be granted only upon determination that all of the following conditions are present:

1. Exceptional or extraordinary circumstances apply to the property which do not apply generally to other properties in the city and within the same zone. These exceptional or extraordinary circumstances result from tract size or shape, topography or other circumstances over which the owners of the property have no control. Actions of previous owners do not constitute other exceptional or extraordinary circumstances; and

FINDING: The exceptional and extraordinary circumstances that apply to the property include the location of the Steinke house, the limited opportunity to stub a street to the north because of the existing mobile home park, the requirement for 16th Avenue to connect Fir and Elm Streets and the need to maintain 5,000 sf foot lots. Many of the Beck Pond lots are 54-feet wide to accommodate 40-foot wide houses with 7-foot interior side yards. Other circumstances are as follows:

A. Lots 23 and 25 and the existing house on Lot 24 cannot front on Elm Street because Tax Lot 1800 blocks access to Elm Street. Therefore, the location of "G" street is in the only reasonable location.

B. Lots 23 to 29, 59 and 60 have frontage on “G” Street instead of Elm Street because steep slopes, a masonry wall and mature trees line the Elm Street right-of-way which prevents access to Elm Street. If these lots could front on Elm Street, “G” Street would move 100 feet to the east which reduces the block length to 491-feet. With this option, a variance would still be required.

C. A second street stub could be extended from “F” Street to the Steinke property to reduce the block length to 340-feet. However, this street stub would require Steinke to remove his existing house. Steinke wants to develop his property and retain the existing house. Therefore, this option is not reasonable or practical.

D. The street pattern for the Beck Pond subdivision is the most efficient plan for the subject property and adjacent properties.

2. The variance is necessary to assure that the applicant maintains substantially the same property rights as are possessed by the owners of other property in the city and within the same zone; and

FINDING: Other properties in the area were developed without the maximum 400-foot block length requirement of Section 16.64. Section 16.64 was adopted by the city in February 2013. Development to the north occurred prior to this adoption date. Development would be restricted on the vacant properties to the north (Steinke and Wenrick) if this variance is not approved. The only option is to extend “F” Street to the Steinke property as shown by the approved DCP Master Plan (Sheet 10 of Exhibit 2). This would require Steinke to remove his existing house when his property is developed in the future.

3. Granting of this variance will not be materially detrimental to the intent or purposes of the city’s Comprehensive Plan or the Land Development and Planning Ordinance; and

FINDING: Development of the Beck Pond property will be the same regardless if the variance is approved or not approved. “F” Street could be extended to the Steinke property if this variance is not approved. This will have a significant impact to the Steinke property. This may also impact the Wenrick property if the city requires a stub street from “F” Street to Fir Street to comply with the 400-foot block length requirement. The intent of the 400-foot block length is to provide reasonable circulation. A 400-foot block length is practical for pedestrian access, but not necessary for vehicle access. Approval of this variance complies with the Canby Comprehensive Plan as identified below:

Land Use Element Policy 2

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

Implementation Measure “A”

Continue to implement the policies of the Housing Element to increase the range of housing opportunities and diversify housing types.

FINDING: The intent of this policy is to provide affordable housing and higher densities. Additional roads and the loss of buildable lots just to maintain a 400-foot block length increases the cost of housing and reduces the supply of affordable housing.

4. Granting of this variance will not be materially detrimental to other property within the same vicinity; and

FINDING: Approval of this variance will not be detrimental to other property in the same vicinity. The 400-foot block length is internal to Beck Pond. However, denial of the variance will have a substantial impact to the Wenrick and Steinke properties to the north. These are the only properties in the same vicinity. The Sorenson and Netter properties to the south (Tax Lots 1600 and 1602) will develop with a short cul-de-sac as shown on the Southwest DCP street pattern map. Property on the east side of Fir Street will be developed by Hope Village with private streets. Property on the west side of Elm Street is already developed.

5. The variance requested is the minimum variance which will alleviate the hardship; and

FINDING: The 591-foot block length is the minimum variance to alleviate the hardship of Steinke losing his house when his property is developed and the hardship to the developer of the Beck Pond subdivision from building 200-feet of extra public street and losing 2 lots just to provide pedestrian access.

6. The exceptional or unique conditions of the property which necessitate the issuance of a variance were not caused by the applicant, or the applicant's employees or relatives.

FINDING: The exceptional and unique conditions of the property are as follows:

1. The shape of the property was created with old county zoning and prior to inclusion in the Canby UGB
2. Constraints identified in the above comments
3. The location of the Steinke house
4. The adoption of the 2013 code requiring 400-foot block lengths

Before the Steinke house was built, property lines were created for Steinke, Wenrick and Beck without consideration about future development, zoning and zoning requirements.

Actions of the applicant or the applicant's employees or relatives did not cause the exceptional and unique conditions of the property.

Chapter 16.56 - General Provisions

16.56.030.A - Comprehensive Plan

FINDING: The Comprehensive Plan does not apply to this limited land use decision unless a specific Plan goal or policy is incorporated into the City's land use regulations. ORS 197.195(1).

16.56.030.C - Health, safety and Sanitation

FINDING: The City can determine this application conforms with all applicable state, county and city regulations regarding health, safety and sanitation. The phrase "all applicable state, county and city regulations regarding health, safety and sanitation" is subjective and may not be applied under ORS 197.30

16.56.030.D - Building

FINDING: A request to construct structures or buildings is not included in these subdivision and variance applications.

16.56.030.E - Streets and Roads

FINDING: The City may not apply this standard pursuant to ORS 197.307(4) because the phrase "all applicable city ordinances or policies" is subjective.

Chapter 16.62 - Subdivision Applications

16.62.020 - Standards and Criteria - Applications for subdivisions shall be evaluated based upon the following standards and criteria:

16.62.020.A - Conformance with other applicable requirements of the Land Development and Planning Ordinance.

FINDING: This section requires that the application conforms with "other applicable requirements of the Land Development and Planning Ordinance." The phrase "other

applicable" is subjective and the City may not apply this standard pursuant to ORS 197.307(4).

16.62.020.B - The overall design and arrangement of lots shall be functional and shall adequately provide building sites, utility easements, and access facilities deemed necessary for the development of the subject property without unduly hindering the use or development of adjacent properties;

FINDING: The City can determine the subdivision design and arrangement of lots is functional and adequately provides building sites, utility easements and access facilities without unduly hindering the use or development of adjacent properties. The proposed tentative subdivision map provides adequate building areas conforming to the R-1 and R-1.5 zoning district requirements. This standard is subjective because the words "functional" and "adequately" and the phrase "without unduly hindering" are subjective and may not be applied to this application pursuant to ORS 197.307(4).

16.62.020.C.1-5 - Low Impact Development

FINDING: This application complies with the Low Impact Development criteria. The residential blocks are defined, but the streets are curved to avoid a linear development pattern and to create lots with variable sizes and shapes. Storm water on the subject site will be managed by the construction of 3 pollution control manholes and 3 dry wells (Grading and Storm Sewer Plan - Sheet 6 of Exhibit 2). All street and driveway storm water will be directed to the public storm sewer pipes in the public streets. Roof and foundation drains will outfall on each lot with small drywells. If required by the geotech engineer, roof and foundation drains from Lots 51 to 60 may outfall to the existing pond located on the southern portion of Tax Lot 1500 outside the UGB. This project has open space and a street pattern with minimal hard surfaces. The public street improvements are the minimum necessary to serve this subdivision. Some of the trees along the west and north property lines will be saved if possible.

16.62.020.D - It must be demonstrated that all required public facilities and services are available, or will become available through the development, to adequately meet the needs of the proposed land division.

FINDING: All required public facilities and services are available or will become available through development to meet the needs of this 69-lot subdivision. The DKS traffic study (Exhibit 8) indicates that all intersections will operate at a "C" or better Level of Service.

16.62.020.E - Subdivision Layout

FINDING: The streets within the subdivision will have sidewalks on both sides of the street which provides safe and efficient walking and bicycling routes within the subdivision and to adjacent subdivision. Safe routes are available to schools to the north for bicyclist and pedestrians. Tract “A” provides a public walkway between Lot 52 and 53 which connects to the regional trail along the bluff. Providing routes for pedestrian and bicycle circulation complies with city standards.

16.62.020.F - A Traffic Impact Study (TIS) may be required in accordance with Section 16.08.150

FINDING: DKS prepared a TIS in accordance with Section 16.08.150 for both the DCP and the Beck Pond subdivision (See Exhibit 8).

16.64.010.A. The location, width and grade of streets shall be considered in relation to existing and planned streets, to topographical conditions, to public convenience and safety, and to the proposed use of land to be served by the streets. The street system shall assure an adequate traffic circulation pattern with intersection angles, grades, tangents, and curves appropriate for the traffic to be carried. Where location is not shown in a development plan, the arrangement of streets shall either:

1. Provide for the continuation or appropriate projection of existing principal streets in surrounding areas; or
2. Conform to a plan for the neighborhood approved or adopted by the commission to meet a particular situation where topographical or other conditions make continuance of conformance to existing street patterns impractical;
3. Minimum right-of-way and roadway width shall follow the requirements of the Canby Public Works Design Standards;
4. Consider opportunities to incrementally extend and connect local streets to provide for safe and convenient bike and pedestrian circulation.

FINDING: All proposed public streets within the project site have been designed to city standards. The proposed street pattern is practical and fulfills the requirement for City standard streets in a residential subdivision. 16th Avenue provides a major east/west connection between Elm and Fir Streets. The SW Canby Master Plan (Sheets 9 and 10 of Exhibit 2) shows that 18th Avenue will provide another east/west connection to Ivy Street. The proposed street pattern fulfills the 4 criteria in Section 16.64.010.A.

16.64.010.B to O - Street Standards

B. Permeable Surfaces - All streets and right-of-way improvements will incorporate impervious surfaces with asphalt streets and concrete sidewalks. Permeable pavement is not a viable option for this development.

C. Reserve Strips - No reserve strips are planned unless required by the City of Canby for 15th Avenue which is a dead-end street. The owner of Tax Lot 1500 east of 15th Avenue will probably sell the property for development in the near future.

D. Alignment - 16TH Avenue aligns with the exiting access from Hope Village on the east side of Fir Street. The future extension of 15th Avenue aligns with another existing Hope Village access off Fir Street. The extension of 16th Avenue to Elm Street is in the right location to match existing grades of Elm Street and to achieve maximum sight distance. The 15th Avenue street stub to Tax Lot 1500 is located in the right place to allow the home owner to retain his existing house. This street extension also serves the Wenrick property further north (Tax Lot 1400). No south street stub to Tax Lot 1602 is planned. The owner of this Tax Lot requested elimination of the street stub because it conflicted with their plans for future development of Tax Lot 1602. All the streets exceed the 150-foot centerline offset.

E. Future Extension of Streets - The street extensions are identified above. 15th Avenue is a dead-end street. The flag pole for Lot 23 will serve as a temporary back up area for emergency and service vehicles as shown on Sheet 4 of Exhibit 2. The Beck Pond subdivision plan is slightly different than the approved SW Canby DCP Master Plan (See Sheet 10 of Exhibit 2). The Beck Pond subdivision plan shows the potential future development of Tax Lot 1500 (Steinke) and Tax Lot 1400 (Wenrick). The Beck Pond preliminary plat is very similar the previous DCP Master Plan (See Sheet 11 of Exhibit 2). The Sheet 10 plan was approved by the City Council because of an assumption the owner of Tax Lot 1500 (Steinke) was willing to sell his property so his house could be removed. Currently, Steinke wants to keep the house and development a subdivision plan as shown by Sheet 11. This is adequate justification to develop the Beck Pond subdivision as proposed because the end result is almost identical to the approved DCP master plan. The only change is a new street to Fir Street rather than a 15-foot pedestrian access as shown on Sheet 10.

F. Intersection Angles - All intersection angles are at 90 degrees.

G. Existing Streets – Elm Street adjacent to Beck Pond is fully improved. Canby staff indicated no additional Elm Street right-of-way dedication or street improvements are necessary. The existing trees and masonry wall along Elm Street are planned for preservation. The grade difference between the subject property and Elm Street improvements requires lots back up to Elm Street rather than fronting on Elm Street. Additional dedication of right-of-way to 29-feet from centerline is proposed along Fir Street. Only 25-feet of right-of-way dedication from centerline is required. However,

Fir Street will carry a lot more traffic compared to the interior streets. The developer wants the sidewalk to be in public right-of-way rather than easements on the lots.

H. Half Streets - A half street is proposed along Fir Street south of 16th Avenue. The pavement width will be 24-feet in accordance with Section 16.46.010.G. No half street improvements are proposed for the interior of the Beck Pond subdivision.

I. Cul-de-Sacs - No cul-de-sacs are proposed and no streets are permanently dead-end street or cul-de-sacs.

J. Marginal Access Streets - This standard does not apply because the property is not adjacent to an arterial street.

K. Alleys - No alleys are proposed.

L. Street Names - 15th and 16th Avenues are proper street names. New street names for "F" and "G" Streets will be approved by city staff prior to recordation of the final plat.

M. Planting Easements - The new streets within the subdivision have 5-foot planting strips between the face of the curb and the 6-foot sidewalk. Street trees will be planted in this 5-foot planter in accordance with city standards. A 12-foot PUE is proposed as shown by the street section on the site plan (Sheet 4 of Exhibit 2).

N. Grades and Curbs - All streets, curbs, sidewalks and other public improvements will be designed to comply with city requirements. The site is very flat and level. No street grades will exceed one percent as shown by Sheet 7, Exhibit 2.

O. Streets Adjacent to Highway 99-E or Railroad Right-of-way - This standard does not apply.

16.64.015 - Access

FINDING: The streets follow the topography of the site and the natural feature along the bluff of the south property line. Adequate street intersection sight distance is available based on a 25 MPH design speed. The proposed 34-feet of pavement is adequate for this residential subdivision. Sidewalks are provided on both sides of the street. A pedestrian pathway is provided between Lots 52 and 53 to access the regional trail and the future street on Tax Lot 1602 at the southeast corner of Beck Pond. The local street network will allow residents, visitors, service and emergency vehicles to fully access individual homes. These features will fulfill the access management standards of the TSP.

16.64.020 - Blocks

FINDING: This subdivision has 2 blocks. The **first block** is bounded by 15th Avenue, 16th Avenue, Fir Street and “G” Street. The block length is 591-feet which exceeds the maximum length of 400-feet (See Sheet 4 of Exhibit 2). A variance to increase the maximum block length was submitted with this subdivision application (See Chapter 16.53 of this report).

The **second block** is bounded by 16th Avenue, “G” Street and “F” Street. This block length is 337-feet in the east/west direction and 355-feet the north/south direction. This block complies with the 400-foot maximum block length standard. A pedestrian pathway is provided between Lots 52 and 53. The street pattern of Beck Pond achieves the same design goal as a traditional "lot and block" pattern. Because of the shape of the property, and the adjacent tax lots and houses, a traditional "lot and block" plan would not create an efficient subdivision.

16.64.030 - Easements

FINDING: Adequate easements are provided for dry utilities, sidewalks and private sanitary sewer lines as shown by Sheet 4, Exhibit 2. No water courses are located in this subdivision. The northerly block is less than 600-feet in length. Therefore, a mid-block pathway is not required. Pedestrian tracts 100 feet in length are required to be 10-feet wide. The width increases by 1 foot for every 20-feet of pathway length over the first 100 feet. As a result, the pathway between Lots 52 and 53 is 12-feet wide. The city code requires 3-foot candle illumination of this pathway. No decision has been made about lighting along the regional pathway. A second pedestrian pathway is provided in the Elm Street right-of-way from the Regional Trail with a reasonable grade extending to the existing Elm Street sidewalk (See Sheet 8 of Exhibit 2).

16.64.040 - Lots

A. Size and Shape

FINDING: The size and shape of the 69 lots in Beck Pond are appropriate for the location of this subdivision. The depth of the lots does not exceed 3 times the width.

B. Minimum Lot Sizes

FINDING: An alternative lot layout is not proposed for Beck Pond.

C. Lot Frontage.

FINDING: In the R-1 zone, this subdivision contains 1 flag lot with 24-feet of frontage and 5 other lots with substandard frontage as indicated in Section 16.16.030.C of this report. The frontage requirement in the R-1 zone is 60 feet. All the lots in the R-1.5 zone complies with the 40-foot frontage requirement, **except** Lots 23 and 62 which are flag lots with 22-feet of frontage. These 2 lots will have a common driveway. The flag pole of Lot 23 will provide a fire truck back up area. These lots maximize use of the land and reduce the area required for streets in the subdivision. Based on this subsection, "the Planning Commission may allow the creation of flag lots, cul-de-sac lots and other such unique designs upon findings that access and building areas are adequate". The City can approve lots with less than sixty (60) feet of frontage in the R-1 zone and less than 40-feet of frontage in the R-1.5 zone. All lots have adequate access with a driveway to provide a minimum of 2 parking spaces in front of the garage. Each lot can accommodate a dwelling which complies with the R-1 and R-1.5 zoning standards.

D. Double Frontage Lots

FINDING: This subdivision has 7 double frontage lots (Lots 26, 27, 28, 29, 60, 59 and 58). These lots are double frontage because of the Elm Street grades, shallow sanitary sewer elevations, existing masonry wall, existing house on Lot 24 and the need to retain existing trees along Elm Street. Double frontage lots should be avoided **except** where there is a need to overcome specific disadvantages or topography and orientation.

E. Side Lot Lines

FINDING: Most side lot lines run perpendicular to the streets. Some lots fronting the curved streets and knuckles are not perpendicular because of the following:

1. Size and space of the lot
2. The need to comply with the square footage standard
3. The split zoning standards
4. The need to maximize the buildable area of the lots

F. Re-Subdivision

FINDING: No re-subdivision of the lots is anticipated unless the house is removed from Lot 24. In that case, Lot 24 would be divided into 2-lots.

G. Building Lines.

FINDING: No special building lines have been established for the proposed lots. The proposed building setback are shown on Sheet 5 of Exhibit 2.

H. Potentially Hazardous Lots or Parcels.

FINDING: No lots or parcels are hazardous due to flooding or soil conditions, the site is not within the 100-year floodplain of the Willamette River, and the soils are not considered unstable. However, a geotechnical engineer will evaluate the construction on Lots 51 to 60, which are close to the bluff line, and determine if special setbacks or additional construction standards are required.

I. Flag Lots or Panhandle-shaped Lots

FINDING: This subdivision contains 4 flag lots (Lots 22, 23, 49 and 62). Flag lots are the only the suitable design alternative because of the location of the parcels. These flag lots comply with the standards in Subsection 16.64.040.I which require 12-foot wide flag poles that are less than 100 feet in length. The depth of these lots need to be adequate to allow vehicle turn around to prevent vehicles from backing out the flag pole into a public street. The flag pole is not included in the lot area calculation. For the purposes of defining setbacks, flag lots shall have 3 side yards and one rear yard. The rear yard may be placed on any side of the main building.

J. Designation of Lots as 'Infill Home' sites

FINDING: This Site is not an "infill" site.

16.64.050 - Parks and Recreation

FINDING: See subsection 16.120 below. A 0.86-acre park is proposed with this subdivision (Tract "A").

16.64.060 - Grading of building sites

FINDING: When grading begins, the applicant will identify any hazards to the public or danger to public facilities.

16.64.070 - Improvements

A. Improvement Procedures

FINDING: The applicant is aware of the procedures for public and private improvements. Items 1 through 5 in this subsection contain requirements for construction of improvements.

B. The following improvements shall be installed at the expense of the subdivider.

FINDING: All extensions of sanitary sewer, water, and any other public facility or service will be necessary to serve this subdivision.

C. Streets

FINDING: The new streets within the project area will be designed and constructed in accordance with city standards.

D. Surface Drainage and Storm Sewer System

FINDING: The subdivision will have 3 pollution control and 3 dry well manholes for storm water management. Roof and foundation drains will be disposed on each lot.

E. Sanitary Sewers

FINDING: Sanitary sewers are available to the site in a size adequate to serve the project.

F. Water System

FINDING: The city's water system is available to the site with line sizes and flow volumes to serve the proposed project. The proposed 10" water line in 16th Avenue will connect with a 12" water line in Fir Street and a 10" water line in Elm Street. The location of the existing and proposed fire hydrants is shown on Sheet 6 of Exhibit 2.

G. Sidewalks

FINDING: Sidewalks are proposed on both sides of each street within the subdivision as shown by the street section on the pre-plat plans (Sheet 4 of Exhibit 2).

H. Bicycle Routes

FINDING: There are no identified bicycle routes in this subdivision other than the regional trail.

I. Street Name Signs

FINDING: Street name signs, as required by the city, will be placed where appropriate by the applicant as part of the site improvement process.

J. Street Lighting System

FINDING: Street lights will be located and installed by the applicant in response to the requirements of the city.

K. Other Improvements

FINDING: Any other improvements that may be required under this subsection will be carried out by the applicant.

L. Improvements in Areas of Flood or Slope Hazard

FINDING: This requirement does not apply unless a slope hazard is identified by a geotechnical report.

M. Survey Accuracy and Requirements

FINDING: All survey work related to this project will be completed by ZTec Engineers.

N. Agreement for Improvements

FINDING: The applicant will either install all required improvements or will complete an Agreement for Improvements with the City.

Q. Large Scale or Solar Efficient Development

FINDING: Beck Pond is not a large scale or Solar Efficient development.

R. Fences/ Walls

FINDING: Subsection "R" prevents the placement of fences and/or walls for the purpose of separating the neighborhood from the rest of the city. The proposed fences in the Beck Pond Subdivision do not provide separation from the surrounding neighborhood. The only exception is the existing masonry wall along Elm Street. The applicant requests the Planning Commission to approve retention of this masonry wall and allow lots to back up to Elm Street

16.64.080 - Low Impact Development Incentives

FINDING: The applicant may use some of the Low Impact Development Incentives. However, the applicant is not requesting to Low Impact Development **Incentives**. Only a

few trees are located along the west and north property line perimeters. Some of these trees will be preserved if an arborist determines the trees are not a hazard or diseased and if the trees do not conflict with the proposed houses construction.

16.66 - Subdivisions and Planning Commission Action

FINDING: City staff will review the subdivision and the Planning Commission will either approve or deny the subdivision.

Chapter 16.86 - Regulations

16.86.020 - General Provisions.

FINDING: All the streets are “Local”. The streets will be designed in accordance with Chapter 7 of the City TSP. Appropriate rights-of-way will be dedicated for the streets. Bicycle lanes or bike paths are not required except for the Regional Trail and the pathway between Lots 52 and 53.

16.86.040 - Recommended Roadway Standards

FINDING: The application applies the applicable standards for roadway design as contained in the TSP and the Canby Public Works Design Standards.

16.86.060 - Street Connectivity

FINDING: Because all streets are through streets, and there are no cul-de-sacs. However, 15th avenue will be a temporary dead-end street.

16.89.020 - Description and Summary of Processes

FINDING: This application requires a Type III process with a public hearing before the City Planning Commission. Any appeal of the Planning Commission decision can be appealed to the City Council. Table 16.89.020 identifies this process as a "Subdivision" which requires public hearing notification within 500-feet of the site and a neighborhood meeting prior to submittal of the application. The variance application does not require a neighborhood meeting.

16.89.050 - Type of Decision

FINDING: In accordance with the provisions of this subsection, the following requirements are met.

- A. A Pre-Application Conference was held on March 1, 2018 (Exhibit 5).
- B. The required neighborhood meeting was held on March 29, 2018 (Notes per Exhibit 6).

16.89.070 - Neighborhood Meetings

FINDING: The required neighborhood meeting was held on March 29, 2018 (Notes per Exhibit 6). Notices of the meeting were sent on March 14, 2018, 2 weeks before the meeting. The neighborhood association chair was also notified.

Chapter 16.120 - Parks, Open Space and Recreation Land

FINDING: The proposed subdivision contains land along the bluff that will be dedicated to the city for public regional trail and pocket park. The city determined that 35 feet is the minimum width of the trail tract.

16.120.020 - Minimum standards for park, open space and recreation land

FINDING: The following formula is used to determine the required amount park land for a subdivision.

$$0.01 \times 2.7 \text{ persons per house} \times 69 \text{ lots} = 1.86 \text{ acres of required park land dedication}$$

A total of 1.86 acres of park land is required for Beck Pond. A total of 0.86 acres are proposed for dedication to the city which requires 1 acre of addition land to be dedicated to the city or payment of a fee in lieu. If suitable park land dedication, in compliance with the park locations standards of Section 16.121.020, is not available in this subdivision or any other location in the city, the applicant can pay a Park System Development Charge ("SDC") fee in lieu of park land dedication.

16.120.040 - Cash in lieu of dedication of land

FINDING: City staff requested the applicant to pay a Park System Development Charge (Park SDC) fee in lieu of park land dedication for 1-Acre or coordinate the dedication of other park land on the McMartin property south of Hope Village between Fir and Ivy Streets. The builder of each lot will be responsible to pay this Park SDC fee on each lot prior to issuance of a building permit.

V. CANBY PUBLIC WORKS STANDARDS

The public streets are designed in compliance with the local street standard in Exhibit 4. The knuckles along Lots 22, 23 and 24 and Lots 48, 49 and 50 are designed in accordance with the Washington County standard in Exhibit 4. The existing house prevents a standard knuckle along Lots 22, 23 and 24. Sheet 4 of Exhibit 2 shows a fire truck back up area in

the flag pole of Lot 23. This back up area is necessary because of the temporary 15th Avenue dead-end street. This back up area can be used for city and other service vehicles.

The grading plan shows all storm water will flow to storm sewer pipes with dry wells in 16th Avenue. In overflow situations, storm water will flow to Elm Street and then to the Molalla River flood plain. A total of 3 dry wells and pollution control man holes are proposed. The dry wells are located outside of the 267-foot radius of the wells as show by Sheet 7 of Exhibit 2. Wells are located on Tax Lot 1500 (Steinke) and 1603 (Sorenson). The results of the geotechnical study and tests will determine the final number of dry wells and the location. The grades of the streets are 0.5% or greater. A slight fill of the southeast portion the site is necessary to achieve a sanitary sewer invert elevation of 5-feet or more below the manhole rim. This 5-feet of depth provides proper separation from the water line which requires a minimum of 3-feet of cover.

Section 2.201.b - This section requires 5 foot sidewalks. However, 6-foot sidewalks are proposed in accordance with the city standard in Exhibit 4.

Section 2.203.c - This section requires a minimum local street centerline radius of 165-feet. The centerline radius is 185 feet for "G" Street. The centerline radius is 165-feet for the extension of 15th Avenue into the Tax Lot 1500 (Steinke Property).

Section 2.205.b - The minimum intersection spacing is 150-feet for local streets that do not line up. The spacing of all streets in Beck Pond are over 150-feet.

Section 2.205.c - The minimum intersection curb radius is 25-feet as shown on Sheet 4 of Exhibit 2.

Section 2.211.f - The minimum driveway width is 12 feet. The maximum driveway width is 24 feet for a 2-car garages and 28-feet for 3-car garages. The code is silent about the maximum width for shared driveways for single family detached houses.

Section 3.301 - The minimum size of a sanitary sewer lateral is 6-inches.

Section 3.303.b - The minimum public sanitary sewer line slope for an 8-inch line is 0.4%. The sewer line shown on Sheet 6 of Exhibit 2 complies with this standard.

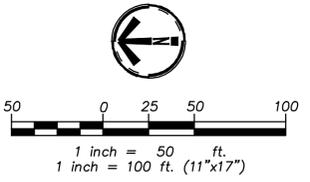
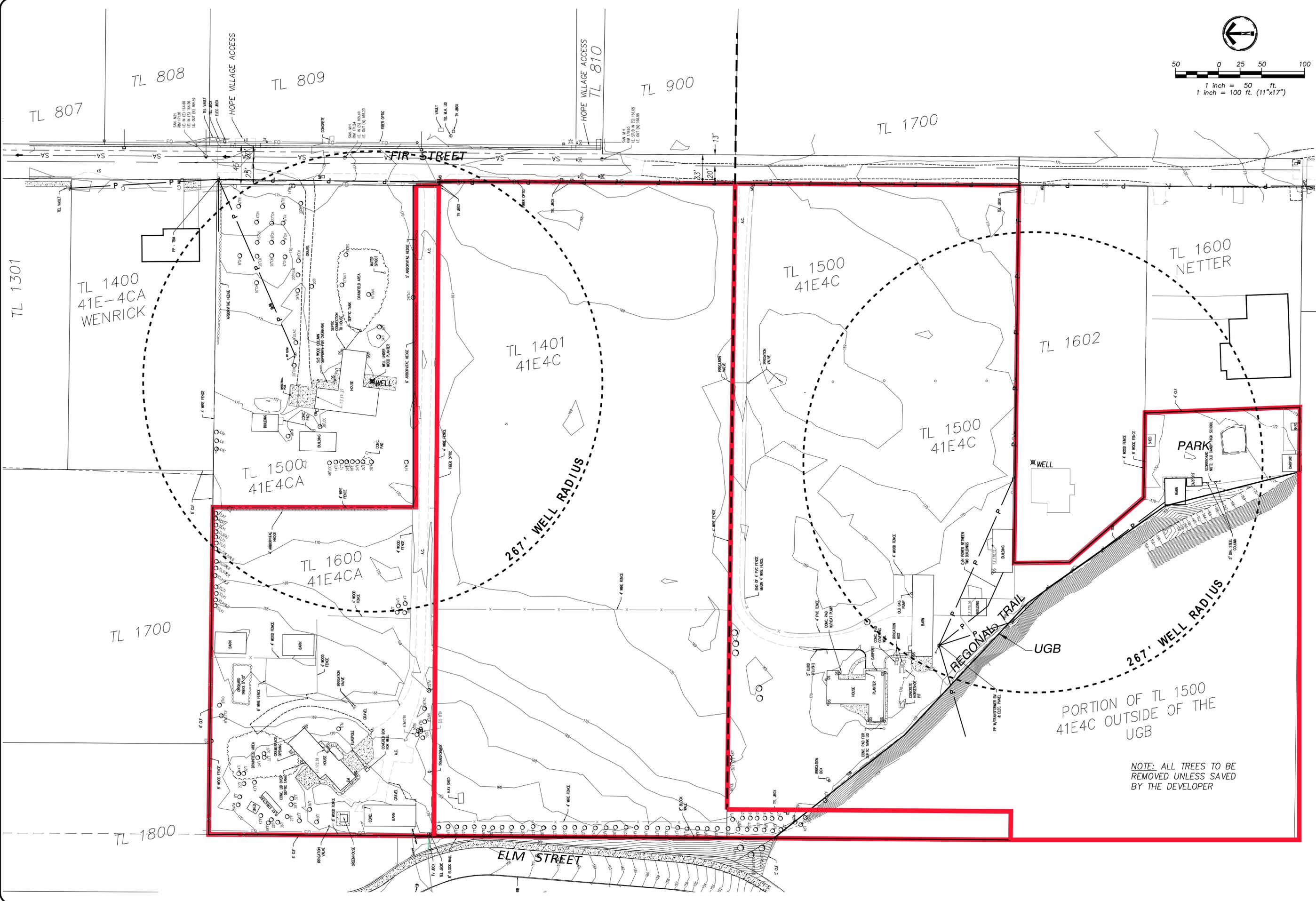
Section 3.304.e - Th elevation drop in a manhole is 0.1-feet when the pipe is straight and 0.2-feet when the pipe changes direction. The sewer lien elevation on Sheet 6 of Exhibit 2 comply with this standard.

Section 3.306.d - The minimum slope of a sanitary sewer lateral is 2%.

VI. CONCLUSION

The Planning Commission can determine if this preliminary subdivision application meets the relevant approval criteria. If the Canby Comprehensive Plan policies are not incorporated into the City's land use regulations, they may not be applied to this application (ORS 197.195(1)). Other subjective standards also do not apply (ORS 197.307(4)).

Based on the information in this report and the plans and exhibits submitted with this application, the Applicant requests Planning Commission approval the 69-lot preliminary subdivision and variance applications with clear and objective conditions of approval.



PORTION OF TL 1500 41E4C OUTSIDE OF THE UGB

NOTE: ALL TREES TO BE REMOVED UNLESS SAVED BY THE DEVELOPER

SOUTHWEST CANBY
 TAX MAP T4S, R1E, SECTION 4
 SEC. 4CA TAX LOTS 1600
 SEC. 4C TAX LOTS 1401, 1500
 CITY OF CANBY, OREGON

STAFFORD
 DEVELOPMENT COMPANY, LLC
 485 SOUTH STATE STREET
 LAKE OSWEGO, OREGON 97034

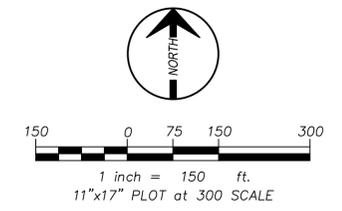
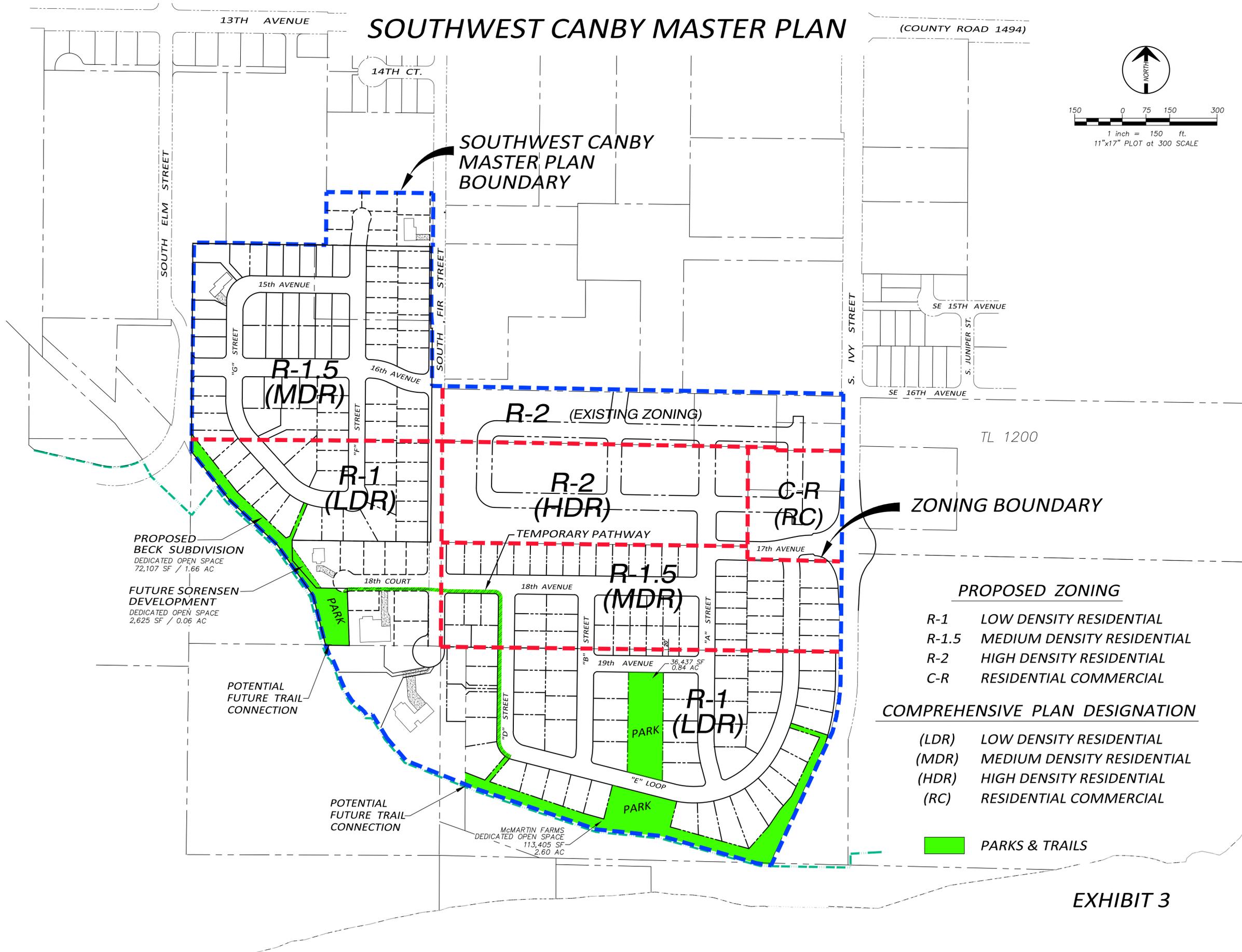
BECK POND
 EXISTING CONDITIONS

NO.	DATE	REVISIONS	DESCRIPTION

PLANNING & LAND DESIGN
 1862 NE ESTATE DRIVE
 HILLSBORO, OREGON 97124
 RYAN OBRIEN
 (503) 780-4061

SHEET
2
 OF
11

SOUTHWEST CANBY MASTER PLAN



ZONING BOUNDARY

- PROPOSED ZONING**
- R-1 LOW DENSITY RESIDENTIAL
 - R-1.5 MEDIUM DENSITY RESIDENTIAL
 - R-2 HIGH DENSITY RESIDENTIAL
 - C-R RESIDENTIAL COMMERCIAL

- COMPREHENSIVE PLAN DESIGNATION**
- (LDR) LOW DENSITY RESIDENTIAL
 - (MDR) MEDIUM DENSITY RESIDENTIAL
 - (HDR) HIGH DENSITY RESIDENTIAL
 - (RC) RESIDENTIAL COMMERCIAL

PARKS & TRAILS

SOUTHWEST CANBY
TAX MAP T4S, R1E, SECTION 4
SEC. 4C, LOTS 1401, 1600, 1602 & 1900
SEC. 4D, LOTS 900, 1000, 1100, 1101, 1400, 1500, 1600, 1700, 1800 & 2000
SEC. 4CA, LOTS 1400, 1500 & 1600
CITY OF CANBY, OREGON

STAFFORD
DEVELOPMENT COMPANY, LLC
485 SOUTH STATE STREET
LAKE OSWEGO, OREGON 97034

SOUTHWEST CANBY
MASTER PLAN

NO.	DATE	DESCRIPTION
1	1-11-18	REVISIONS PER 1-8-18 PLANNING COMMISSION MEETING
2	1-22-18	UPDATE BECK POND SUBDIVISION TO INCLUDE STEINKE PROPERTY

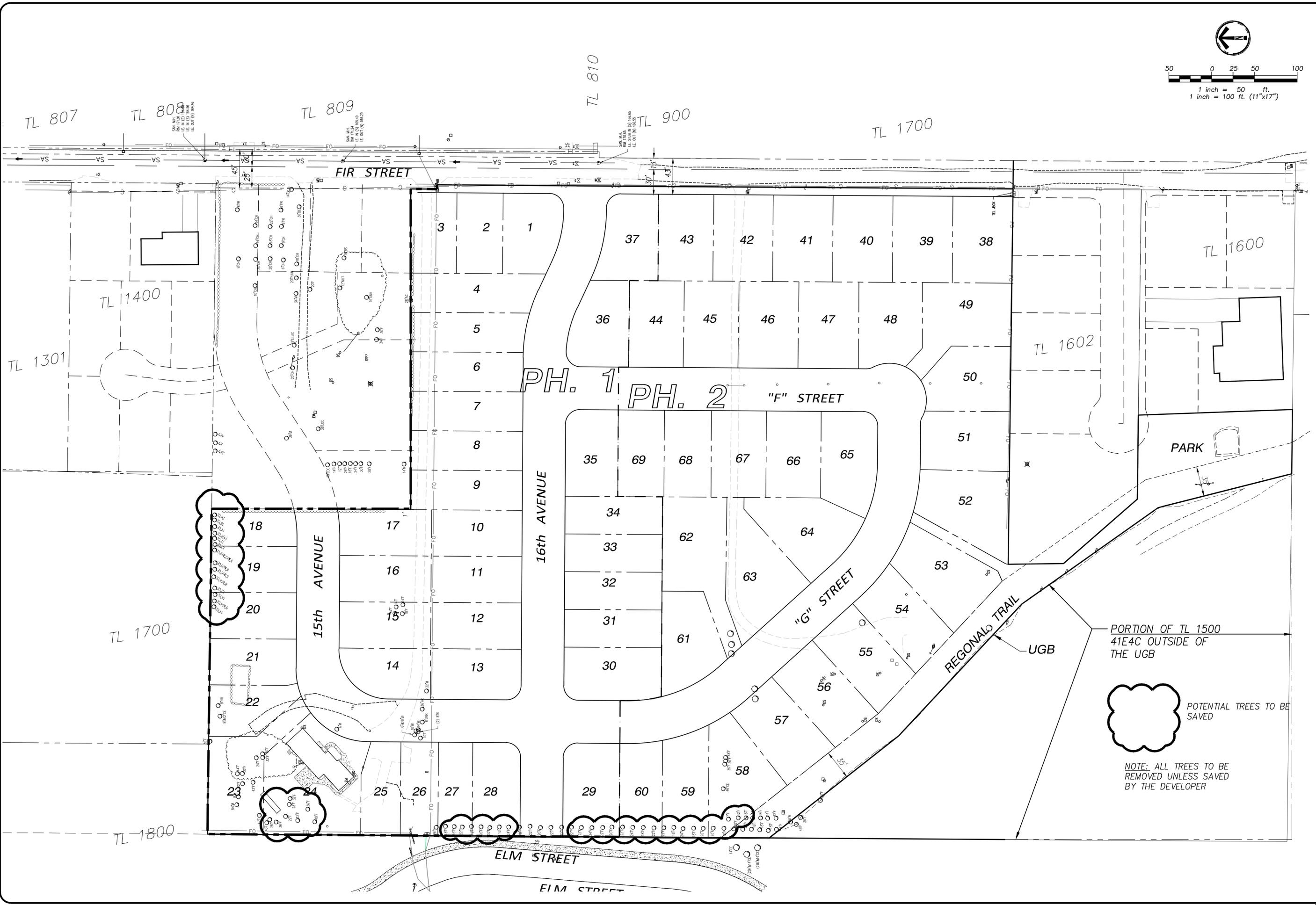
PLANNING & LAND DESIGN
1862 NE ESTATE DRIVE
HILLSBORO, OREGON 97124
RYAN O'BRIEN
(503) 780-4061

SHEET
OF

EXHIBIT 3



50 0 25 50 100
 1 inch = 50 ft.
 1 inch = 100 ft. (11"x17")



PORION OF TL 1500
 41E4C OUTSIDE OF
 THE UGB



POTENTIAL TREES TO BE
 SAVED

NOTE: ALL TREES TO BE
 REMOVED UNLESS SAVED
 BY THE DEVELOPER

SOUTHWEST CANBY
 TAX MAP T4S, R1E, SECTION 4
 SEC. 4CA TAX LOTS 1600
 SEC. 4C TAX LOTS 1401, 1500
 CITY OF CANBY, OREGON

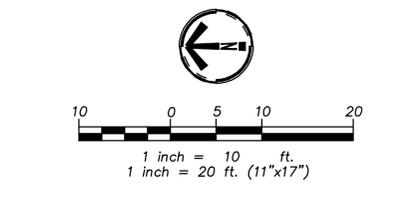
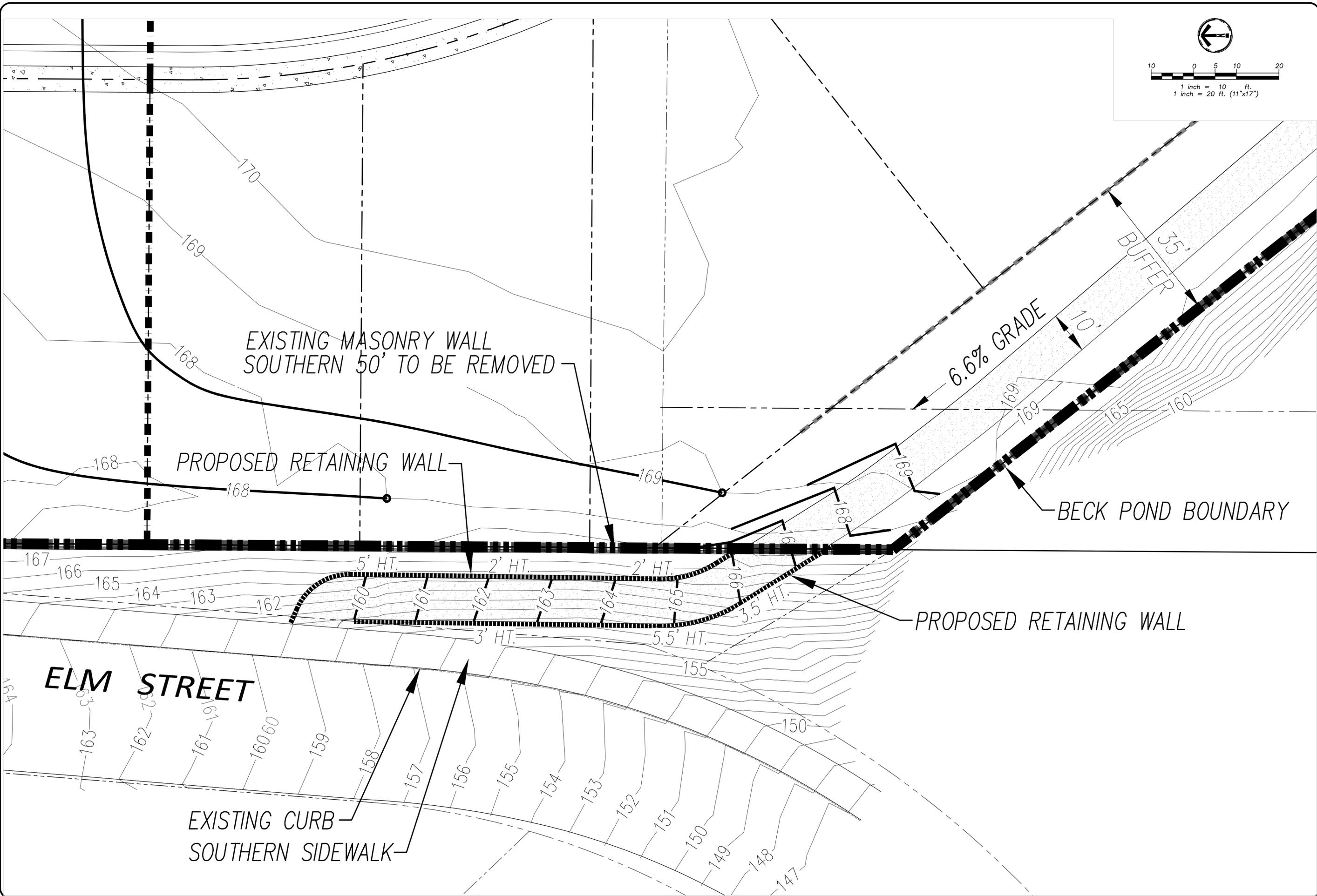
STAFFORD
 DEVELOPMENT COMPANY, LLC
 485 SOUTH STATE STREET
 LAKE OSWEGO, OREGON 97034

BECK POND
 TREE PRESERVATION
 PLAN

NO.	DATE	REVISIONS	DESCRIPTION

PLANNING & LAND DESIGN
 1862 NE ESTATE DRIVE
 HILLSBORO, OREGON 97124
 RYAN O'BRIEN
 (503) 780-4061

SHEET
9
 OF
11



SOUTHWEST CANBY
 TAX MAP T4S, R1E, SECTION 4
 SEC. 4CA TAX LOTS 1600
 SEC. 4C TAX LOTS 1401, 1500
 CITY OF CANBY, OREGON

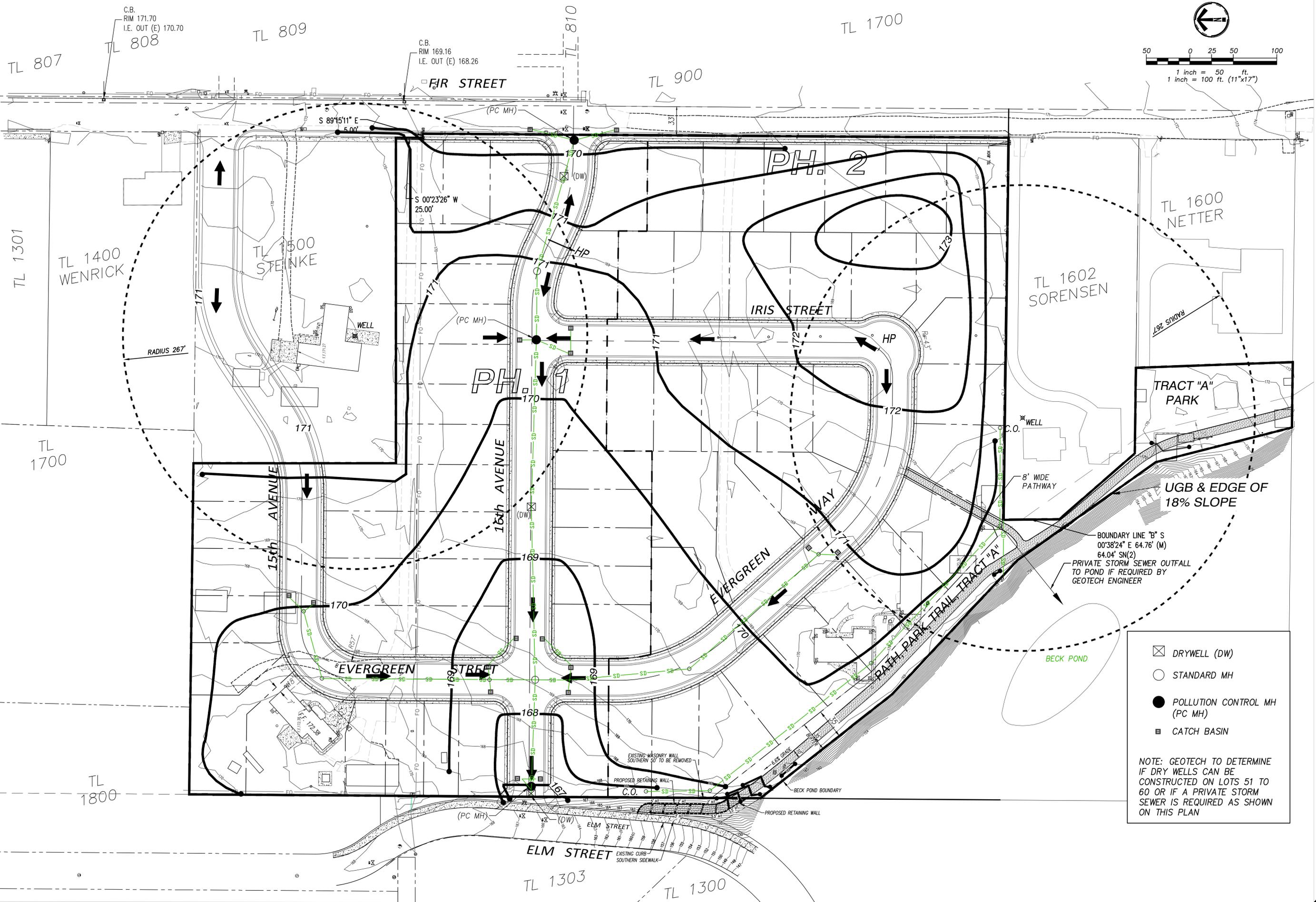
STAFFORD
 DEVELOPMENT COMPANY, LLC
 485 SOUTH STATE STREET
 LAKE OSWEGO, OREGON 97034

BECK POND
 ELM STREET
 PEDESTRIAN PATHWAY

NO.	DATE	REVISIONS DESCRIPTION

PLANNING & LAND DESIGN
 1862 NE ESTATE DRIVE
 HILLSBORO, OREGON 97124
 RYAN O'BRIEN
 (503) 780-4061

SHEET
8
 OF
11



SOUTHWEST CANBY
 TAX MAP T4S, R1E, SECTION 4
 SEC. 4CA TAX LOTS 1600
 SEC. 4C TAX LOTS 1401, 1500
 CITY OF CANBY, OREGON

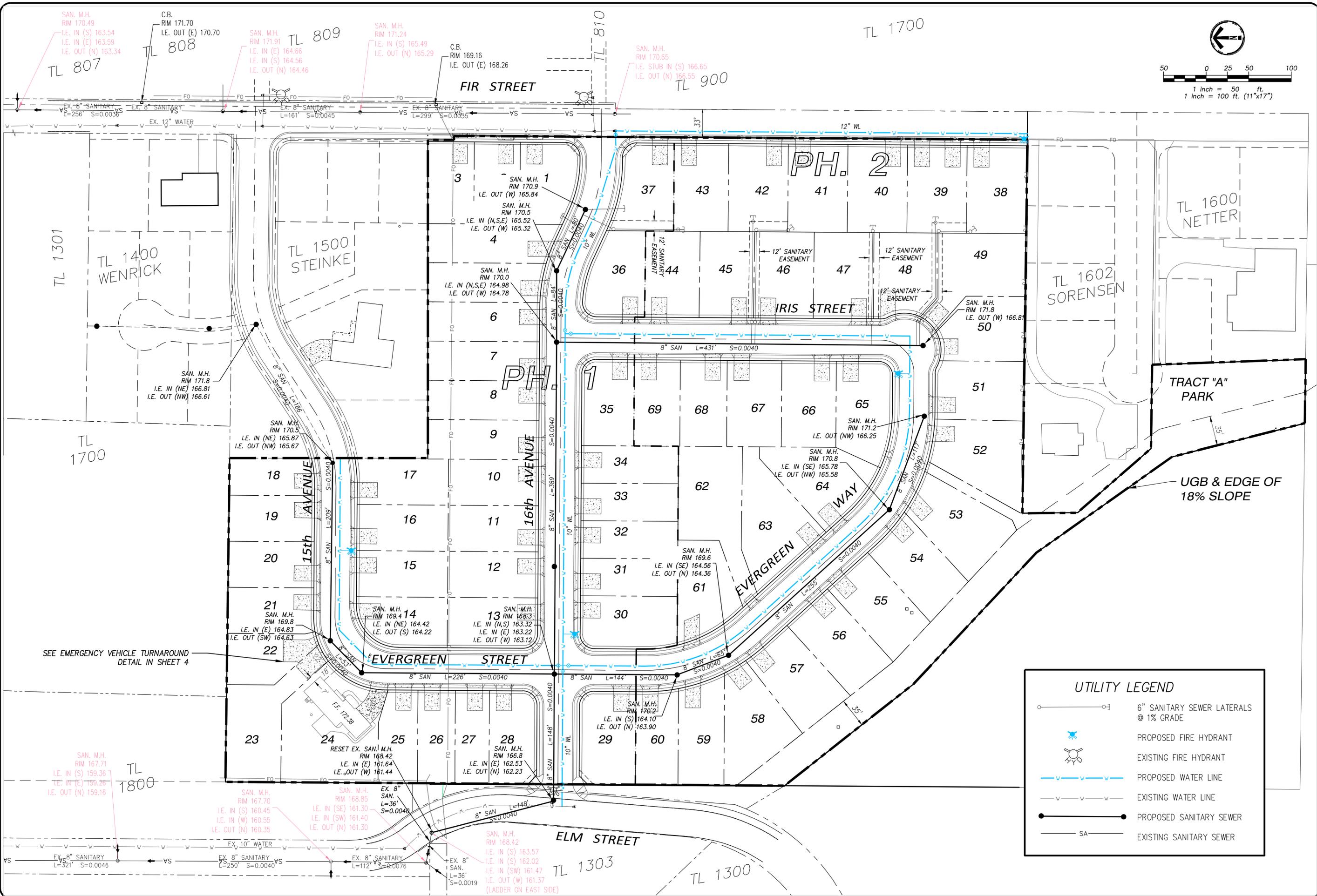
STAFFORD
 DEVELOPMENT COMPANY, LLC
 485 SOUTH STATE STREET
 LAKE OSWEGO, OREGON 97034

BECK POND
 PRELIMINARY
 GRADING AND STORM
 SEWER PLAN

NO.	DATE	DESCRIPTION

PLANNING & LAND DESIGN
 1862 NE ESTATE DRIVE
 HILLSBORO, OREGON 97124
 RYAN OBRIEN
 (503) 780-4061

SHEET
7
 OF
11



SOUTHWEST CANBY
 TAX MAP T4S, R1E, SECTION 4
 SEC. 4CA TAX LOTS 1600
 SEC. 4C TAX LOTS 1401, 1500
 CITY OF CANBY, OREGON

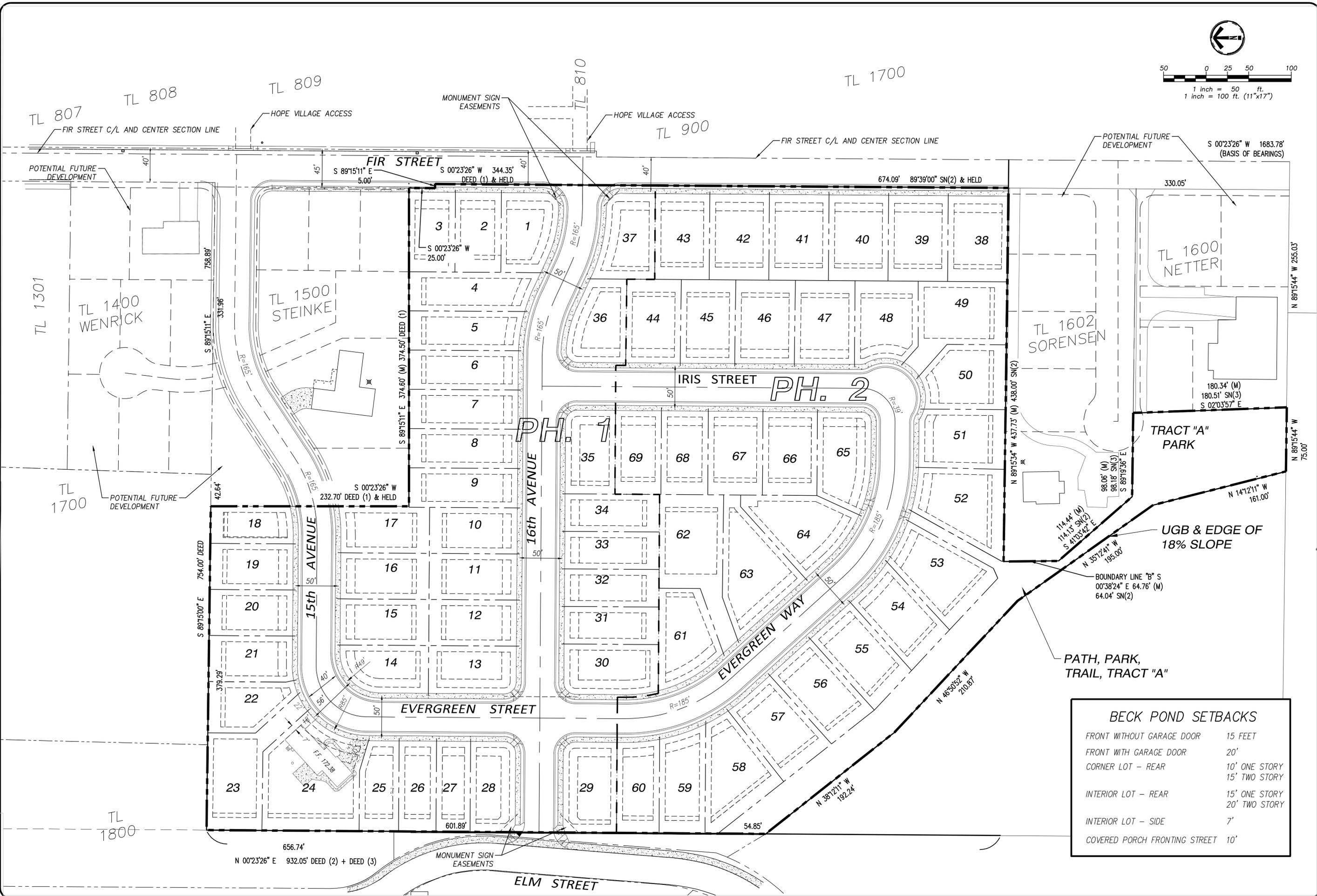
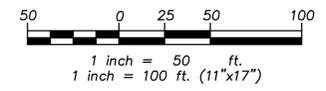
STAFFORD
 DEVELOPMENT COMPANY, LLC
 485 SOUTH STATE STREET
 LAKE OSWEGO, OREGON 97034

BECK POND
 PRELIMINARY
 WATER AND SEWER PLAN

NO.	DATE	REVISIONS	DESCRIPTION

PLANNING & LAND DESIGN
 1862 NE ESTATE DRIVE
 HILLSBORO, OREGON 97124
 RYAN OBRIEN
 (503) 780-4061

SHEET
6
 OF
11



SOUTHWEST CANBY
 TAX MAP T4S, R1E, SECTION 4
 SEC. 4CA TAX LOTS 1600
 SEC. 4C TAX LOTS 1401, 1500
 CITY OF CANBY, OREGON

STAFFORD
 DEVELOPMENT COMPANY, LLC
 485 SOUTH STATE STREET
 LAKE OSWEGO, OREGON 97034

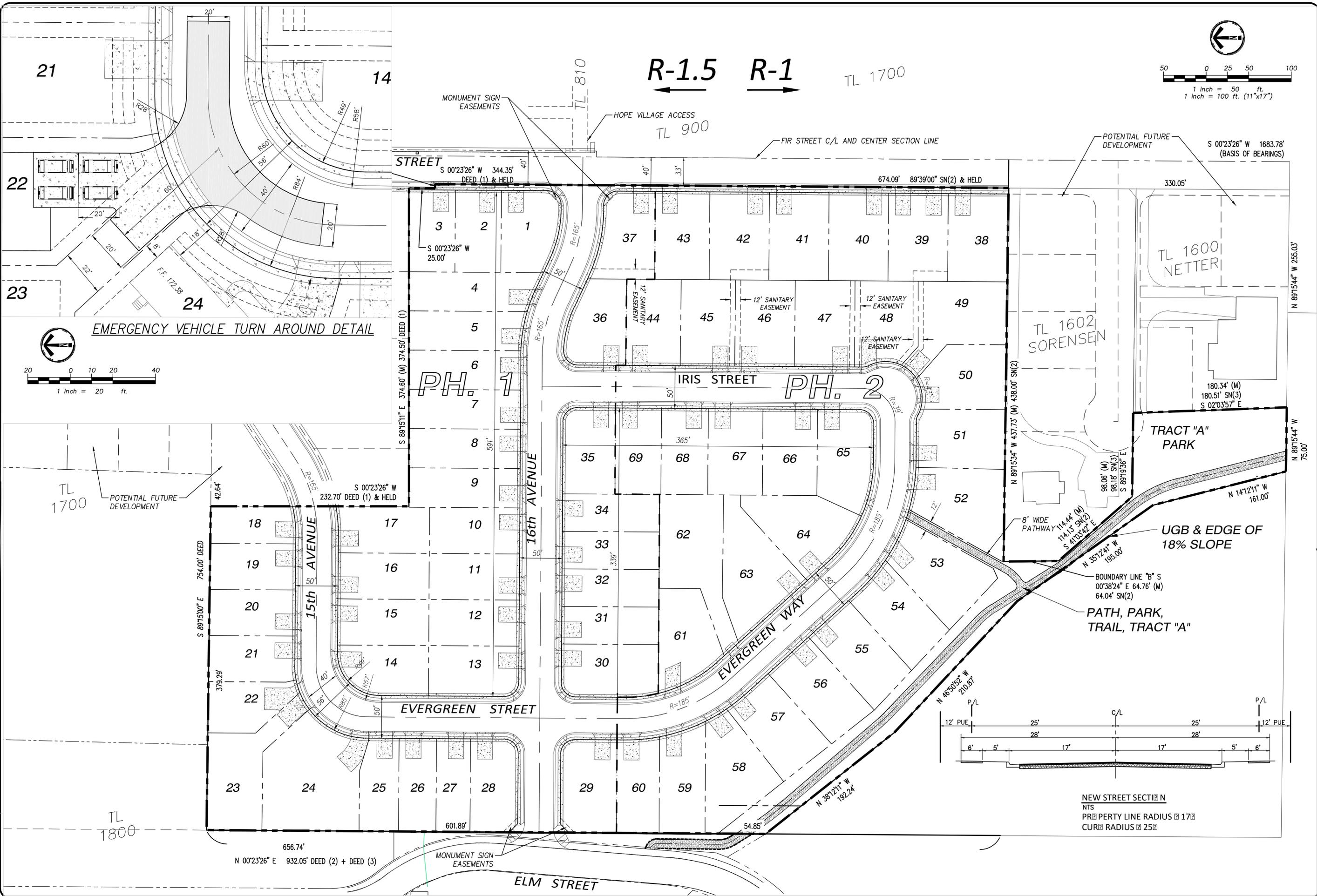
BECK POND
SETBACK PLAN

NO.	DATE	REVISIONS	DESCRIPTION

PLANNING & LAND DESIGN
 1862 NE ESTATE DRIVE
 HILLSBORO, OREGON 97124
RYAN OBRIEN
 (503) 780-4061

SHEET
5
 OF
11

FRONT WITHOUT GARAGE DOOR	15 FEET
FRONT WITH GARAGE DOOR	20'
CORNER LOT - REAR	10' ONE STORY 15' TWO STORY
INTERIOR LOT - REAR	15' ONE STORY 20' TWO STORY
INTERIOR LOT - SIDE	7'
COVERED PORCH FRONTING STREET	10'



SOUTHWEST CANBY
 TAX MAP T4S, R1E, SECTION 4
 SEC. 4CA TAX LOTS 1600
 SEC. 4C TAX LOTS 1401, 1500
 CITY OF CANBY, OREGON

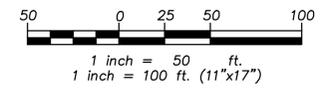
STAFFORD
 DEVELOPMENT COMPANY, LLC
 485 SOUTH STATE STREET
 LAKE OSWEGO, OREGON 97034

BECK POND
 SITE PLAN

NO.	DATE	REVISIONS	DESCRIPTION

PLANNING & LAND DESIGN
 1862 NE ESTATE DRIVE
 HILLSBORO, OREGON 97124
 RYAN OBRIEN
 (503) 780-4061

SHEET
4
 OF
11



SITE DATA

SITE AREA: 415,419 SF = 9.536 AC
TRACT "A" 37,458 SF = 0.859 AC

NUMBER OF LOTS: 69

ZONING: R-1 LOW DENSITY RESIDENTIAL
R-1.5 MEDIUM DENSITY RESIDENTIAL

TAX MAP LOCATION:
T4S R1E SECTION 4C TAX LOTS 1500 & 1401
T4S R1E SECTION 4CA, TAX LOT 1600

LEGEND

- SUBDIVISION BOUNDARY
- PHASE BOUNDARY
- NEW LOT LINES
- ROADWAY CENTERLINES
- NEW RIGHT-OF-WAY

SOUTHWEST CANBY
TAX MAP T4S, R1E, SECTION 4
SEC. 4CA TAX LOTS 1600
SEC. 4C TAX LOTS 1401, 1500
CITY OF CANBY, OREGON

STAFFORD
DEVELOPMENT COMPANY, LLC
485 SOUTH STATE STREET
LAKE OSWEGO, OREGON 97034

BECK POND
PRELIMINARY
PLAT

NO.	DATE	REVISIONS	DESCRIPTION

PLANNING & LAND DESIGN
1862 NE ESTATE DRIVE
HILLSBORO, OREGON 97124
RYAN OBRIEN
(503) 780-4061

SHEET
3
OF
11



SOUTHWEST CANBY
 TAX MAP T-5, P.E. SECTION 4
 SEE ALSO T-5, P.E. SECTION 4
 SEE ALSO T-5, P.E. SECTION 4
 SEE ALSO T-5, P.E. SECTION 4
 CITY OF CANBY, OREGON

STAFFORD
 DEVELOPMENT COMPANY, LLC
 400 SOUTH STATE STREET
 LAKE CHARLES, OREGON 97034

BECK POND
 PRELIMINARY
 PLAT

REVISIONS
 DATE
 BY

PLANNING & LAND DESIGN
 1826 NE ESTATE DRIVE
 HILLSBORO, OREGON 97124
 RYAN O'BRIEN
 (503) 780-4061

SHEET
 6

WATERLINE MASTER PLAN

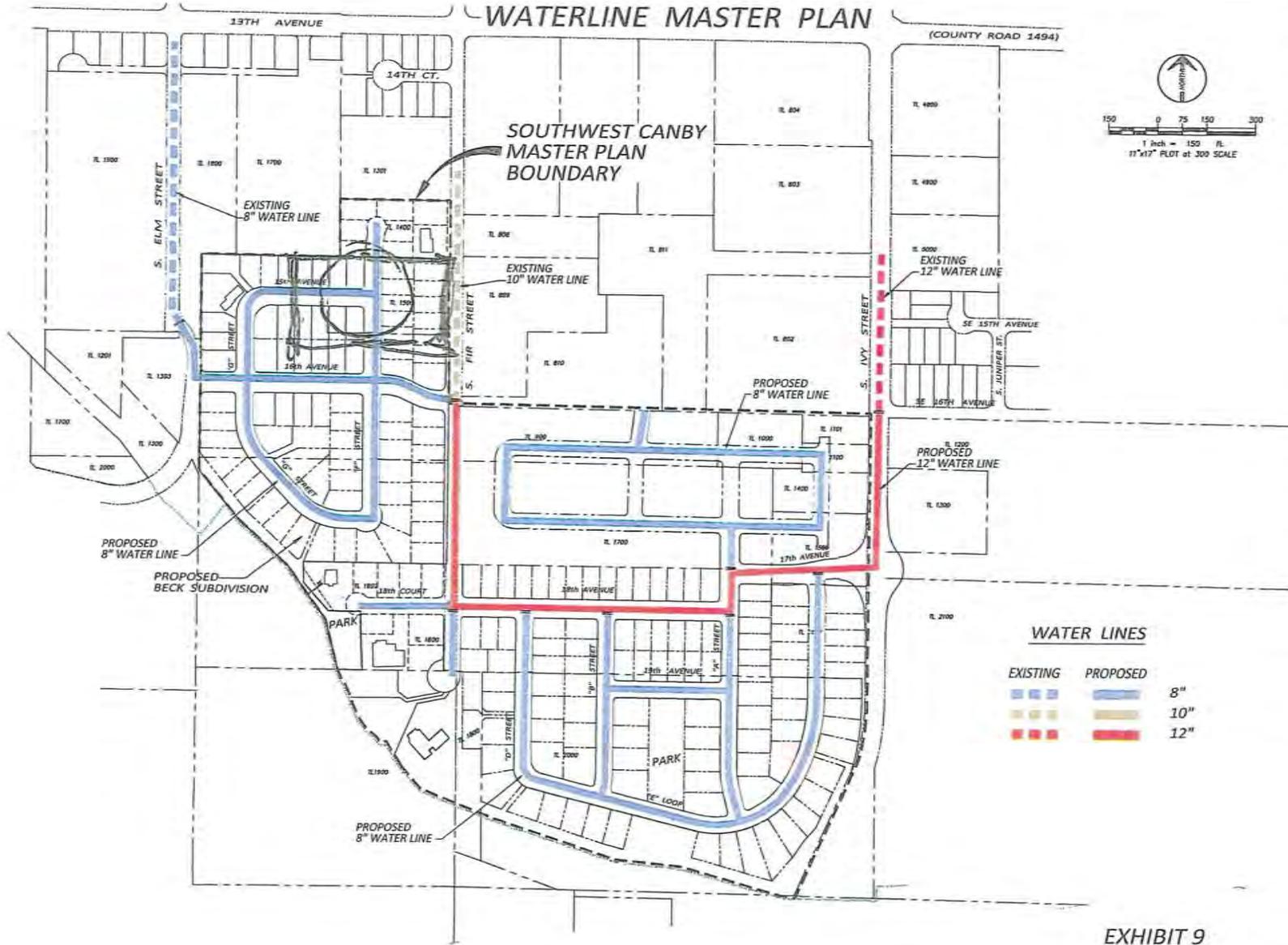


EXHIBIT 9

SOUTHWEST CANBY
 TAX MAP T4S, R1E, SECTION 4
REG. AC. 1525 1441, 1442, 1443, 1444, 1445, 1446, 1447, 1448, 1449, 1450, 1451, 1452, 1453, 1454, 1455, 1456, 1457, 1458, 1459, 1460, 1461, 1462, 1463, 1464, 1465, 1466, 1467, 1468, 1469, 1470, 1471, 1472, 1473, 1474, 1475, 1476, 1477, 1478, 1479, 1480, 1481, 1482, 1483, 1484, 1485, 1486, 1487, 1488, 1489, 1490, 1491, 1492, 1493, 1494, 1495, 1496, 1497, 1498, 1499, 1500
 CITY OF CANBY, OREGON

STAFFORD
 DEVELOPMENT COMPANY, LLC
 488 SOUTH STATE STREET
 LAKE OSWEGO, OREGON 97034

WATER LINE
MASTER PLAN

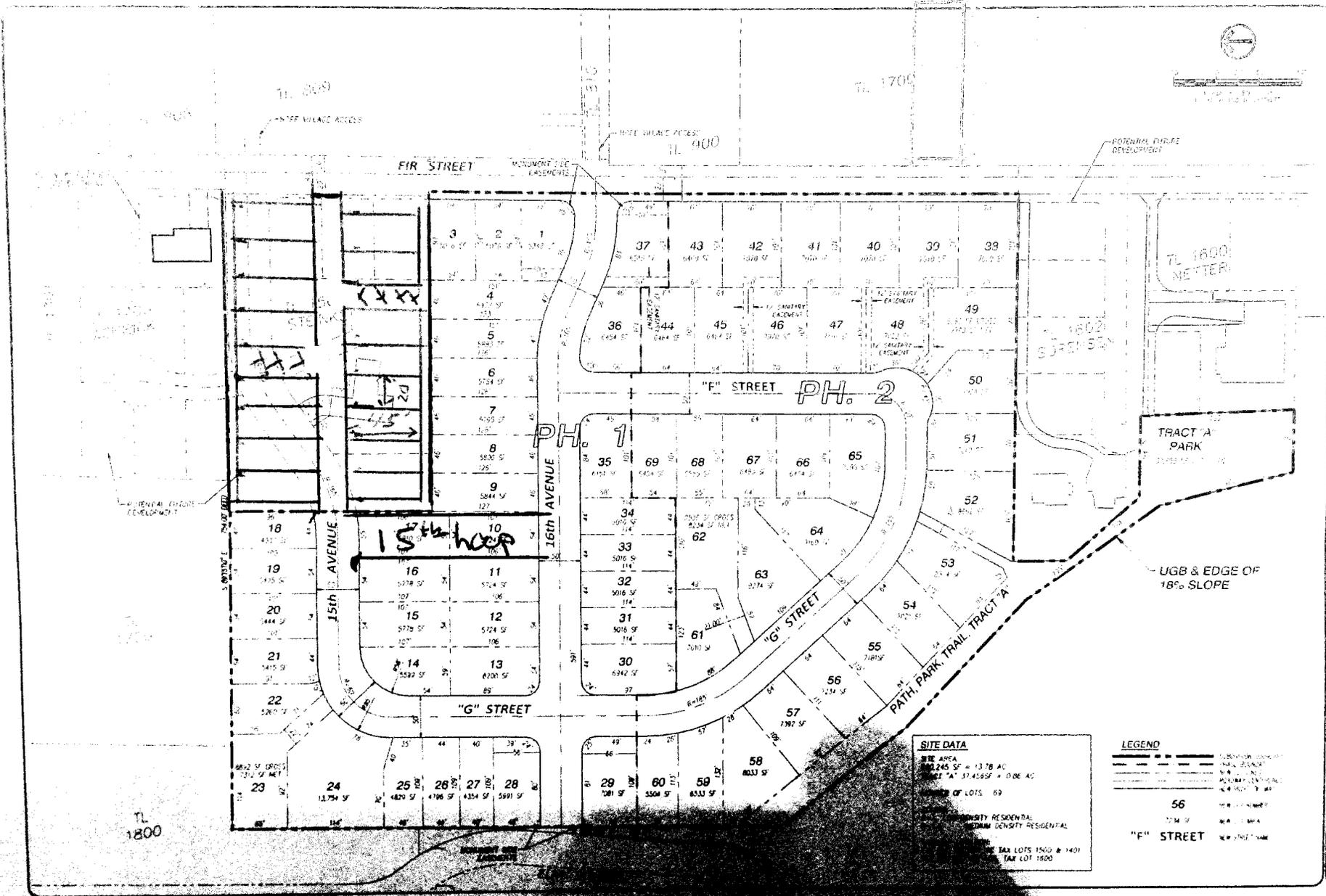
REVISIONS

NO.	DATE	DESCRIPTION
1	11-12-18	REVISIONS PER THE 18 PLANNING COMMISSION MEETING
2	11-30-18	ADDITIVE 8" AND 10" SUBDIVISION TO INCLUDE BECK PROPERTY

PLANNING & LAND DESIGN
 1862 NE ESTATE DRIVE
 HILLSBORO, OREGON 97124
 RYAN O'BRIEN
 (503)780-4061

SHEET
 OF

1-b Plex 1-Duplex 2-4 Plex's



SITE DATA
 SITE AREA
 100,245 SF = 2.30 AC
 TRACT "A" 37,458 SF = 0.86 AC
 NUMBER OF LOTS 69
 ZONING COMMUNITY RESIDENTIAL
 DENSITY MEDIUM DENSITY RESIDENTIAL
 TAX LOTS 1500 & 1401
 TAX LOT 1800

LEGEND

---	BOUNDARY
---	TRAIL
---	UTILITY
---	WATER
---	SEWER
---	STREET
---	STREET NAME

SOUTHWEST CORNER
 STAFFORD
 BECK POND
 PRELIMINARY
 PLAT
 PLANNING & LAND DESIGN
 1062 NE ESTATE DRIVE
 HILLSBORO, OREGON 97124
 RYAN O'BRIEN
 (503) 260-4061
 SHEET
 3
 11



City of Canby
 Planning Department
 222 NE 2nd Avenue
 PO Box 930
 Canby, OR 97013
 (503) 266-7001

LAND USE APPLICATION

SUBDIVISION

Process Type III

APPLICANT INFORMATION: (Check ONE box below for designated contact person regarding this application)

Applicant Name: Stafford Development Company Phone: Levi Levasa 503-250-3651
 Address: 485 South State Street Email: levi@staffordlandcompany.com
 City/State: Lake Oswego, Oregon Zip: 97034 Gordon Root 503-720-0914

Representative Name: Planning & Land Design LLC Phone: Ryan O'Brien 503-780-4061
 Address: 1862 NE Estate Drive Email: ryanobrien1@frontier.com
 City/State: Hillsboro, Oregon Zip: 97124

Property Owner Name: Nadine J. Beck, Trustee Phone: _____
 Signature: Nadine J. Beck by Rodney J. Beck & Trustee POA
 Address: 1715 S. Fir Street Email: _____
 City/State: Canby, Oregon Zip: 97013

Property Owner Name: Rodney J. & Carol M. Beck Phone: Rodney cell 503-313-9778
 Signature: Rodney J. Beck Carol M Beck
 Address: 1555 S. Fir Street Email: rodjbeck@gmail.com
 City/State: Canby, Oregon Zip: 97013

NOTE: Property owners or contract purchasers are required to authorize the filing of this application and must sign above

- ① All property owners represent they have full legal capacity to and hereby do authorize the filing of this application and certify that the information and exhibits herewith submitted are true and correct.
- ② All property owners understand that they must meet all applicable Canby Municipal Code (CMC) regulations, including but not limited to CMC Chapter 16.49 Site and Design Review standards.
- ③ All property owners hereby grant consent to the City of Canby and its officers, agents, employees, and/or independent contractors to enter the property identified herein to conduct any and all inspections that are considered appropriate by the City to process this application.

PROPERTY & PROJECT INFORMATION:

<u>1555 & 1715 South Fir Street</u>	<u>13.95 acres</u>	<u>1401 & 1500 - 41E04C, 1600 - 41E04CA</u>
Street Address or Location of Subject Property	Total Size of Property	Assessor Tax Lot Numbers
<u>2- SFR houses and agricultural buildings</u>	<u>R-1 & R-1.5</u>	<u>Low & Medium Density Res.</u>
Existing Use, Structures, Other Improvements on Site	Zoning	Comp Plan Designation

"BECK POND" 69-lot detached SFR subdivision with lots ranging from 4,400 to 9,160 sf in area
 Describe the Proposed Development or Use of Subject Property

STAFF USE ONLY				
FILE #	DATE RECEIVED	RECEIVED BY	RECEIPT #	DATE APP COMPLETE

SUBDIVISION APPLICATION – TYPE III
Instructions to Applicants

All required application submittals detailed below must also be submitted in electronic format on a CD, flash drive or via email to: PlanningApps@canbyoregon.gov

Applicant City
 Check Check

- One (1) copy of this application packet. The City may request further information at any time before deeming the application complete.
- Payment of appropriate fees – cash or check only. Refer to the city's Master Fee Schedule for current fees. Checks should be made out to the *City of Canby*.

SUBDIVISION APPLICATION – TYPE III

Applicant City
 Check Check

- Please submit one (1) electronic copy of mailing addresses in either an EXCEL SPREADSHEET or WORD DOCUMENT for all property owners and all residents within 500 feet of the subject property. If the address of a property owner is different from the address of a site, an address for each unit on the site must also be included and addressed to "Occupant." A list of property owners may be obtained from a title insurance company or from the County Assessor's office.
- One (1) copy of a written, narrative statement describing the proposed development and detailing how it conforms with the Municipal Code and to the approval criteria, including the applicable Design Review Matrix, and availability and adequacy of public facilities and services. **Ask staff for applicable Municipal Code chapters and approval criteria.**
 Applicable Code Criteria for this application includes:
16.08 - 16.10 - 6.16 - 16.18 - 16.40 - 16.46 - 16.56 - 16.62 - 16.64 - 16.66 - 16.86
16.88 - 16.89 - 16.120 - Canby Public Works Standards
- Three (3) copies of a Traffic Impact Study (TIS), conducted or reviewed by a traffic engineer that is contracted by the City and paid for by the applicant (payment must be received by the City before the traffic engineer will conduct or review a traffic impact study. Ask staff to determine if a TIS is required.
- One (1) copy in written format of the minutes of the neighborhood meeting as required by Municipal Code 16.89.020 and 16.89.070. The minutes shall include the date of the meeting and a list of attendees.
- One (1) copy in written format of the minutes of the pre-application meeting
- One copy of either the recorded plat or the recorded deeds or land sales contracts that demonstrates how and when legal property lines were established and where the boundaries of the legal lot(s) of record are located. If the property is a lot or parcel created by plat, a copy of the recorded plat may be obtained from the Clackamas County Surveyor's office. If the property is a legal lot of record created by recorded deed or land sales contract at a time when it was legal to configure property lines by deed or contract,

then those recorded deeds may be obtained from the Clackamas County Office of the Clerk, or a Title Company can also assist you in researching and obtaining deeds.

Applicant City
Check Check

- If the development is located in a Hazard ("H") Overlay Zone, submit one (1) copy of an affidavit signed by a licensed professional engineer that the proposed development will not result in significant impacts to fish, wildlife and open space resources of the community. If major site grading is proposed, or removal of any trees having trunks greater than six inches in diameter is proposed, then submit one (1) copy of a grading plan and/or tree-cutting plan.

SUBDIVISION APPLICATION – TYPE III

- Two (2) 11" x 17" paper copies of the proposed plans, printed to scale no smaller than 1"=50'. The plans shall include the following information:
- Vicinity Map. Vicinity map at a scale of 1"=400' showing the relationship of the project site to the existing street or road pattern.
 - Site Plan-the following general information shall be included on the site plan:
 - Date, north arrow, and scale of drawing;
 - Name and address of the developer, engineer, architect, or other individual(s) who prepared the site plan;
 - Property lines (legal lot of record boundaries);
 - Location, width, and names of all existing or planned streets, other public ways, and easements within or adjacent to the property, and other important features;
 - Location of all jurisdictional wetlands or watercourses on or abutting the property;
 - Finished grading contour lines of site and abutting public ways;
 - Location of all existing structures, and whether or not they are to be retained with the proposed development;
 - Layout of all proposed structures, such as buildings, fences, signs, solid waste collection containers, mailboxes, exterior storage areas, and exterior mechanical and utility equipment;
 - Location of all proposed hardscape, including driveways, parking lots, compact cars and handicapped spaces, loading areas, bicycle paths, bicycle parking, sidewalks, and pedestrian ways;
 - Callouts to identify dimensions and distances between structures and other significant features, including property lines, yards and setbacks, building area, building height, lot area, impervious surface area, lot densities and parking areas;
 - Location of vision clearance areas at all proposed driveways and streets.
 - Landscape Plan
The following general information shall be included on the landscape plan:
 - Layout and dimensions of all proposed areas of landscaping;
 - Proposed irrigation system;
 - Types, sizes, and location of all plants to be used in the landscaping (can be a "palette" of possible plants to be used in specific areas for landscaping);
 - Identification of any non-vegetative ground cover proposed, and dimensions of non-vegetative landscaped areas;

- Location and description of all existing trees on-site, and identification of each tree proposed for preservation and each tree proposed for removal;
- Location and description of all existing street trees in the street right-of-way abutting the property, and identification of each street tree proposed for preservation and each tree proposed for removal.
- Elevations Plan
 - The following general information shall be included on the elevations plan:
 - Profile elevations of all buildings and other proposed structures;
 - Profile of proposed screening for garbage containers and exterior storage areas;
 - Profile of proposed fencing.
- Sign Plan.
 - Location and profile drawings of all proposed exterior signage.
- Color and Materials Plan.
 - Colors and materials proposed for all buildings and other significant structures.
- Name of Proposed Subdivision Plat (subject to review and approval by Clackamas County).
- Township, range, and section in which the property lies.
- Title Block Including:
 - Name & address of engineer or surveyor who prepared plans
 - Date that the plans were prepared
 - Scale of the drawings (standard engineer's scale)
- Subdivision boundary, lot lines, lot dimensions, gross area in square feet of each lot (excluding the square footage of accessways for flag lots), proposed public and private easements, and subdivision phase boundaries;
- If any undevelopable tract is proposed to be created, the dimensions, gross area, and purpose of the tract shall be included.
- If any oversized lots are proposed, which in the opinion of the Planning Director are likely to be further divided in the future, provide an illustration of how the lot could be further divided in conformance with all CMC standards in a manner which provides for continuation of streets and provides adequate building envelopes.
- Existing contour lines having the following minimum intervals:
 - One-foot contour intervals for ground slopes up to five percent;
 - Two-foot contour intervals for ground slopes between five and ten percent;
 - Five-foot contour intervals for ground slopes exceeding ten percent.
 - Include base flood elevation and delineation of any areas on the property subject to inundation in the event of a 100-year flood.
- Location and proposed disposition of all existing: driveways, wells, septic tanks, drain fields, easements, drainage ways, and jurisdictional watercourses or wetlands on or abutting the property. As a reminder, the property owner is responsible for meeting all state/federal wetland and waterway regulations.
- Location, names, right-of-way width, improvement dimensions, curve radius, and grades of all existing and proposed streets and public access ways within the proposed subdivision and abutting the subdivision.
- Identify the classification of all streets in accordance with the Canby Transportation System Plan. Show typical cross-sections of proposed street improvements, including identification of proposed street trees. Provide street center profiles showing the finished grade of all streets as approved by the City Engineer, including extensions for a reasonable distance beyond the limits of the proposed subdivision.

- Location and type of existing and proposed transit facilities.
- Location of all proposed utilities, including sewer, water, storm water, electric, telephone, and natural gas; including utility sizes and grades.
- Indicate on the proposed plans how the proposed lots meet Canby's solar access standards (only applicable to lots created in an R-1, R-1.5, or R-2 zoning district).

SUBDIVISION – TYPE III: APPLICATION PROCESS

1. Prior to submitting an application, all applicants are encouraged to request a pre-application meeting with the City or the City Planner may determine that a pre-application meeting is necessary after an application has been discussed or upon receipt of an application by the City. To schedule a pre-application meeting, an applicant must submit a completed pre-application form, two (2) sets - 11" x 17" paper copies of preliminary drawings, and an electronic submittal of all application materials either on CD, a jump drive, or by email to PlanningApps@canbyoregon.gov to the Planning Department and pay the appropriate fees. You will receive an email notice verifying the date of the Pre-Application meeting.
2. Prior to submitting an application, all applicants must hold a neighborhood meeting with surrounding property owners and any recognized neighborhood association representative, pursuant to the procedures described in Canby Municipal Code Section 16.89.070. In certain situations, the Planning Director may waive the neighborhood meeting requirement.
3. At the time an application is submitted to the City, payment of all required application processing fees is required. An application will not be accepted without payment of fees. Please see the Master Fee Schedule on our website at www.canbyoregon.gov
4. Staff will check the application, making sure that it is complete and all fees are paid. Copies of the application materials are routed to various City/State/County departments, as applicable, for their comments. Along with the comments received from others, the application is reviewed for completeness. The City Planner will accept or return the application with a written list of omissions within thirty (30) calendar days of the submittal.
5. Staff investigates the application, writes a staff report, issues public notice, notifies surrounding property owners, and makes all facts relating to the request available to the Planning Commission and all interested parties.
6. Prior to the public hearing, the City will prepare notice materials for posting on the subject property. This material will be posted **City Staff** at least ten (10) days before the public hearing.
7. The staff report will be available to all interested parties seven (7) days prior to the hearing.
8. The Planning Commission holds a public hearing. The staff report is presented to the Commission. Testimony is presented by the applicant, proponents and opponents, followed by rebuttal from the applicant.
9. The Commission then issues findings of fact which support approval, modification, or denial of the application. A decision may be appealed to the City Council.
10. If an approval or a denial is appealed, City Council holds a public hearing. The staff report is presented and testimony taken, as at the original hearing(s). Unless the City Council decides to hear the appeal de novo, only testimony regarding items already in the record is permitted, and no new information may be entered. In the case of an appeal, the Council may affirm, revise or reverse the action of the Planning Commission in all or in part. The Council may also remand the matter back to the hearing body for further consideration.

11. Prior to construction of any of the subdivision improvements required pursuant to CMC 16.64.070, a preconstruction meeting is held with the City and all applicable utility and service providers. If required, this meeting must be held before issuance of any permits.

SUBDIVISION – TYPE III: STANDARDS AND CRITERIA

Under Section 16.62.020 of the Canby Municipal Code, an application for tentative subdivision approval shall be evaluated based on the following standards and criteria:

- A. Conformance with the text and applicable maps of the Comprehensive Plan;
- B. Conformance with other applicable requirements of the Land Development and Planning Ordinance;
- C. The overall design and arrangement of lots shall be functional and shall adequately provide building sites, utility easements, and access facilities deemed necessary for the development of the subject property without unduly hindering the use or development of adjacent properties; and
- D. It must be demonstrated that all required public facilities and services are available, or will become available through the development, to adequately meet the needs of the proposed land division.



City of Canby
 Planning Department
 222 NE 2nd Avenue
 P.O. Box 930
 Canby, OR 97013
 Ph: 503-266-7001
 Fax: 503-266-1574

LAND USE APPLICATION

MAJOR VARIANCE Process Type III

APPLICANT INFORMATION: (Check ONE box below for designated contact person regarding this application)

Applicant Name: Stafford Development Company Phone: Levi Levasa 503-250-3651
 Address: 485 South State Street Email: levi@staffordlandcompany.com
 City/State: Lake Oswego, Oregon Zip: 97034 Gordon Root 503-720-0914

Representative Name: Planning & Land Design LLC Phone: Ryan O'Brien 50-780-4061
 Address: 1862 NE Estate Drive Email: ryanobrien1@frontier.com
 City/State: Hillsboro, Oregon Zip: 97124

Property Owner Name: Nadine J. Beck, Trustee Phone: _____
 Signature: Nadine J Beck by Rodney J Beck Co-Trustee / POA
 Address: 1715 S. Fir Street Email: _____
 City/State: Canby, Oregon Zip: 97013

Property Owner Name: Rodney J. & Carol M. Beck Phone: Rodney cell 503-313-9778
 Signature: Rodney J Beck Carol M Beck
 Address: 1555 S. Fir Street Email: rodjbeck@gmail.com
 City/State: Canby, Oregon Zip: 97013

NOTE: Property owners or contract purchasers are required to authorize the filing of this application and must sign above

- ① All property owners represent they have full legal capacity to and hereby do authorize the filing of this application and certify that the information and exhibits herewith submitted are true and correct.
- ② All property owners understand that they must meet all applicable Canby Municipal Code (CMC) regulations, including but not limited to CMC Chapter 16.49 Site and Design Review standards.
- ③ All property owners hereby grant consent to the City of Canby and its officers, agents, employees, and/or independent contractors to enter the property identified herein to conduct any and all inspections that are considered appropriate by the City to process this application.

PROPERTY & PROJECT INFORMATION:

<u>1555 & 1715 South Fir Street</u>	<u>13.95 acres</u>	<u>1401 & 1500 - 41E04C, 1600 - 41E04CA</u>
Street Address or Location of Subject Property	Total Size of Property	Assessor Tax Lot Numbers
<u>2 - SFR houses and agricultural buildings</u>	<u>R-1 & R-1.5</u>	<u>Low & Medium Density Res.</u>
Existing Use, Structures, Other Improvements on Site	Zoning	Comp Plan Designation

69-lot SF detached house subdivision. "BECK POND". Lots ranging from 4,400 sf to 9,160 sf in area
 Describe the Proposed Development or Use of Subject Property

STAFF USE ONLY				
FILE #	DATE RECEIVED	RECEIVED BY	RECEIPT #	DATE APP COMPLETE

Visit our website at: www.canbyoregon.gov
 Email Application to: PlanningApps@canbyoregon.gov

MAJOR VARIANCE APPLICATION – TYPE III

All required application submittals detailed below must also be submitted in electronic format on a CD, flash drive or via email to: PlanningApps@canbyoregon.gov

Applicant City
Check Check

- One (1) copy of this application packet. The City may request further information at any time before deeming the application complete.
- Payment of appropriate fees – cash or check only. Refer to the city's Master Fee Schedule for current fees. Checks should be made out to the *City of Canby*.
- Please submit one (1) electronic copy of mailing addresses in either an EXCEL SPREADSHEET or WORD DOCUMENT** for all property owners and all residents within 500 feet of the subject property. If the address of a property owner is different from the address of a site, an address for each unit on the site must also be included and addressed to "Occupant." A list of property owners may be obtained from a title insurance company or from the County Assessor's office.
- One (1) copy of a written, narrative statement describing the proposed development and detailing how it conforms with the Municipal Code and to the approval criteria, including the applicable Design Review Matrix, and availability and adequacy of public facilities and services. **Ask staff for applicable Municipal Code chapters and approval criteria.**
Applicable Code Criteria for this application includes:
Section 16.64.020.B limits block lengths to 400-feet. The block length of 16th Avenue between "G" and Fir Streets in the northern portion of the Beck Pond subdivision is 591-feet in length. This is a Major Variance request to increase the block length by 48%. The shape of the existing lots and the location of the existing house on Tax Lot 1500, 41E04CA prevents a 400-foot block length.
- Three (3) copies of a Traffic Impact Study (TIS), conducted or reviewed by a traffic engineer that is contracted by the City and paid for by the applicant (payment must be received by the City before the traffic engineer will conduct or review a traffic impact study.)
Ask staff to determine if a TIS is required.
- One (1) copy in written format of the minutes of the neighborhood meeting as required by Municipal Code 16.89.020 and 16.89.070. The minutes shall include the date of the meeting and a list of attendees.
- One copy of either the recorded plat or the recorded deeds or land sales contracts that demonstrates how and when legal property lines were established and where the boundaries of the legal lot(s) of record are located. If the property is a lot or parcel created by plat, a copy of the recorded plat may be obtained from the

Applicant City
Check Check

Clackamas County Surveyor's office. If the property is a legal lot of record created by recorded deed or land sales contract at a time when it was legal to configure property lines by deed or contract, then those recorded deeds may be obtained from the Clackamas County Office of the Clerk, or a Title Company can also assist you in researching and obtaining deeds.

- Two (2) 11" x 17" paper copies of the proposed plot plan drawn to an engineer's scale no smaller than 1"=50'. The plot plan shall include the following information:
- A. All legal lot lines, north arrow, lot size and dimensions, location of public and private easements, and location and names of all adjacent streets.
 - B. Any major topographic or landscape features, driveways, wells, septic tanks, drain fields, and jurisdictional watercourses or wetlands on or abutting the property. As a reminder, the property owner is responsible for meeting all state/federal wetland and waterway regulations.
 - C. Location and description of all existing and proposed structures. Call out the distance between the structures and lot lines, and clearly illustrate the variance that is being requested.

MAJOR VARIANCE – TYPE III: APPLICATION PROCESS

1. Prior to submitting an application, all applicants are encouraged to request a pre-application meeting with the City, or the City Planner may determine that a pre-application meeting is necessary after an application has been discussed or upon receipt of an application by the City. To schedule a pre-application meeting, an applicant must submit a completed pre-application form and set of preliminary plans to the City Planner, and after receiving the Planner's initials, must then make and take 16 copies of the pre-application materials to the Canby Public Works Department to schedule the pre-application meeting. The City does not charge a fee for a pre-application meeting.
2. At the time an application is submitted to the City, payment of all required application processing fees is required. An application will not be accepted without payment of fees. City Staff can provide you with information concerning application fees.
3. Staff will check the application, making sure that it is complete and all fees are paid. Copies of the application materials are also routed to various City/State/County departments, as applicable, for their comments. The City Planner will accept or return the application with a written list of omissions within thirty (30) calendar days of the submittal.
4. Staff investigates the application, writes a staff report, issues public notice, notifies surrounding property owners, and makes all facts relating to the request available to the Planning Commission and all interested parties.

5. Prior to the public hearing, the City will prepare notice materials for posting on the subject property. This material will be posted **by staff** at least ten (10) days before the public hearing.
6. The staff report will be available to all interested parties seven (7) days prior to the hearing.
7. The Planning Commission holds a public hearing. The staff report is presented to the Commission. Testimony is presented by the applicant, proponents and opponents, followed by rebuttal from the applicant.
8. The Commission then issues findings of fact which support approval, approval with conditions, or denial of the application. A decision may be appealed to the City Council.
9. If the Planning Commission decision is appealed, City Council holds a public hearing. The staff report is presented and testimony taken, as at the original hearing(s). Unless the City Council decides to hear the appeal de novo, only testimony regarding items already in the record is permitted, and no new information may be entered. In the case of an appeal, the Council may affirm, revise, or reverse the decision of the Planning Commission in all or in part. The Council may also remand the matter back to the hearing body for further consideration.

MAJOR VARIANCE – TYPE III: STANDARDS AND CRITERIA

Under Section 16.53.020 of the Canby Municipal Code, an application for MAJOR VARIANCE approval shall be evaluated based on the following standards and criteria:

- A. Exceptional or extraordinary circumstances apply to the property which do not apply generally to other properties in the City and within the same zone. These exceptional or extraordinary circumstances result from tract size or shape, topography or other circumstances over which the owners of the property have no control. Actions of previous owners do not constitute other exceptional or extraordinary circumstances; and
- B. The variance is necessary to assure that the applicant maintains substantially the same property rights as are possessed by the owners of other property in the city and within the same zone; and
- C. Granting this variance will not be materially detrimental to the intent or purposes of the city's Comprehensive Plan or the Land Development and Planning Ordinance; and
- D. Granting this variance will not be materially detrimental to other property within the same vicinity; and
- E. The variance requested is the minimum variance which will alleviate the hardship; and
- F. The exceptional or unique conditions of the property which necessitate the issuance of a variance were not caused by the applicant, or the applicant's employees or relatives.

Traffic Impact Analysis

CANBY STAFFORD ANNEXATION DEVELOPMENT CONCEPT PLAN (DCP)

CITY OF CANBY, OR

Prepared by



Project No. 17118-000
Submitted September 29th, 2017

DKS Associates

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Jeffrey Heald, P.E. (CA)
Rohit Itadkar, T.E. (CA)

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Portland, OR
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APPENDICES

- Appendix A –Becks Subdivision Traffic Impact Study
- Appendix B – Existing Traffic Counts
- Appendix C – Existing (2017) Intersection Level of Service Worksheets
- Appendix D –Future (2035) Plus Project Level of Service Worksheets
- Appendix E – Roundabout Sketch
- Appendix F – Transportation Planning Rule (TPR) Evaluation



1.0 INTRODUCTION

The following presents the Traffic Impact Analysis (TIA) prepared by DKS Associates (DKS) for the annexation of the Stafford Development Concept Plan (DCP) area in City of Canby. The purpose of this study is to identify potential transportation system impacts (and potential mitigations) triggered by this project. The Stafford DCP area is located in unincorporated Clackamas County inside the Canby Urban Growth Boundary and is within the boundaries of a designated DCP area.

This TIA has been prepared consistent with the policies of the City of Canby Transportation System Plan, and Clackamas County Comprehensive Plan. Additionally, a TIA for the proposed near-term Beck Subdivision development was also conducted in accordance with the City's and County's requirements. The Beck Subdivision development TIA technical memorandum is presented in Appendix A.

Site Location and Study Area

The DCP is located in the southwest part of Canby. The DCP area spans 71.88 acres and consists of 15 tax lots which are bounded by S Ivy Street on the east, S Elm Street on the west, city limits on the north and the Urban Growth Boundary (UGB) on the south. The access to the project site is proposed to be provided by one new local street on S Ivy Street and three new local streets on S Fir Street. The study area is shown in Figure 1. In addition to the four proposed project intersections, the following three intersections have been identified as study area intersections, with their traffic controls listed:



Figure 1: Study Area

- SW 13th Avenue/S Ivy Street (Signalized)
- SW 13th Avenue/S Fir Street (Two-way Stop)
- S Ivy Street/SE 16th Avenue (Two-way Stop)



2.0 EXISTING CONDITIONS

Pedestrian and Bicycle Facilities

An inventory of existing pedestrian and bicycle facilities was conducted to determine the current locations of sidewalks and bicycle lanes within the study area. For the purpose of this inventory, “bike lanes” included areas on roadways where shoulders were specifically designated for bicycle use through pavement markings, as well as other paved shoulders of at least five feet in width that could be used for bicycle travel. Table 1 presents the study area roadways with pedestrian and bicycle facilities.

Table 1: Existing Pedestrian and Bicycle Facilities

Roadway	Sidewalks	Bike Facilities
SW 13 th Avenue	Both Sides	Both Sides
S Fir Street	East Side Only	None
S Ivy Street	None	Both Sides

Existing pedestrian facilities are provided along SW 13th Avenue and S Fir Street. A sidewalk is provided on the east side of S Fir Street. There are no sidewalks along the S Fir Street through the project site. There are also existing bicycle facilities along SW 13th Avenue. A Class II bike lane is provided on both sides of this roadway. Along S Ivy Street, marked shoulders on both sides of the roadway can be used as bike lanes.

Pedestrian and bicycle count data was also collected during the AM and PM peak period at study area intersections. The observed pedestrian activity was low at all study intersections but could be significantly higher on school days.¹ Maximum pedestrians are observed at the intersection of SW 13th Avenue/S Fir Street (6 pedestrians during AM and PM peak hour). No bicycle activity was observed at any of the study intersections.

Transit Facilities

Transit service in Canby is provided by Canby Area Transit (CAT). CAT provides a fixed route bus service and Dial-a-ride within the City and to neighboring communities. There are four CAT routes (Green Line, Blue Line, Purple Line, and Orange Line) which run five days a week. There is a transit stop along 16th Avenue between S Fir Street and S Ivy Street which gets served approximately on an hourly basis during a 24 hour period by the Blue line.

¹ Based on intersection turn movement counts conducted on July 11th, 2017.



3.0 SUMMARY OF 2010 CANBY TSP

The 2010 Canby Transportation System Plan (TSP)² identified specific transportation improvement projects and programs needed throughout Canby to guide the City’s transportation investment. These projects and programs support the City’s goals and policies, serve planned growth through the year 2030, and improve safety and mobility for all travel modes in Canby. The TSP addressed all areas of Canby, including the Stafford development area.

The sections from the 2010 TSP that are most applicable to the current Stafford planning effort are summarized in the paragraphs below. Corresponding clips of figures—which are zoomed in on the project area—are also provided.

Functional Roadway Classification and Cross Sections

Canby’s functional roadway classification hierarchy includes Arterials, Collectors, Neighborhood Routes, and Local Streets. As shown in Figure 7-1 from the City’s TSP, S Ivy Street and SW 13th Avenue are classified as Arterials, while S Fir Street is a Local Street. All the remaining streets that may be constructed within the project site would likely become Local Streets.

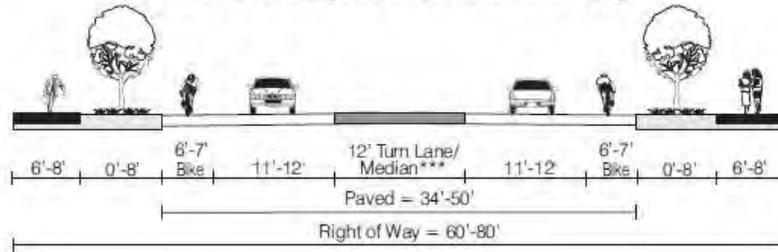
The Canby TSP provides Standard Cross-Sections for each of the City’s functional classifications as shown in Figure 7-4 and 7-6 in the City’s TSP. The Arterial cross-section includes two travel lanes with center turn lane that may be used for turning vehicles or a median. It also includes bike lanes and sidewalks. Neighborhood Traffic Management (NTM) may also be used under special conditions. The Local Street consists of two travel lanes separated by a center line marking. It included on-street parking and sidewalks on both sides of the roadway.



TSP Figure 7-1: Functional Classification

² Canby Transportation System Plan (TSP), December 2010.

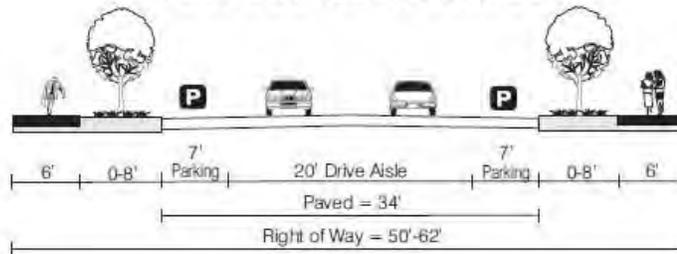
ARTERIAL (TWO-WAY TRAFFIC)



Notes:

- * On-Street Parking is only allowed on arterial roadways with in downtown commercial district. Diagonal or parallel parking may be provided on one or both sides interchangeably.
- ** When on-street parking is provided, bike lanes should only be provided adjacent to parallel parking (not head-in diagonal parking). If diagonal parking is provided on both sides and speeds are 25 miles per hour or less, then bike lanes are not required.
- *** Turn Lane/Median section is optional and may consist of one of the following:
 - A. 12' Left-Turn Lane or Two-Way Left-Turn Lane with No Raised Median
 - B. 10' Raised, Landscaped Median with 1' Shy Distance on Either Side
 - C. 10' Pedestrian Refuge (Level with Roadway) with 1' Shy Distance on Either Side

STANDARD LOCAL STREET



TSP Figure 7-4 and 7-6: Standard Cross-Sections



Truck Routes

The truck routes are shown in Figure 7-2a from the City’s TSP. S Ivy Street and SW 13th Avenue are currently designated as truck routes. S Fir Street is not a truck route. S Ivy Street could be used a key access route to and from the Cities located south of Canby.

Local Street Connectivity

The TSP also specifies the general locations where new local streets should be constructed as the project site develops. The proposed local street connectivity is shown in Figure 7-8 from the City’s TSP. The arrows in the figure represent *potential* connections and the general direction for the placement of the connection.³ The purpose of these connections is to ensure that the new development site accommodates future local circulation between adjacent neighborhoods to improve connectivity for all modes of transportation. The guidelines that should be followed when selecting local street connections includes:

- Provide full street connections with spacing of no more than 500 feet between connections, except where prevented by barriers
- Provide bike and pedestrian access ways with spacing of no more than 300 feet, except where prevented by barriers (bike and pedestrian access ways should be considered at the end of cul-de-sacs)
- Limit use of cul-de-sacs and other closed-end street systems to situations where barriers prevent full street connections or to locations where pedestrian/bike accesses are to be provided (approximately halfway between vehicular accesses)
- Include no close-end street longer than 150 feet or having no more than 30 dwelling units



TSP Figure 7-2a: Existing Truck Routes



TSP Figure 7-8: Local Street Connectivity

³ Other local street connections may be required as the City conducts development review.



- Include street cross-sections demonstrating dimensions of ROW improvements, with streets designed for posted or expected speed limits

Topography, railroads, and environmental conditions (such as wetland areas) limit the level of connectivity in Canby. Some stub end streets may become cul-de-sacs, extended cul-de-sacs, or only provide local connections. Pedestrian connections from the end of any stub end street that results in a cul-de-sac will be mandatory as future development occurs (with the exception of locations where topography, railroads, and environmental conditions make such connections infeasible). The goal is to improve city connectivity for all modes of transportation as feasible.

Financially Constrained Motor Vehicle Improvements

Based on the City’s existing and future motor vehicle needs, multiple improvement projects were identified throughout Canby. As shown in Figure 7-10 from the City’s TSP, the only motor vehicle project in the immediate project vicinity is the potential non-capacity improvements along 13th Avenue. The project consists of performing safety study and constructing traffic calming and other safety improvements prior to constructing Sequoia Parkway extension to SE 13th Avenue. The project is included in the financially-constrained solutions package.



TSP Figure 7-10: Financially Constrained Motor Vehicle

Neighborhood Traffic Management (NTM)

Neighborhood Traffic Management (NTM) is a term used to describe traffic control devices typically used in residential neighborhoods to slow traffic or possibly reduce the volume of traffic. The City of Canby currently has limited NTM elements, mainly the use of narrow road widths that manage vehicle speed. However, the TSP recognized that as traffic congestion increases in the future, protecting the livability of neighborhoods may become an increasing need that requires the ability to mitigate impact.

An important consideration of NTM is the need to manage vehicle speeds and volumes with the need to maintain mobility, circulation, and function for service providers (e.g. emergency response). Table 7-5 lists common NTM applications and suggests which devices may be supported by the Canby Fire District. If NTM is considered for S Ivy Street, S Fir Street, SW 13th Avenue, S Fir Street or any local streets planned for the project site, then coordination will be needed with emergency agency staff to ensure public safety is not



compromised. The proposed project intersection along S Ivy Street is planned to be a roundabout to reduce the speeds along S Ivy Street.

Table 7-5: Allowed Traffic Calming Measures by Roadway Functional Classification

Traffic Calming Measure	Is Measure Supported? (per Roadway Classification) ^a		
	Arterial	Collector	Neighborhood Route/ Local Street
Curb Extensions	Supported	Supported	Calming measures are supported on roads that have connectivity (more than two accesses) and are accepted and field tested by the Canby Fire District.
Roundabouts	Supported	Supported	
Medians and Pedestrian Islands	Supported	Supported	
Pavement Texture	Supported	Supported	
Speed Hump	Not Supported	Not Supported	
Raised Crosswalk	Not Supported	Not Supported	
Speed Cushion (provides emergency pass-through with no vertical deflection)	Not Supported	Not Supported	
Choker	Not Supported	Not Supported	
Traffic Circle	Not Supported	Not Supported	
Diverter (with emergency vehicle pass through)	Not Supported	Supported	
Chicanes	Not Supported	Not Supported	

^a Traffic calming measures are supported with the qualification that they meet Canby Fire District guidelines including minimum street width, emergency vehicle turning radius, and accessibility/connectivity.

Access Spacing Standards

Access spacing standards along City roadways is another important consideration when developing or redeveloping a parcel of land. Table 7-2 of the Canby TSP specifies access spacing standards for City roadways based on functional classification. Non-conforming access should work to achieve a condition as close to standard as possible. For example, consolidated or shared accesses should be explored; however, parcels shall not be landlocked by access spacing policies.

For the purpose of reviewing the access spacing along S Ivy Street which is a County roadway, the access spacing standards from the Clackamas County Roadway Standards would be used. The minimum spacing for local street intersections along a Major Arterial (S Ivy Street is classified as a Major Arterial in the County’s Transportation System Plan) is 250’.⁴

⁴ Table 2-2, Clackamas County Roadway Standards, February 2013.



Table7-2: Access Spacing Standards for City Street Facilities^a

Street Facility	Maximum spacing ^b of roadways	Minimum spacing ^b of roadways	Minimum spacing ^b of roadway to driveway ^c	Minimum Spacing ^b driveway to driveway ^c
Arterial	1,000 feet	660 feet	330 feet	330 feet or combine
Collector	600 feet	250 feet	100 feet	100 feet or combine
Neighborhood/Local	600 feet	150 feet	50 feet	10 feet

^a Exceptions may be made in the downtown commercial district, if approved by the City Engineering or Public Works Department, where alleys and historic street grids do not conform to access spacing standards.

^b Measured centerline to centerline

^c Private access to arterial roadways shall only be granted through a requested variance of access spacing policies when access to a lower classification facility is not feasible (which shall include an access management plan evaluation)

4.0 DATA COLLECTION

Existing Traffic Volumes

Vehicle turn movement counts were conducted at all study area intersections during the weekday AM peak period (7:00 am to 9:00 am) and PM peak period (4:00 pm to 6:00 pm) on July 11, 2017. Since the counts collected were during the beginning of summer season when the Canby Public Schools are not in session, the counts did not include the on-street traffic occurring when school is in session. Therefore, the counts were adjusted with school traffic during both peak hours. The City of Canby Travel Forecast Tool developed for the City’s Transportation System Plan was utilized for the traffic counts data adjustment. The weekday AM and PM peak hour volumes developed for the study intersections are presented in Figure 2. The raw traffic counts data is included in Appendix B.

In addition to the turning movement counts at the study intersections, 24-hour vehicles counts, classification counts and speed data was collected during a typical weekday on S Fir Street adjacent to SW 14th Court.

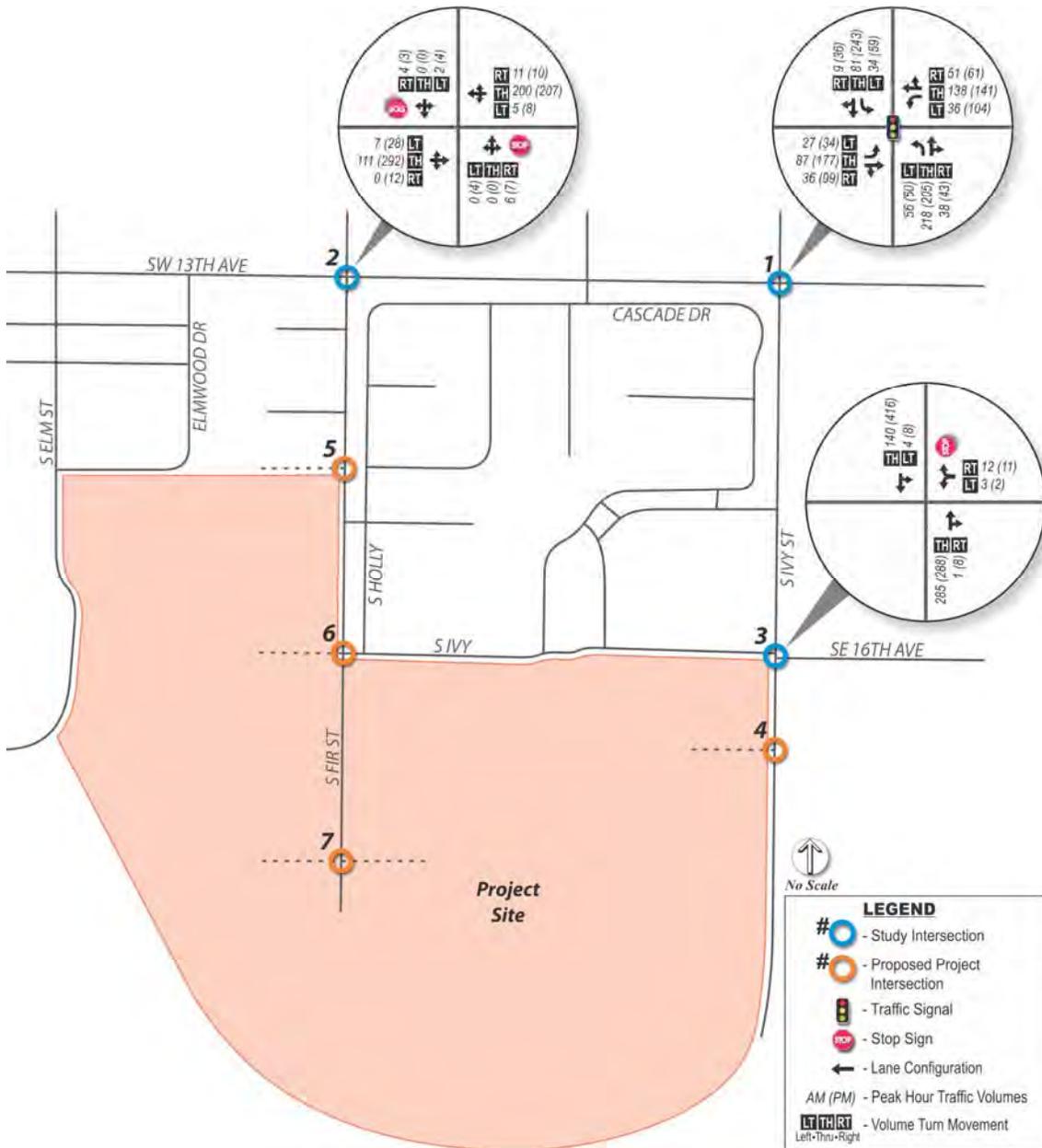


Figure 2: Existing Peak Hour Intersection Volumes



Safety Analysis

The most recent three years (2013 – 2015) of available collision data for the study area was obtained from ODOT and used to evaluate the collision history.⁵ The individual collision types at study intersections were examined to see if any patterns would emerge. Table 2 breaks down the collision types and severities experienced, showing quantities of each. Of the total 9 collisions at study intersections, one was a rear-end collision, six were angled collision, and two were turning movement collision. There were no fatal collisions at the study intersections during this three-year period.

Observed crash rates at the study intersections were calculated to identify problem areas in need of safety mitigation. The total number of crashes experienced at an intersection is typically proportional to the number of vehicles entering it. Therefore, a crash rate describing the frequency of crashes per million entering vehicles (MEV) based on the critical crash rate procedure in the Highway Safety Manual (HSM) Network Screening chapter is used to evaluate each intersection.⁶ Intersections with an observed crash rate greater than the critical crash rate warrant further review.

Table 2 displays the total reported collisions at each study intersection as well as the calculated observed crash rate and the critical crash rates for similar intersections. As shown in Table, the observed crash rates do not exceed the critical crash rates at all study intersections.

Table 2: Summary of Intersection Collection History

Intersection	Total Crashes	Crash Type				Crash Severity			Observed Crash Rate (per MEV*)	Critical Crash Rate (per MEV*)
		Rear-End	Angle	Turn	Other	PDO**	Minor Injury	Major Injury		
SW 13 th Avenue/S Ivy Street	6	1	4	1	0	0	6	0	0.26	0.65
SW 13 th Avenue/S Fir Street	3	0	2	1	0	0	1	2	0.28	0.78
S Ivy Street/SE 16 th Avenue	0	0	0	0	0	0	0	0	0.0	1.31

*MEV: Million Entering Vehicles

**PDO: Property Damage Only

⁵ ODOT reported collisions for January 1, 2013 through December 31, 2015.

⁶ 2010 Highway Safety Manual (HSM), Chapter 4, Page 4-11: The critical crash rate is a threshold value that allows for relative comparison among site with similar characteristics. The critical crash rate depends on the average crash rate at similar sites, traffic volume, and a statistical constant that represents a desired level of significance.



5.0 DCP TRANSPORTATION NETWORK EVALUATION

Land Use Summary

The preliminary zoning proposal for the Stafford DCP area is consistent with the Canby Comprehensive Plan designations. The DCP site plan is presented in Figure 3. As shown in the figure, below are the detailed land use designations within the site:

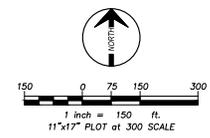
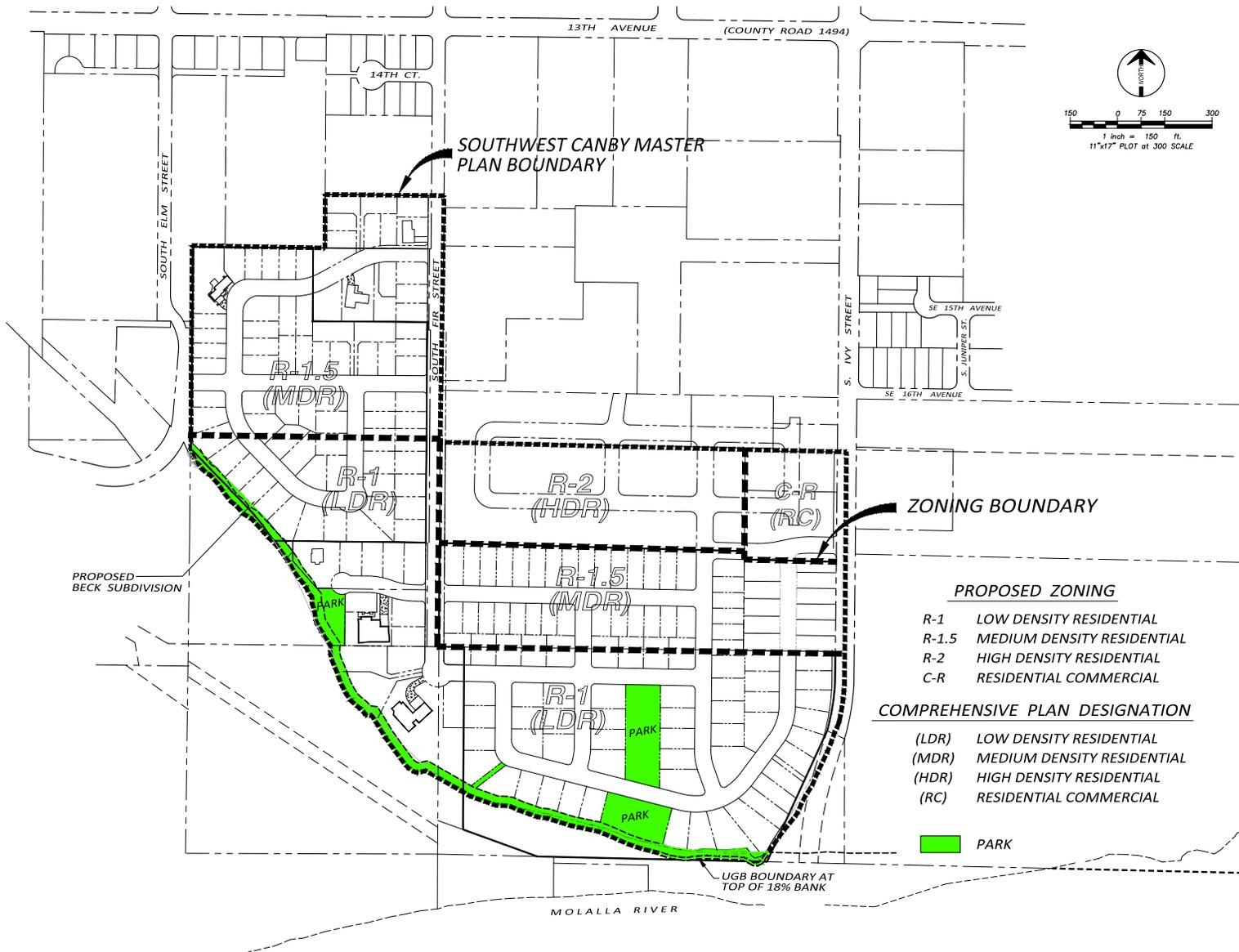
- The northwest part (between S Fir Street and S Elm Street) and the central part (between S Fir Street and S Ivy Street) of the DCP area are proposed to be zoned as R-1.5, which is medium density residential.
- The southern part is proposed to be zoned as R-1 which is low density residential.
- The northeast part is proposed to be zoned as C-R which is residential commercial.
- The northern part (east of S Fir Street) is proposed to be zoned as R-2 which is high density residential.

The project is proposed to build a total of 193 single family residential units in the entire DCP area except the northeast part which is planned to be designated as residential commercial. This designation allows the site to be developed as multifamily residential along with limited commercial use. The northeast part of the DCP (Hope Village) is proposed to have 55 multifamily units in the future. Therefore, the entire DCP area is proposed to have a total of 248 residential units.

Internal Roadway Cross-Section

The proposed development proposes three new accesses from S Fir Street and one new access from S Ivy Street. The connection to S Ivy Street will be a three legged intersection with its west leg serving as an access to the DCP site. This intersection would serve as an access to the future DCP area in the east. Based on the review of the site plan, the internal network of streets within the DCP is proposed to have a right-of-way width of 52 feet. For a typical residential street, the functional classification is a Local Street. The minimum right-of-way width for a Local Street is 50'.⁷ Therefore, the proposed right-of-way width which is provided in the site plan satisfies the requirements of the City's TSP.

⁷ Figure 7-6, *Canby Transportation System Plan (TSP)*, December 2010.



- PROPOSED ZONING**
- R-1 LOW DENSITY RESIDENTIAL
 - R-1.5 MEDIUM DENSITY RESIDENTIAL
 - R-2 HIGH DENSITY RESIDENTIAL
 - C-R RESIDENTIAL COMMERCIAL
- COMPREHENSIVE PLAN DESIGNATION**
- (LDR) LOW DENSITY RESIDENTIAL
 - (MDR) MEDIUM DENSITY RESIDENTIAL
 - (HDR) HIGH DENSITY RESIDENTIAL
 - (RC) RESIDENTIAL COMMERCIAL
- PARK

SOUTHWEST CANBY
 TAX MAP 145-RIE, SECTION 4
 SEC. 4A, LOTS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
 CITY OF CANBY, OREGON

STAFFORD
 LAND COMPANY
 488 SOUTH STATE STREET
 LAKE OSWEGO, OREGON 97024

SOUTHWEST CANBY
 MASTER PLAN
 9/13/17

REV. NO.	DATE	DESCRIPTION
1	2-12-17	

PLANNING & LAND DESIGN
 1862 NE ESTATE DRIVE
 HILLSBORO, OREGON 97124
 RYAN O'BRIEN
 (503)780-4061

SHEET
 2
 OF
 2

MasterPlan, 9/13/2017 4:58:35 AM

DKS



No Scale

Figure 3

Site Plan



Internal Circulation and Sight Distance

Based on the site plan, the proposed project internal roadway network appears to provide adequate circulation in and out of the development.

The proposed development proposes three new accesses from S Fir Street and one new access from S Ivy Street. S Fir Street and S Ivy Street are designated as a Local Street and Arterial respectively.⁸ Based on the field review; S Fir Street and S Ivy Street meet the cross-section requirements of a typical Local Street and Arterial respectively. Therefore, the existing roadway configuration will be able to accommodate the added traffic due to the project.

All site roadway connections will need to meet American Association of State Highway and Transportation Officials (AASHTO) sight distance requirements.⁹ This includes providing adequate sight triangles at intersections that are clear of objects (large signs, landscaping, parked cars, etc.) that could potentially limit vehicle sight distance.

Based on preliminary review of the sight distance of the existing locations of the proposed intersections, there is adequate sight distance available at the all proposed access locations. Prior to occupancy, sight distance at any existing access points will need to be verified, documented, and stamped by a registered professional Civil or Traffic Engineer licensed in the State of Oregon.

Access Spacing

The proposed project intersection along S Ivy Street is located south of 16th Avenue. Based on the review of the access spacing standards in the County's Roadway Standards, it is recommended that the proposed intersection be at least 250 feet from the adjacent roadway intersections along a Major Arterial roadway facility.¹⁰ Based on the review of the site plan, the distance of the proposed project intersection south of 16th Avenue is more than 250' from the intersection of S Ivy Street/16th Avenue.

The proposed access to DCP site from S Fir Street is provided by three new intersections. Based on the review of the access spacing standards in the City's TSP, it is recommended that the intersection spacing be at least 50 feet from the adjacent proposed intersection. Based on the review of the site plan, the minimum intersection spacing is more than the minimum requirement of the access spacing standards in the City's TSP.

Multi-Modal Connectivity

This section examines the multi-modal connectivity along S Ivy Street and S Fir Street adjacent to the project site. There are currently no sidewalks along S Ivy Street and S Fir

⁸ Figure 7-1, *Canby Transportation System Plan (TSP)*, December 2010.

⁹ *Geometric Design of Highways and Streets*, AASHTO, 2011.

¹⁰ Table 2-2, *Clackamas County Roadway Standards*, February 2013.



Street directly adjacent to the site. There is a five feet sidewalk on the west side of S Ivy Street which terminates at the northern perimeter of the site. There is intermittent sidewalk on the east side of the street which is six feet wide.

To meet the City's Arterial standards along the S Ivy Street adjacent to the project site, the roadway would need to be widened and rebuilt. Arterial standards call for a six to seven foot bike lane, an optional landscaping strip, and a six to eight foot sidewalk on each side of the road. Along the site's east frontage to S Ivy Street, it is recommended that the development provide half-street roadway improvements including curb, sidewalks, and appropriate set-back for bike lanes in the future. These improvements should be coordinated with City staff, and may include half-street improvements to County standards. Internal connectivity should be provided when the site develops, and external connections to the existing street sidewalk network would allow for good pedestrian connectivity.

To meet the City's Local Street standards along the S Fir Street adjacent to the project site, the roadway would need to be widened and rebuilt. Local standards call for a seven foot on-street parking, an optional landscaping strip, and a six foot sidewalk on each side of the road. Along the site's frontage to S Fir Street, it is recommended that the development provide street roadway improvements including curb, and sidewalks, and in the future. Since the vehicular speed will most likely be less than 25 MPH and the average daily traffic is estimated to be less than 2,000 vph, it is safe for bicycles to use this street.

There is currently poor bicycle connectivity to the site along both S Ivy Street and S Fir Street due to narrow roadway width and lack of bicycle lanes. There are shoulders along S Ivy Street which could be used as bicycle lanes. If the roadway is rebuilt to the designated standards as required by their corresponding functional classification, the street's bicycle lanes would create connectivity with the nearest major roadway SW 13th Avenue, which currently has bicycle lanes.

Intersection Operations Analysis

This section covers the intersection operating conditions in the study area. Included is a description of the intersection performance measures, jurisdictional operational standards, and traffic operational analysis.

Intersection Performance Measures

Level of service (LOS) and volume-to-capacity (v/c) ratios are two commonly used performance measures that provide a gauge of intersection operations. In addition, they are often incorporated into agency mobility standards.

Descriptions are given below:

- **Level of service (LOS):** A "report card" rating (A through F) based on the average delay experienced by vehicles at the intersection. LOS A, B, and C indicate conditions where traffic moves without significant delays over periods of peak



hour travel demand. LOS D and E are progressively worse operating conditions. LOS F represents conditions where average vehicle delay has become excessive and demand has exceeded capacity. This condition is typically evident in long queues and delays.

- **Volume-to-capacity (v/c) ratio:** A decimal representation (between 0.00 and 1.00) of the proportion of capacity that is being used (i.e., the saturation) at a turn movement, approach leg, or intersection. It is determined by dividing the peak hour traffic volume by the hourly capacity of a given intersection or movement. A lower ratio indicates smooth operations and minimal delays. As the ratio approaches 1.00, congestion increases and performance is reduced. If the ratio is greater than 1.00, the turn movement, approach leg, or intersection is oversaturated and usually results in excessive queues and long delays.

Jurisdictional Operational Standards

All study intersections must operate at or below the operating standards or mitigation may be necessary to approve future growth. The intersection performance measures vary by jurisdiction of the roadways. All study intersections are under the jurisdiction of City of Canby and Clackamas County and must comply with the intersection evaluation methodology stated in the City’s TSP and Clackamas Roadway County Standards.¹¹ The study intersections must comply with the v/c targets in the Clackamas County Comprehensive Plan which specifies a v/c target of 0.90 and LOS E for the study area.¹²

Existing Intersection Operations Analysis

The existing traffic operating conditions at the study intersections was determined for the PM peak hour based on the 2000 Highway Capacity Manual methodology¹³ for signalized intersections and 2010 Highway Capacity Manual methodology for unsignalized intersections.¹⁴ The conditions include the estimated average delay, level of service (LOS), and volume-to-capacity (v/c) ratio of the study intersections.

Weekday PM peak hour intersection operations are shown in Table 3. During the PM peak hour, all study area intersections operate within the adopted mobility targets. Detailed HCM intersection analysis reports are included in Appendix C.

¹¹ Section 295, Clackamas County Roadway Standards, February 1, 2013.

¹² Table 5-2b, Clackamas County Comprehensive Plan.

¹³ *2000 Highway Capacity Manual*, Transportation Research Board, Washington DC, 2000.

¹⁴ *2010 Highway Capacity Manual*, Transportation Research Board, Washington DC, 2010.



Table 3: Existing PM Peak Hour Intersection Operations

No.	Intersections	Control Type	PM Peak Hour	
			v/c	LOS
1.	SW 13 th Avenue/S Ivy Street	Signal	0.45	B
2.	SW 13 th Avenue/S Fir Street	TWSC*	0.02	A/B
3.	S Ivy Street/SE 16 th Avenue	TWSC*	0.02	A/B

TWSC – Two-way Stop Controlled

LOS – Level of Service

*Volume-to capacity ratio for two-way stop intersections report for the worst movement and LOS report for the worst major street/minor street movements.

Future 2035 Plus Project Scenario

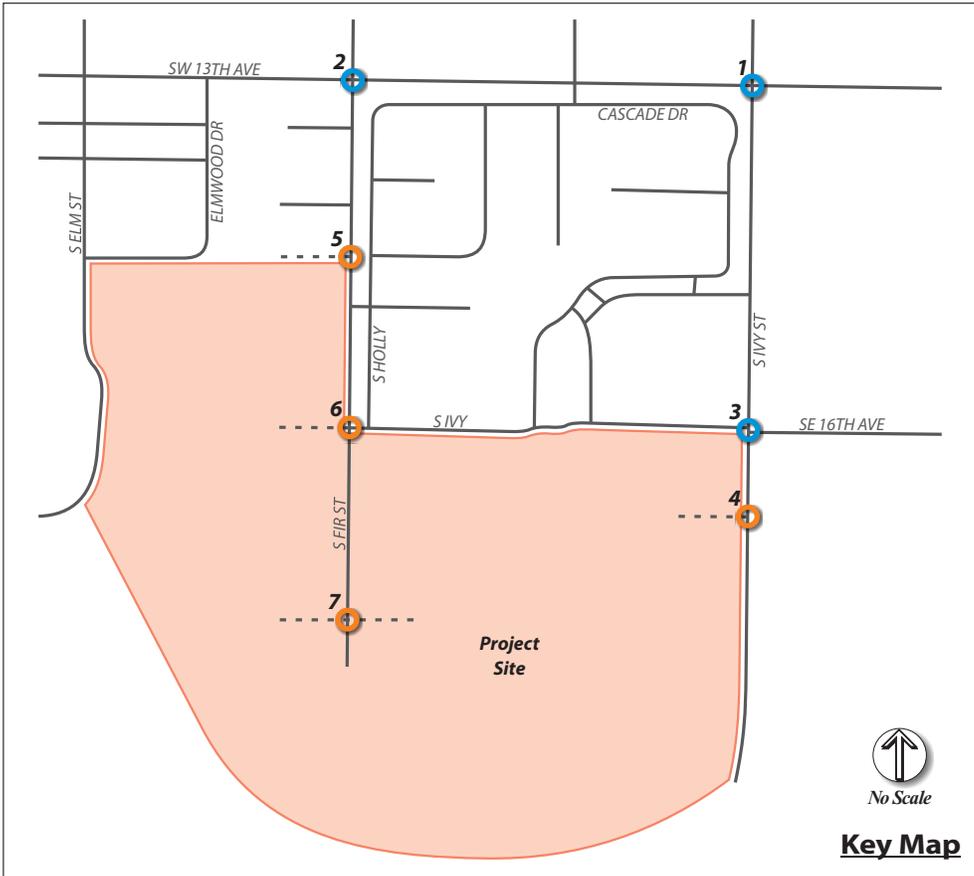
Forecasting Method Summary

The future 2035 plus project volumes at all existing study intersections and proposed project intersections during the PM peak hour were determined by utilizing the City of Canby’s Travel Forecast model developed for the City’s Transportation System Plan. The model forecasted the future volumes till the year 2030. The future 2035 volumes were estimated by adding an annual growth rate of 2%.¹⁵ The future 2035 plus project peak hour turn volumes during the PM peak hour are presented in Figure 4.

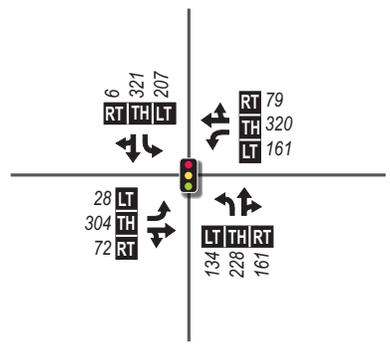
The land uses assumed in the City’s TSP were consistent with the proposed zoning for the DCP, but were slightly different in units than the land uses in the proposed project. The transportation analysis zones (TAZ), which are specific to the travel model do not exactly align with the study area. The study area overlaps with two TAZs. The northern portion of the study area west of S Ivy Street and east of S Fir Street includes only a portion of TAZ 142, while the remaining portion of the study area encompasses the entire area of TAZ 143.

The portion of the study area within the TAZ 142 was assumed to have 11 more households in the City’s TSP. Thus, the City’s TSP overestimated the development in that area compared to the proposed project. The remaining portion of the study area (TAZ 143) was expected to have 213 households in the City’s TSP, while the proposed plan anticipates 225 households in the same area. Thus, the City’s TSP underestimated the development (12 less households) in that area. However, the net difference between the City’s TSP and the proposed project is only one household.

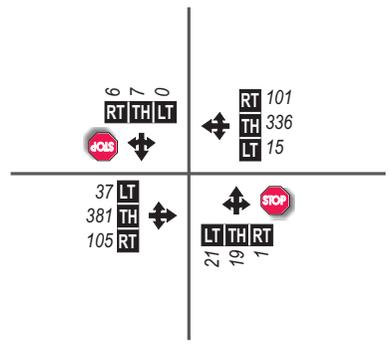
¹⁵ Table 4-1, Canby Transportation System Plan (TSP), December 2010.



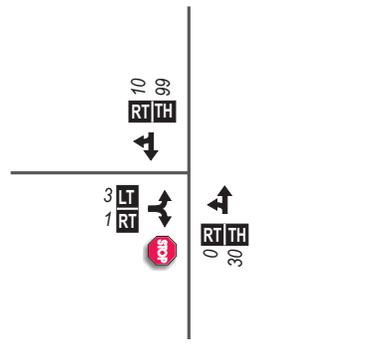
1. SW 13th Ave. @ S Ivy St.



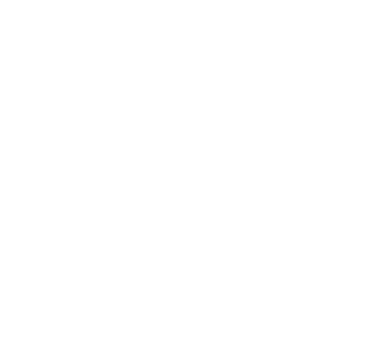
2. SW 13th Ave. @ S Fir St.



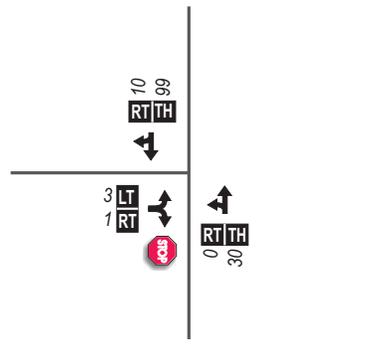
5. S Fir St. @ Driveway 1



7. S Fir St. @ Driveway 3



3. S Ivy St. @ SE 16th Ave.



6. S Fir St. @ Driveway 2



4. S Ivy St. @ Driveway 1

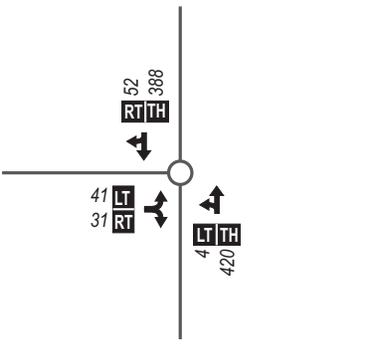


Figure 4

LEGEND

- # - Study Intersection
- # - Proposed Project Intersection
- Traffic Signal
- Stop Sign
- Lane Configuration
- PM - Peak Hour Traffic Volumes
- Volume Turn Movement
Left•Thru•Right

DKS

Future (2035) Plus Project PM Peak Hour Traffic Volumes



The City’s TSP did not assume any employment growth in TAZ 142 which is consistent with the proposed project. The City’s TSP assumed 3 employees in TAZ 143, while this analysis assumed 15 employees. Table 4 shows the updated household and employment assumptions used for this analysis.

Table 4: Existing and Future Year Household and Employment Assumptions

TAZ	Existing Year		Future Year		Growth	
	HH	EMP	HH	EMP	HH	EMP
142	239	10	277	10	38	0
143	9	0	225	15	216	15

HH: Household, EMP: Employment

The Hope Village expansion includes a portion of Residential-Commercial (RC) zoning. For TPR purposes, the travel forecast model assumed employment growth within this area. The final proposed plan with the DCP does not include employment growth. However, the trips generated by the assumed employment growth are higher than the trips that would be generated by the residential development in the proposed project. From a trip generation perspective, the land use assumed is consistent with the proposed plan (i.e. the number of trips generated by the assumed employment growth in that area is representative of the number of trips generated by the proposed household growth in that area).

In the end, the land uses assumed to develop model forecasted future volumes slightly overestimates the number of trips expected as compared to the land uses in the proposed project. Therefore, the analysis is slightly conservative and adequate to represent the land use in the DCP.

Future 2035 Plus Project Intersection Operations Analysis

The future 2035 plus project PM peak hour intersection operations are shown in Table 5. As shown in the table, all study area intersections operate within the adopted mobility targets. Therefore, the proposed project would have no significant impact to any of the study intersections and proposed intersections. As a result, no mitigation measures are recommended as part of this project. Detailed HCM intersection analysis reports are included in Appendix D.



Table 5: Future 2035 PM Peak Hour Intersection Operations

No.	Intersections	Control Type	PM Peak Hour	
			v/c	LOS
1.	SW 13 th Avenue/S Ivy Street	Signal	0.75	C
2.	SW 13 th Avenue/S Fir Street	TWSC*	0.22	A/D
3.	S Ivy Street/SE 16 th Avenue	TWSC*	0.07	A/B
4.	S Ivy Street/Project Driveway 1	TWSC*	0.01	A/A
5.	S Fir Street/Project Driveway 1	TMSC*	0.01	A/A
6.	S Fir Street/Project Driveway 2	TMSC*	0.01	A/A
7.	S Fir Street/Project Driveway 3	TMSC*	0.03	A/A

TWSC – Two-way Stop Controlled

LOS – Level of Service

*Volume-to capacity ratio for two-way stop intersections report for the worst movement and LOS report for the worst major street/minor street movements.

Area Safety and Urban Design

S Ivy Street connects the City of Canby with the unincorporated Clackamas County located in the South. Vehicles travelling north along S Ivy Street (Canby-Marquam Highway) into the City along experience a profound change in land use density and posted speed. The area within the City is characterized by large residential neighborhoods, retirement homes, an adult center, schools, and an aquatic center. The speed along S Ivy Street (Canby-Marquam Highway) through the rural area is 55 MPH. In order to promote the reduction in speed and help vehicles transition from a rural area to an urban environment, which would significantly enhance safety in an area with high potential for pedestrian and bicycle travel, a roundabout treatment should be considered at the new intersection on S Ivy Street (south of 16th Avenue) created by the DCP. The roundabout could also act as a gateway treatment for urban design aesthetics for the entry into Canby.

The safety benefit of roundabouts can be seen from national research¹⁶ on their effectiveness of reducing crashes, where data has shown a reduction of 35% of total crashes, 76% in injury crashes and 89% in fatalities. This is partially due to reducing the number of conflict points, but also points to the benefit of effectively reducing vehicle speeds where potential conflicts occur. The benefits of this reduction in speed would then provide benefit to the S Ivy Street corridor to the north. A sketch for the potential

¹⁶ Federal Highway Administration, *Roundabouts, Section 2: Benefits of Roundabouts*



roundabout location is presented in Appendix E to illustrate the potential footprint and land-use impact of the improvement.

To advance the roundabout concept, additional conversation would be required with Clackamas County (who has authority over the roadway) to discuss the feasibility of implementation, including factors such as designing for farm vehicles and trucks that would travel through the roundabout.

Transportation Planning Rule (TPR) Evaluation

The proposed annexation of the Stafford Development Concept Plan (DCP) area includes changes in the land use. However, the proposed rezone could potentially allow more intense uses to develop on the site compared to either the existing zoning or the average land use density assumed in the City's TSP. Therefore, the analysis documented in Appendix F would determine to see if the proposed zone change would cause significant impact to the transportation system in addition to what was accounted for in the City's TSP. Based on the TPR evaluation in the appendix, the proposed zone change is consistent with the comprehensive plan designations and City's TSP.

Recommendations

Based upon the analysis presented in this report, it was determined that the proposed project would not generate significant off-site traffic impacts. Therefore, no off-site mitigation is recommended for the proposed project as a result of traffic impacts. However, there are some site-access and circulation related improvements which DKS would recommend to improve traffic flow and safety, which includes:

- 1) Proposed project intersections shall be kept clear of visual obstructions such as signage, trees etc. which may limit the vehicle sight distance.
- 2) A roundabout at a proposed project intersection along S Ivy Street would be a significant safety enhancement. However, coordination with Clackamas County is required to determine the feasibility of including design standards for farm vehicles and trucks.



APPENDIX A

Becks Subdivision Traffic Impact Study



720 SW Washington St.
 Suite 500
 Portland, OR 97205
 503.243.3500
 www.dksassociates.com

DRAFT MEMORANDUM

DATE: September 29th, 2017

TO: Bryan Brown, City of Canby

FROM: Chris Maciejewski, PE, PTOE
 Jeff Heald, PE (CA)
 Rohit Itadkar, TE (CA)

SUBJECT: Traffic Impact Analysis for Beck Subdivision Development

P#17118-000

This memorandum summarizes the transportation impacts associated with the proposed Beck Subdivision development within the Stafford Development Concept Plan (DCP) in Canby, Oregon. The proposed development proposes 41 lots spread over 8.70 acres with 24 additional tax lots to be added in the development during second phase of the project. The proposed project will be designated as R-1.5 (medium density residential) in the north and R-1 (low density residential) in the south of the site. This would add a total of 90 single family residential units. The project site is located within the Stafford DCP site between S Fir Street and S Elm Street.

Access to the site will be provided by three proposed intersections from S Fir Street. The study area is shown in Figure 1. The following three intersections have been identified as study area intersections, with their traffic controls listed:

- SW 13th Avenue/S Ivy Street
- SW 13th Avenue/S Fir Street
- S Ivy Street/SE 16th Avenue



Figure 1: Study Area



Existing No Project Intersection Operations Analysis

Intersection Performance Measures

Level of service (LOS) and volume-to-capacity (v/c) ratios are two commonly used performance measures that provide a gauge of intersection operations. In addition, they are often incorporated into agency mobility standards.

Descriptions are given below:

- **Level of service (LOS):** A “report card” rating (A through F) based on the average delay experienced by vehicles at the intersection. LOS A, B, and C indicate conditions where traffic moves without significant delays over periods of peak hour travel demand. LOS D and E are progressively worse operating conditions. LOS F represents conditions where average vehicle delay has become excessive and demand has exceeded capacity. This condition is typically evident in long queues and delays.
- **Volume-to-capacity (v/c) ratio:** A decimal representation (between 0.00 and 1.00) of the proportion of capacity that is being used (i.e., the saturation) at a turn movement, approach leg, or intersection. It is determined by dividing the peak hour traffic volume by the hourly capacity of a given intersection or movement. A lower ratio indicates smooth operations and minimal delays. As the ratio approaches 1.00, congestion increases and performance is reduced. If the ratio is greater than 1.00, the turn movement, approach leg, or intersection is oversaturated and usually results in excessive queues and long delays.

Jurisdictional Operational Standards

All study intersections must operate at or below the operating standards or mitigation may be necessary to approve future growth. The intersection performance measures vary by jurisdiction of the roadways. All study intersections are under the jurisdiction of City of Canby and Clackamas County and must comply with the intersection evaluation methodology stated in the City’s TSP and Clackamas Roadway County Standards.¹ The study intersections must comply with the v/c targets in the Clackamas County Comprehensive Plan which specifies a v/c target of 0.90 and LOS E for the study area.²

¹ Section 295, Clackamas County Roadway Standards, February 1, 2013.

² Table 5-2b, Clackamas County Comprehensive Plan.



Volumes

The existing no project volumes were used from the counts conducted as part of the Stafford Annexation DCP traffic study.³

Level of Service Analysis

The existing traffic operating conditions at the study intersections was determined for the AM and PM peak hour based on the 2000 Highway Capacity Manual methodology⁴ for signalized intersections and 2010 Highway Capacity Manual methodology for unsignalized intersections.⁵ The conditions include the estimated average delay, level of service (LOS), and volume-to-capacity (v/c) ratio of the study intersections. Weekday AM and PM peak hour intersection operations are shown in Table 1. During the AM and PM peak hour, all study area intersections operate within the adopted mobility targets.

Table 1: Existing Peak Hour Intersection Operations

No.	Intersections	Control Type	AM Peak Hour		PM Peak Hour	
			v/c	LOS	v/c	LOS
1.	SW 13 th Avenue/S Ivy Street	Signal	0.39	B	0.45	B
2.	SW 13 th Avenue/S Fir Street	TWSC*	0.01	A/B	0.02	A/B
3.	S Ivy Street/SE 16 th Avenue	TWSC*	0.02	A/B	0.02	A/B

TWSC – Two-way Stop Controlled

LOS – Level of Service

*Volume-to capacity ratio for two-way stop intersections report for the worst movement and LOS report for the worst major street/minor street movements.

Project Trip Generation

The proposed Beck Subdivision development is shown in Figure 2. The amount of new vehicle trips generated by the additional 90 single family dwelling units was estimated using the ITE Trip Generation Manual for similar land use type⁶. Trip generation estimates for the proposed project are provided for daily, morning and evening peak hours and are summarized in Table 2. As shown in Table, the proposed site is expected to generate 68 (17 in, 51 out) AM peak hour trips, 90 (57 in, 33 out) PM peak hour trips, and 857 daily trips.

³ Figure 2, Canby Stafford Annexation Development Concept Plan Traffic Impact Analysis, September 2017.

⁴ 2000 Highway Capacity Manual, Transportation Research Board, Washington DC, 2000.

⁵ 2010 Highway Capacity Manual, Transportation Research Board, Washington DC, 2010.

⁶ Trip Generation Manual, Institute of Transportation Engineers, 9th Edition.



Figure 2: Project Site Plan

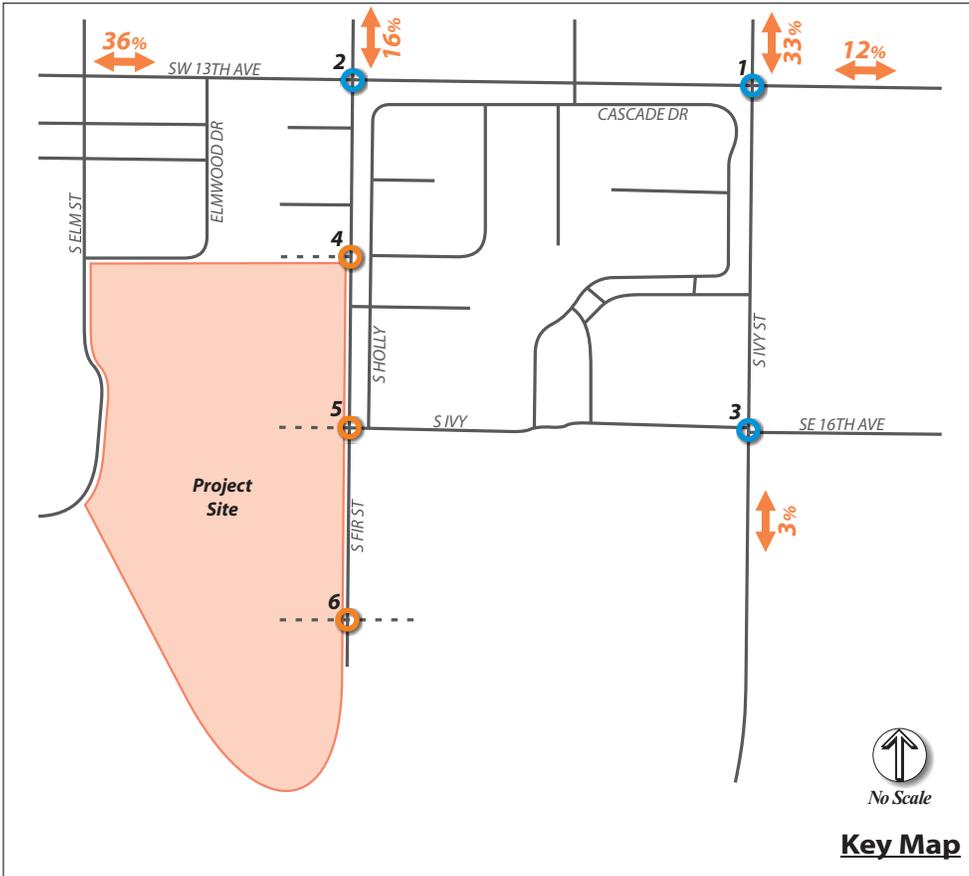
Table 2: Project Trip Generation Summary

Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
Trip Rates								
Single Family Detached (210)	Per Dwelling Unit (DU)	9.52	0.19	0.56	0.75	0.63	0.37	1.00
Trip Generation								
Single Family Detached (210)	90 DU	857	17	51	68	57	33	90

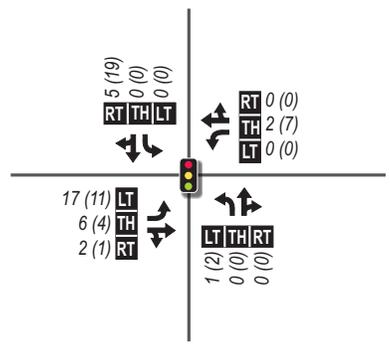
Project Trip Generation

Trip distribution reflects how site generated traffic will leave and arrive at the proposed site and what roads those trips will take. The trip distribution for the proposed project was estimated based on City of Canby Travel Forecast Tool.⁷ The assumed trip distribution and assignment is shown in Figure 3.

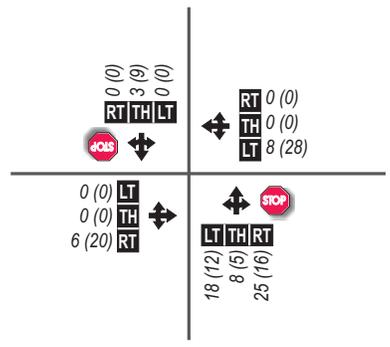
⁷ Canby Travel Forecast Tool, Canby Transportation System Plan, DKS Associates.



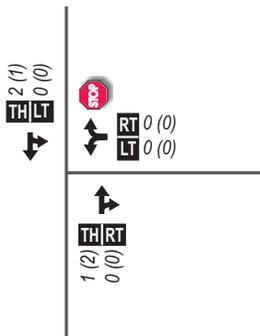
1. SW 13th Ave. @ S Ivy St.



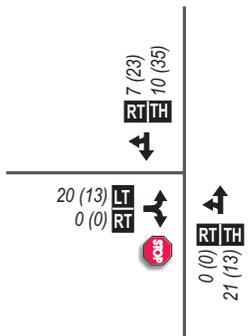
2. SW 13th Ave. @ S Fir St.



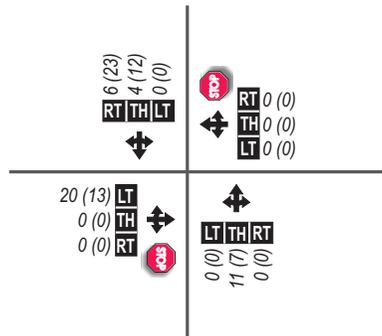
3. S Ivy St. @ SE 16th Ave.



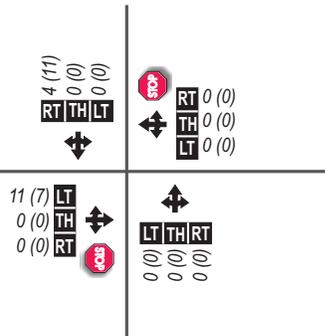
4. S Fir St. @ Driveway 1



5. S Fir St. @ Driveway 2



6. S Fir St. @ Driveway 3



LEGEND

- # 0 - Study Intersection
- # 1 - Proposed Project Intersection
- 🚦 - Traffic Signal
- 🛑 - Stop Sign
- 00% - Trip Distribution Percentage
- ← - Lane Configuration
- AM (PM) - Peak Hour Traffic Volumes
- LT TH RT - Volume Turn Movement (Left-Thru-Right)

DKS **Figure 3**

Project Trip Distribution and Assignment

City Council Packet Page 133 of 265



Existing Plus Project Intersection Operations Analysis

Volumes

The study area intersection operations were evaluated for the Existing Plus Project scenario to determine if the proposed project would cause any intersections to not meet jurisdictional standards. The Existing Plus Project scenario includes the existing traffic volumes, and the trips added by the proposed project. The Existing (2017) Plus Project traffic volumes are shown in Figure 4.

Level of Service Analysis

The existing plus project traffic operating conditions at the study intersections was determined for the AM and PM peak hour are shown in Table 3. During the AM and PM peak hour, all study area intersections operate within the adopted mobility targets. Therefore, there are no significant impacts on the study intersections. As a result no mitigation measures are recommended as part of this project.

Table 3: Existing Peak Hour Intersection Operations

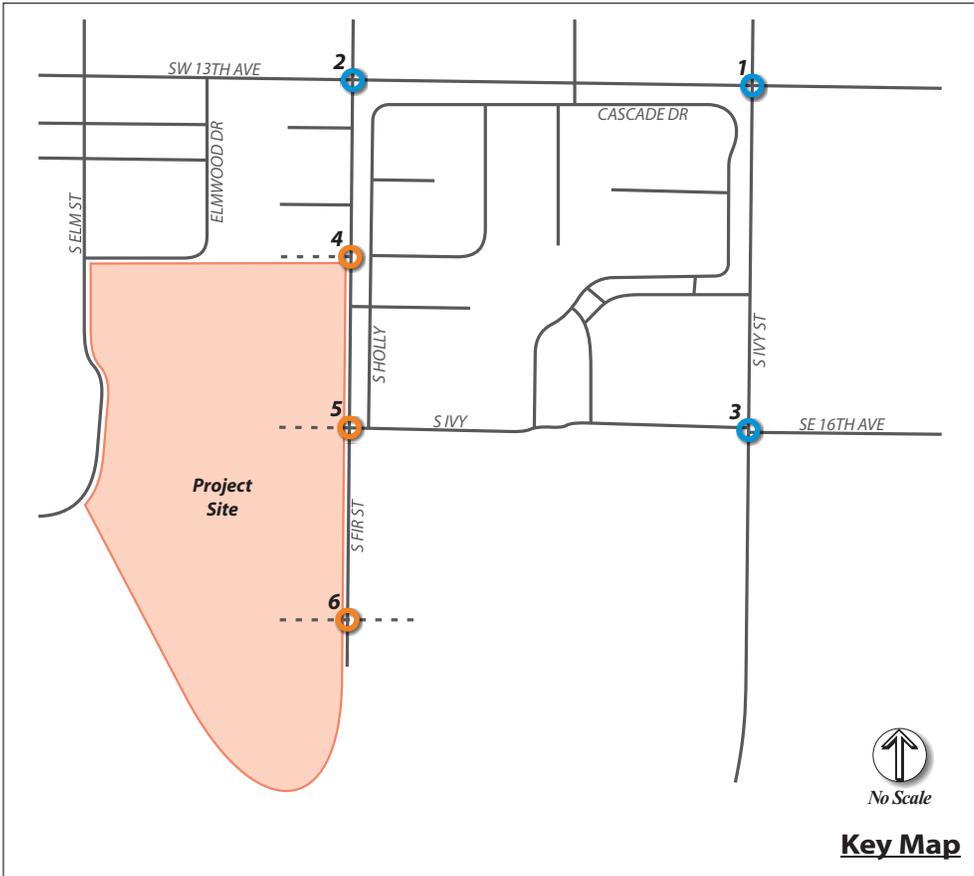
No.	Intersections	Control Type	AM Peak Hour		PM Peak Hour	
			v/c	LOS	v/c	LOS
1.	SW 13 th Avenue/S Ivy Street	Signal	0.39	B	0.47	B
2.	SW 13 th Avenue/S Fir Street	TWSC*	0.09	A/B	0.12	A/C
3.	S Ivy Street/SE 16 th Avenue	TWSC*	0.20	A/B	0.20	A/B
4.	S Fir Street/Project Driveway 1	TWSC*	0.02	A/A	0.02	A/A
5.	S Fir Street/Project Driveway 2	TWSC*	0.02	A/A	0.01	A/A
6.	S Fir Street/Project Driveway 3**	TWSC*	--	--	--	--

TWSC – Two-way Stop Controlled

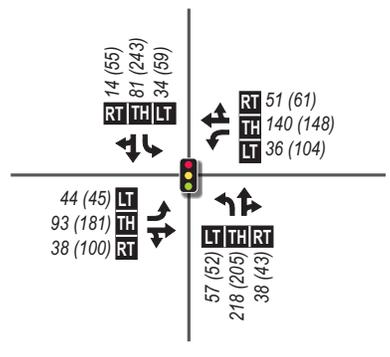
LOS – Level of Service

*Volume-to capacity ratio for two-way stop intersections report for the worst movement and LOS report for the worst major street/minor street movements.

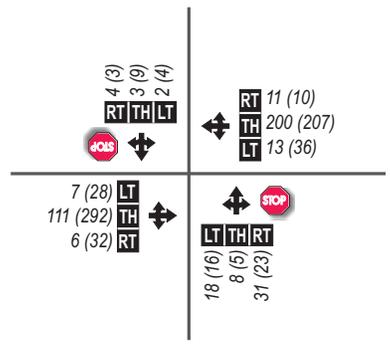
** No LOS reported since there are no conflicting movements.



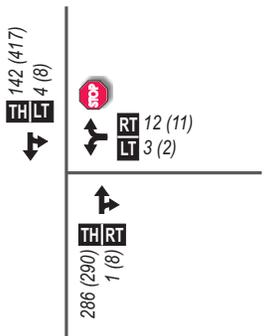
1. SW 13th Ave. @ S Ivy St.



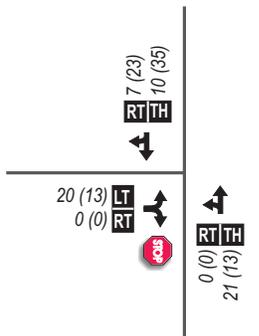
2. SW 13th Ave. @ S Fir St.



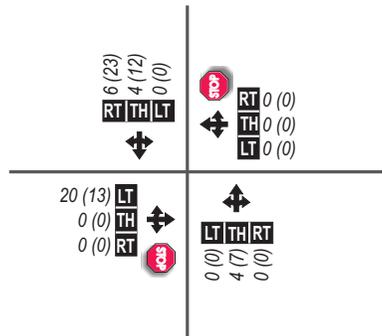
3. S Ivy St. @ SE 16th Ave.



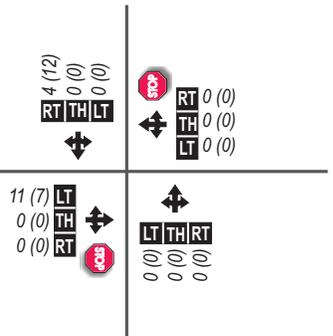
4. S Fir St. @ Driveway 1



5. S Fir St. @ Driveway 2



6. S Fir St. @ Driveway 3



LEGEND

- # - Study Intersection
- # - Proposed Project Intersection
- Traffic Signal
- Stop Sign
- Lane Configuration
- AM (PM) - Peak Hour Traffic Volumes
- Volume Turn Movement
Left•Thru•Right

DKS

Figure 4

Existing Plus Project Peak Hour Traffic Volumes

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Queuing Analysis

An estimate of the 95th percentile vehicle queues were determined for each of the intersection approach movements under both the Existing and Existing Plus Project scenarios. 95th percentile vehicle queues are queue lengths that would not be exceeded in 95 percent of the queues formed during the peak hour are estimated. When vehicle queues extend past available storage bays, turning queues can block through movements and through movements can block upstream intersections. The result is an increased potential for rear-end collisions and a significant loss in system capacity. The queue formation for left turning traffic at all study intersections except SW 13th Avenue/S Ivy Street is less than 25'. Queuing results for the intersection of SW 13th Avenue/S Ivy Street are summarized in Table 4.

Table 4: Queuing Summary at SW 13th Avenue/S Ivy Street

Movement	Available Storage (feet)	95 th Percentile Queue for Existing Plus Project (feet)	
		AM Peak Hour	PM Peak Hour
Northbound Left	120	20	20
Southbound Left	125	20	20
Eastbound Left	120	40	40
Westbound Left	130	20	60

The queue formations in all directions are within the available storage. Overall, the proposed project is not expected to have a negative impact on the queuing at any study intersections.

Neighborhood Through Traffic Study

To protect livability in neighborhood areas, the City of Canby has adopted traffic impact thresholds for residential streets. Developments anticipated to add significant traffic levels to residential streets are required to develop mitigations that will reduce the impact. A development is considered to have a potentially significant impact when it adds 30 through-vehicle trips during a peak hour to an adjacent residential street with an average daily traffic (ADT) volume of 1,200 or higher and/or a 85th percentile speed greater than 28 miles per hour.

Based on zoning and fronting land uses S Fir Street south of 13th Avenue is the only roadway within the study area that would be classified as residential streets and may be significantly impacted by the proposed project. 24-hour bidirectional traffic volume and speed data was collected on the roadway



section. The data for S Ivy Street showed an ADT volume lower than 1,200 vehicles (1,107 vehicles) and an 85th percentile speed of 17 miles per hour, which is lower than the threshold of 28 miles per hour.

The proposed project is expected to add more than 30 vehicles during peak hours to S Fir Street along the residential portions. Therefore, the project would add significant traffic levels to this street and increase the ADT to above 1,200 vehicles (1,970 vehicles per day). Potential volume reduction measures to address this impact could include diverters, movement closures, and decrease route speed by modifying geometry and/or traffic control (some speed reduction can also have a secondary effect of reducing traffic volume (by making a route less attractive).

A review of potential measure for offsetting the traffic volume increase found that the options would simply shift the through traffic from one neighborhood street to another, as there are only local residential streets that connect the area to the surrounding arterial network. As the observed traffic speeds are significantly below speed thresholds for neighborhood livability, we recommend not implementing mitigation measures that would restrict volumes (i.e., diverters or closures). In this circumstance, maximizing connectivity (i.e., via the proposed connection to S Ivy Street) appears to be the optimal strategy for neighborhood traffic management.

Conclusions

- The increase in vehicle trips associated with the proposed project (68 trips during the AM peak hour and 90 trips during the PM peak hour) would not significantly impact traffic operations along the surrounding transportation network.
- Site intersections shall be kept clear of objects (e.g. landscaping, objects, etc.) that could potentially limit vehicle sight distance.

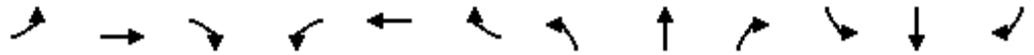
Attachments

Existing (2017) No Project Level of Service Worksheets

Existing (2017) Plus Project Level of Service Worksheets

HCM Signalized Intersection Capacity Analysis
1: S Ivy Street & SW 13th Avenue

Existing No Project
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	87	36	36	138	51	56	218	38	34	81	9
Future Volume (vph)	27	87	36	36	138	51	56	218	38	34	81	9
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.5	4.5		4.5	4.5		4.0	5.0		4.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.96		1.00	0.96		1.00	0.98		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1630	1641		1630	1646		1630	1678		1630	1690	
Flt Permitted	0.57	1.00		0.67	1.00		0.67	1.00		0.59	1.00	
Satd. Flow (perm)	982	1641		1149	1646		1149	1678		1005	1690	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	30	97	40	40	153	57	62	242	42	38	90	10
RTOR Reduction (vph)	0	33	0	0	30	0	0	8	0	0	5	0
Lane Group Flow (vph)	30	104	0	40	180	0	62	276	0	38	95	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	8.3	8.3		8.3	8.3		26.8	24.4		25.2	23.6	
Effective Green, g (s)	8.3	8.3		8.3	8.3		26.8	24.4		25.2	23.6	
Actuated g/C Ratio	0.17	0.17		0.17	0.17		0.56	0.51		0.53	0.49	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.0	5.0		4.0	5.0	
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	4.0		2.5	4.0	
Lane Grp Cap (vph)	170	284		199	285		668	856		550	834	
v/s Ratio Prot		0.06			c0.11		c0.00	c0.16		0.00	0.06	
v/s Ratio Perm	0.03			0.03			0.05			0.03		
v/c Ratio	0.18	0.37		0.20	0.63		0.09	0.32		0.07	0.11	
Uniform Delay, d1	16.8	17.4		16.9	18.3		4.8	6.9		5.5	6.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	0.6		0.4	4.0		0.0	1.0		0.0	0.3	
Delay (s)	17.2	18.0		17.3	22.3		4.8	7.9		5.5	6.8	
Level of Service	B	B		B	C		A	A		A	A	
Approach Delay (s)		17.9			21.5			7.3			6.4	
Approach LOS		B			C			A			A	

Intersection Summary

HCM 2000 Control Delay	13.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	47.8	Sum of lost time (s)	13.5
Intersection Capacity Utilization	48.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	111	0	5	200	11	0	0	6	2	0	4
Future Vol, veh/h	7	111	0	5	200	11	0	0	6	2	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	125	0	6	225	12	0	0	7	2	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	237	0	0	125	0	0	384	388	125	386	382	231
Stage 1	-	-	-	-	-	-	140	140	-	242	242	-
Stage 2	-	-	-	-	-	-	244	248	-	144	140	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1330	-	-	1462	-	-	574	547	926	573	551	808
Stage 1	-	-	-	-	-	-	863	781	-	762	705	-
Stage 2	-	-	-	-	-	-	760	701	-	859	781	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1330	-	-	1462	-	-	566	541	926	564	545	808
Mov Cap-2 Maneuver	-	-	-	-	-	-	566	541	-	564	545	-
Stage 1	-	-	-	-	-	-	858	776	-	757	701	-
Stage 2	-	-	-	-	-	-	752	697	-	848	776	-

Approach	EB		WB		NB		SB
HCM Control Delay, s	0.5		0.2		8.9		10.1
HCM LOS					A		B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	926	1330	-	-	1462	-	-	706
HCM Lane V/C Ratio	0.007	0.006	-	-	0.004	-	-	0.01
HCM Control Delay (s)	8.9	7.7	0	-	7.5	0	-	10.1
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection

Int Delay, s/veh 0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	12	285	1	4	140
Future Vol, veh/h	3	12	285	1	4	140
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	13	313	1	4	154

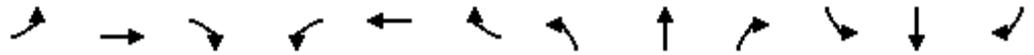
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	477	314	0	0	314	0
Stage 1	314	-	-	-	-	-
Stage 2	163	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	547	726	-	-	1246	-
Stage 1	741	-	-	-	-	-
Stage 2	866	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	545	726	-	-	1246	-
Mov Cap-2 Maneuver	545	-	-	-	-	-
Stage 1	741	-	-	-	-	-
Stage 2	863	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	10.4		0		0.2
HCM LOS	B				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	681	1246
HCM Lane V/C Ratio	-	-	0.024	0.004
HCM Control Delay (s)	-	-	10.4	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM Signalized Intersection Capacity Analysis
 1: S Ivy Street & SW 13th Avenue

Existing No Project
 PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔	↔		↔	↔		↔	↔	
Traffic Volume (vph)	34	177	99	104	141	61	50	205	43	59	243	36
Future Volume (vph)	34	177	99	104	141	61	50	205	43	59	243	36
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.5	4.5		4.5	4.5		4.0	5.0		4.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.95		1.00	0.95		1.00	0.97		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1630	1623		1630	1638		1630	1671		1630	1682	
Flt Permitted	0.61	1.00		0.46	1.00		0.58	1.00		0.57	1.00	
Satd. Flow (perm)	1042	1623		791	1638		998	1671		985	1682	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	35	184	103	108	147	64	52	214	45	61	253	38
RTOR Reduction (vph)	0	41	0	0	32	0	0	12	0	0	8	0
Lane Group Flow (vph)	35	246	0	108	179	0	52	247	0	61	283	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	11.4	11.4		11.4	11.4		22.0	20.5		23.8	21.4	
Effective Green, g (s)	11.4	11.4		11.4	11.4		22.0	20.5		23.8	21.4	
Actuated g/C Ratio	0.24	0.24		0.24	0.24		0.46	0.43		0.50	0.45	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.0	5.0		4.0	5.0	
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	4.0		2.5	4.0	
Lane Grp Cap (vph)	248	387		188	390		479	716		522	753	
v/s Ratio Prot		c0.15			0.11		0.00	0.15		c0.01	c0.17	
v/s Ratio Perm	0.03			0.14			0.05			0.05		
v/c Ratio	0.14	0.64		0.57	0.46		0.11	0.34		0.12	0.38	
Uniform Delay, d1	14.3	16.3		16.1	15.6		7.2	9.1		6.3	8.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	3.0		3.5	0.6		0.1	1.3		0.1	1.4	
Delay (s)	14.5	19.3		19.5	16.2		7.3	10.5		6.3	10.2	
Level of Service	B	B		B	B		A	B		A	B	
Approach Delay (s)		18.8			17.3			9.9			9.5	
Approach LOS		B			B			A			A	

Intersection Summary		
HCM 2000 Control Delay	13.8	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.45	B
Actuated Cycle Length (s)	47.8	Sum of lost time (s)
Intersection Capacity Utilization	57.5%	13.5
Analysis Period (min)	15	ICU Level of Service
		B

c Critical Lane Group

Intersection

Int Delay, s/veh 0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	28	292	12	8	207	10	4	0	7	4	0	3
Future Vol, veh/h	28	292	12	8	207	10	4	0	7	4	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	31	321	13	9	227	11	4	0	8	4	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	238	0	0	334	0	0	641	645	327	644	647	233
Stage 1	-	-	-	-	-	-	389	389	-	251	251	-
Stage 2	-	-	-	-	-	-	252	256	-	393	396	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1329	-	-	1225	-	-	388	391	714	386	390	806
Stage 1	-	-	-	-	-	-	635	608	-	753	699	-
Stage 2	-	-	-	-	-	-	752	696	-	632	604	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1329	-	-	1225	-	-	376	377	714	371	376	806
Mov Cap-2 Maneuver	-	-	-	-	-	-	376	377	-	371	376	-
Stage 1	-	-	-	-	-	-	617	590	-	731	693	-
Stage 2	-	-	-	-	-	-	743	690	-	607	586	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.3	11.8	12.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	538	1329	-	-	1225	-	-	483
HCM Lane V/C Ratio	0.022	0.023	-	-	0.007	-	-	0.016
HCM Control Delay (s)	11.8	7.8	0	-	8	0	-	12.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0

Intersection

Int Delay, s/veh 0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	11	288	8	8	416
Future Vol, veh/h	2	11	288	8	8	416
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	12	316	9	9	457

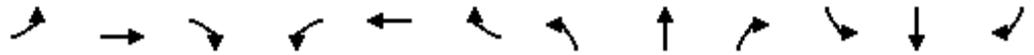
Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	796	321	0
Stage 1	321	-	-
Stage 2	475	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	356	720	1235
Stage 1	735	-	-
Stage 2	626	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	352	720	1235
Mov Cap-2 Maneuver	352	-	-
Stage 1	735	-	-
Stage 2	620	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	620	1235
HCM Lane V/C Ratio	-	-	0.023	0.007
HCM Control Delay (s)	-	-	10.9	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM Signalized Intersection Capacity Analysis
 1: S Ivy Street & SW 13th Avenue

Existing With Project
 AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	93	38	36	140	51	57	218	38	34	81	14
Future Volume (vph)	44	93	38	36	140	51	57	218	38	34	81	14
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.5	4.5		4.5	4.5		4.0	5.0		4.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.96		1.00	0.96		1.00	0.98		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1630	1641		1630	1647		1630	1678		1630	1677	
Flt Permitted	0.57	1.00		0.66	1.00		0.67	1.00		0.59	1.00	
Satd. Flow (perm)	970	1641		1140	1647		1143	1678		1005	1677	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	49	103	42	40	156	57	63	242	42	38	90	16
RTOR Reduction (vph)	0	33	0	0	30	0	0	8	0	0	8	0
Lane Group Flow (vph)	49	112	0	40	183	0	63	276	0	38	98	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	8.4	8.4		8.4	8.4		26.8	24.4		25.2	23.6	
Effective Green, g (s)	8.4	8.4		8.4	8.4		26.8	24.4		25.2	23.6	
Actuated g/C Ratio	0.18	0.18		0.18	0.18		0.56	0.51		0.53	0.49	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.0	5.0		4.0	5.0	
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	4.0		2.5	4.0	
Lane Grp Cap (vph)	170	287		199	288		663	854		549	826	
v/s Ratio Prot		0.07			c0.11		c0.00	c0.16		0.00	0.06	
v/s Ratio Perm	0.05			0.04			0.05			0.03		
v/c Ratio	0.29	0.39		0.20	0.64		0.10	0.32		0.07	0.12	
Uniform Delay, d1	17.2	17.5		16.9	18.3		4.8	6.9		5.5	6.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.7	0.6		0.4	4.0		0.0	1.0		0.0	0.3	
Delay (s)	17.8	18.1		17.2	22.3		4.9	7.9		5.5	6.8	
Level of Service	B	B		B	C		A	A		A	A	
Approach Delay (s)		18.1			21.5			7.4			6.5	
Approach LOS		B			C			A			A	

Intersection Summary

HCM 2000 Control Delay	13.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	47.9	Sum of lost time (s)	13.5
Intersection Capacity Utilization	48.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection

Int Delay, s/veh 2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	111	6	13	200	11	18	8	31	2	3	4
Future Vol, veh/h	7	111	6	13	200	11	18	8	31	2	3	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	125	7	15	225	12	20	9	35	2	3	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	237	0	0	131	0	0	408	410	128	426	407	231
Stage 1	-	-	-	-	-	-	144	144	-	260	260	-
Stage 2	-	-	-	-	-	-	264	266	-	166	147	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1330	-	-	1454	-	-	554	531	922	539	533	808
Stage 1	-	-	-	-	-	-	859	778	-	745	693	-
Stage 2	-	-	-	-	-	-	741	689	-	836	775	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1330	-	-	1454	-	-	541	521	922	505	523	808
Mov Cap-2 Maneuver	-	-	-	-	-	-	541	521	-	505	523	-
Stage 1	-	-	-	-	-	-	854	773	-	741	685	-
Stage 2	-	-	-	-	-	-	724	681	-	790	770	-

Approach	EB		WB		NB		SB
HCM Control Delay, s	0.4		0.4		10.7		11
HCM LOS					B		B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	693	1330	-	-	1454	-	-	614
HCM Lane V/C Ratio	0.092	0.006	-	-	0.01	-	-	0.016
HCM Control Delay (s)	10.7	7.7	0	-	7.5	0	-	11
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.1

Intersection

Int Delay, s/veh 0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	12	286	1	4	142
Future Vol, veh/h	3	12	286	1	4	142
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	13	314	1	4	156

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	480	315	0
Stage 1	315	-	-
Stage 2	165	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	545	725	1245
Stage 1	740	-	-
Stage 2	864	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	543	725	1245
Mov Cap-2 Maneuver	543	-	-
Stage 1	740	-	-
Stage 2	861	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	679	1245
HCM Lane V/C Ratio	-	-	0.024	0.004
HCM Control Delay (s)	-	-	10.4	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection

Int Delay, s/veh 3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	0	0	21	10	7
Future Vol, veh/h	20	0	0	21	10	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	0	0	23	11	8

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	38	15	18	0	- 0
Stage 1	15	-	-	-	- -
Stage 2	23	-	-	-	- -
Critical Hdwy	6.42	6.22	4.12	-	- -
Critical Hdwy Stg 1	5.42	-	-	-	- -
Critical Hdwy Stg 2	5.42	-	-	-	- -
Follow-up Hdwy	3.518	3.318	2.218	-	- -
Pot Cap-1 Maneuver	974	1065	1599	-	- -
Stage 1	1008	-	-	-	- -
Stage 2	1000	-	-	-	- -
Platoon blocked, %				-	- -
Mov Cap-1 Maneuver	974	1065	1599	-	- -
Mov Cap-2 Maneuver	974	-	-	-	- -
Stage 1	1008	-	-	-	- -
Stage 2	1000	-	-	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1599	-	974	-	-
HCM Lane V/C Ratio	-	-	0.022	-	-
HCM Control Delay (s)	0	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection

Int Delay, s/veh 4.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	0	0	11	4	6
Future Vol, veh/h	20	0	0	11	4	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	0	0	12	4	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	20	8	11	0	-	0
Stage 1	8	-	-	-	-	-
Stage 2	12	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	997	1074	1608	-	-	-
Stage 1	1015	-	-	-	-	-
Stage 2	1011	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	997	1074	1608	-	-	-
Mov Cap-2 Maneuver	997	-	-	-	-	-
Stage 1	1015	-	-	-	-	-
Stage 2	1011	-	-	-	-	-

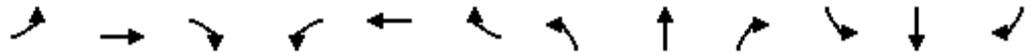
Approach	EB	NB	SB
HCM Control Delay, s	8.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1608	-	997	-	-
HCM Lane V/C Ratio	-	-	0.022	-	-
HCM Control Delay (s)	0	-	8.7	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	0	0	0	0	0	0	0	0	0	0	4
Future Vol, veh/h	11	0	0	0	0	0	0	0	0	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	0	0	0	0	0	0	0	0	0	0	4
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2	2	2	2	4	0	4	0	0	0	0	0
Stage 1	2	2	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	2	4	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1020	894	1082	1020	891	-	1618	-	-	-	-	-
Stage 1	1021	894	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1021	892	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	894	1082	1020	891	-	1618	-	-	-	-	-
Mov Cap-2 Maneuver	-	894	-	1020	891	-	-	-	-	-	-	-
Stage 1	1021	894	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1021	892	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s				0			0			0		
HCM LOS				A								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1618	-	-	-	-	-	-					
HCM Lane V/C Ratio	-	-	-	-	-	-	-					
HCM Control Delay (s)	0	-	-	0	0	-	-					
HCM Lane LOS	A	-	-	A	A	-	-					
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-					

HCM Signalized Intersection Capacity Analysis
 1: S Ivy Street & SW 13th Avenue

Existing With Project
 PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	181	100	104	148	61	52	205	43	59	243	55
Future Volume (vph)	45	181	100	104	148	61	52	205	43	59	243	55
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.5	4.5		4.5	4.5		4.0	5.0		4.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.95		1.00	0.96		1.00	0.97		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1630	1624		1630	1640		1630	1671		1630	1668	
Flt Permitted	0.60	1.00		0.45	1.00		0.57	1.00		0.57	1.00	
Satd. Flow (perm)	1022	1624		776	1640		981	1671		984	1668	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	47	189	104	108	154	64	54	214	45	61	253	57
RTOR Reduction (vph)	0	41	0	0	30	0	0	12	0	0	13	0
Lane Group Flow (vph)	47	252	0	108	188	0	54	247	0	61	297	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	11.5	11.5		11.5	11.5		21.8	20.3		23.6	21.2	
Effective Green, g (s)	11.5	11.5		11.5	11.5		21.8	20.3		23.6	21.2	
Actuated g/C Ratio	0.24	0.24		0.24	0.24		0.46	0.43		0.49	0.44	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.0	5.0		4.0	5.0	
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	4.0		2.5	4.0	
Lane Grp Cap (vph)	246	391		187	395		468	711		519	741	
v/s Ratio Prot		c0.16			0.11		0.00	0.15		c0.01	c0.18	
v/s Ratio Perm	0.05			0.14			0.05			0.05		
v/c Ratio	0.19	0.64		0.58	0.48		0.12	0.35		0.12	0.40	
Uniform Delay, d1	14.4	16.3		16.0	15.5		7.3	9.2		6.3	9.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.3	3.2		3.5	0.7		0.1	1.3		0.1	1.6	
Delay (s)	14.7	19.5		19.5	16.2		7.4	10.6		6.4	10.6	
Level of Service	B	B		B	B		A	B		A	B	
Approach Delay (s)		18.8			17.3			10.0			9.9	
Approach LOS		B			B			B			A	

Intersection Summary

HCM 2000 Control Delay	13.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	47.7	Sum of lost time (s)	13.5
Intersection Capacity Utilization	59.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM 2010 TWSC
 2: S Fir Street/ S Fir Street & SW 13th Avenue

Existing With Project
 PM Peak Hour

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	28	292	32	36	207	10	16	5	23	4	9	3
Future Vol, veh/h	28	292	32	36	207	10	16	5	23	4	9	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	31	321	35	40	227	11	18	5	25	4	10	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	238	0	0	356	0	0	719	718	338	727	730	233
Stage 1	-	-	-	-	-	-	400	400	-	312	312	-
Stage 2	-	-	-	-	-	-	319	318	-	415	418	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1329	-	-	1203	-	-	344	355	704	339	349	806
Stage 1	-	-	-	-	-	-	626	602	-	699	658	-
Stage 2	-	-	-	-	-	-	693	654	-	615	591	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1329	-	-	1203	-	-	318	332	704	306	326	806
Mov Cap-2 Maneuver	-	-	-	-	-	-	318	332	-	306	326	-
Stage 1	-	-	-	-	-	-	608	585	-	679	633	-
Stage 2	-	-	-	-	-	-	654	629	-	570	574	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	1.2	14	15.5
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	449	1329	-	-	1203	-	-	360
HCM Lane V/C Ratio	0.108	0.023	-	-	0.033	-	-	0.049
HCM Control Delay (s)	14	7.8	0	-	8.1	0	-	15.5
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0.1	-	-	0.2

Intersection

Int Delay, s/veh 0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	11	290	8	8	417
Future Vol, veh/h	2	11	290	8	8	417
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	12	319	9	9	458

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	799	323	0	0	327	0
Stage 1	323	-	-	-	-	-
Stage 2	476	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	355	718	-	-	1233	-
Stage 1	734	-	-	-	-	-
Stage 2	625	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	351	718	-	-	1233	-
Mov Cap-2 Maneuver	351	-	-	-	-	-
Stage 1	734	-	-	-	-	-
Stage 2	619	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	11		0		0.1
HCM LOS	B				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 619	1233	-
HCM Lane V/C Ratio	-	- 0.023	0.007	-
HCM Control Delay (s)	-	- 11	7.9	0
HCM Lane LOS	-	- B	A	A
HCM 95th %tile Q(veh)	-	- 0.1	0	-

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	1	
Traffic Vol, veh/h	13	0	0	13	35	23
Future Vol, veh/h	13	0	0	13	35	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	0	0	14	38	25

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	65	51	63	0	-	0
Stage 1	51	-	-	-	-	-
Stage 2	14	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	941	1017	1540	-	-	-
Stage 1	971	-	-	-	-	-
Stage 2	1009	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	941	1017	1540	-	-	-
Mov Cap-2 Maneuver	941	-	-	-	-	-
Stage 1	971	-	-	-	-	-
Stage 2	1009	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1540	-	941	-	-
HCM Lane V/C Ratio	-	-	0.015	-	-
HCM Control Delay (s)	0	-	8.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection

Int Delay, s/veh 2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	0	0	7	12	23
Future Vol, veh/h	13	0	0	7	12	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	0	0	8	13	25

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	34	26	38	0	-	0
Stage 1	26	-	-	-	-	-
Stage 2	8	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	979	1050	1572	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	1015	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	979	1050	1572	-	-	-
Mov Cap-2 Maneuver	979	-	-	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	1015	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1572	-	979	-	-
HCM Lane V/C Ratio	-	-	0.014	-	-
HCM Control Delay (s)	0	-	8.7	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	0	0	0	0	0	0	0	0	0	0	12
Future Vol, veh/h	7	0	0	0	0	0	0	0	0	0	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	0	0	0	0	0	0	0	0	0	13
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	7	7	7	7	13	0	13	0	0	0	0	0
Stage 1	7	7	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	7	13	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	1013	888	1075	1013	881	-	1606	-	-	-	-	-
Stage 1	1015	890	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1015	885	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	888	1075	1013	881	-	1606	-	-	-	-	-
Mov Cap-2 Maneuver	-	888	-	1013	881	-	-	-	-	-	-	-
Stage 1	1015	890	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1015	885	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s				0			0			0		
HCM LOS				A								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1606	-	-	-	-	-	-	-				
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-				
HCM Control Delay (s)	0	-	-	-	0	0	-	-				
HCM Lane LOS	A	-	-	-	A	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-				

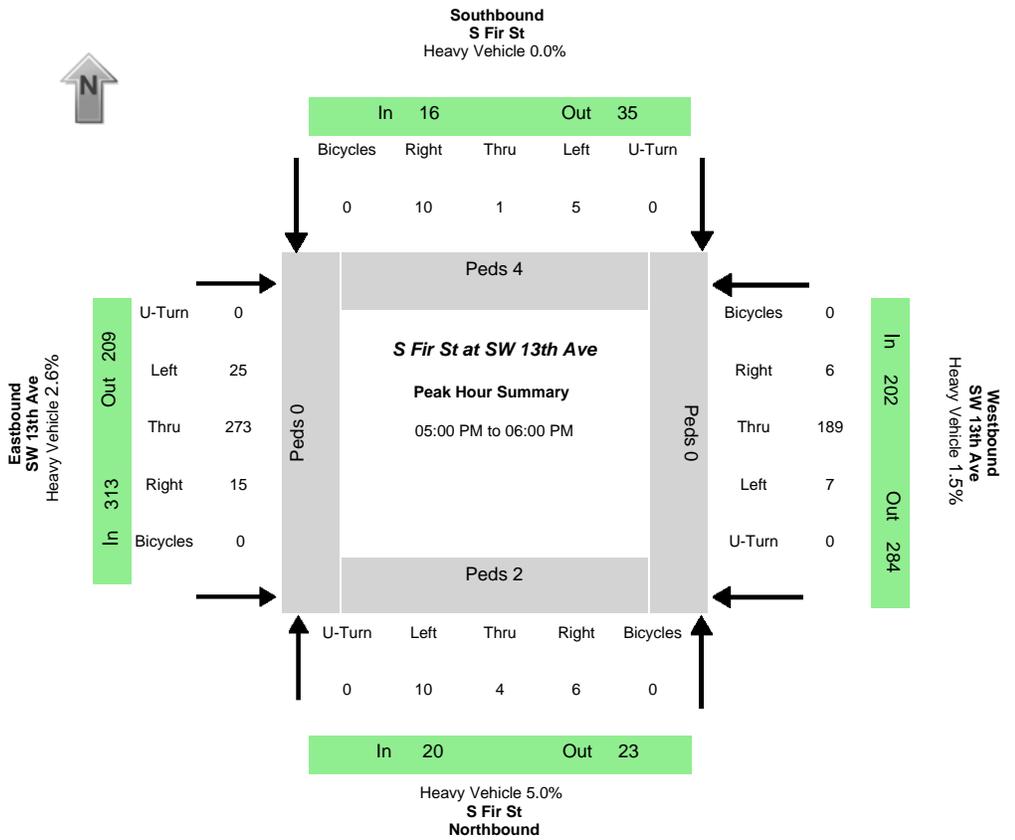


APPENDIX B

Existing Counts

Data Provided by K-D-N.com 503-594-4224

N/S street	S Fir St
E/W street	SW 13th Ave
City, State	Canby OR
Site Notes	
Location	45.252166 - -122.691978
Start Date	Tuesday, July 11, 2017
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	05:00:00 PM
Peak 15 Min Start	05:10:00 PM
PHF (15-Min Int)	0.91



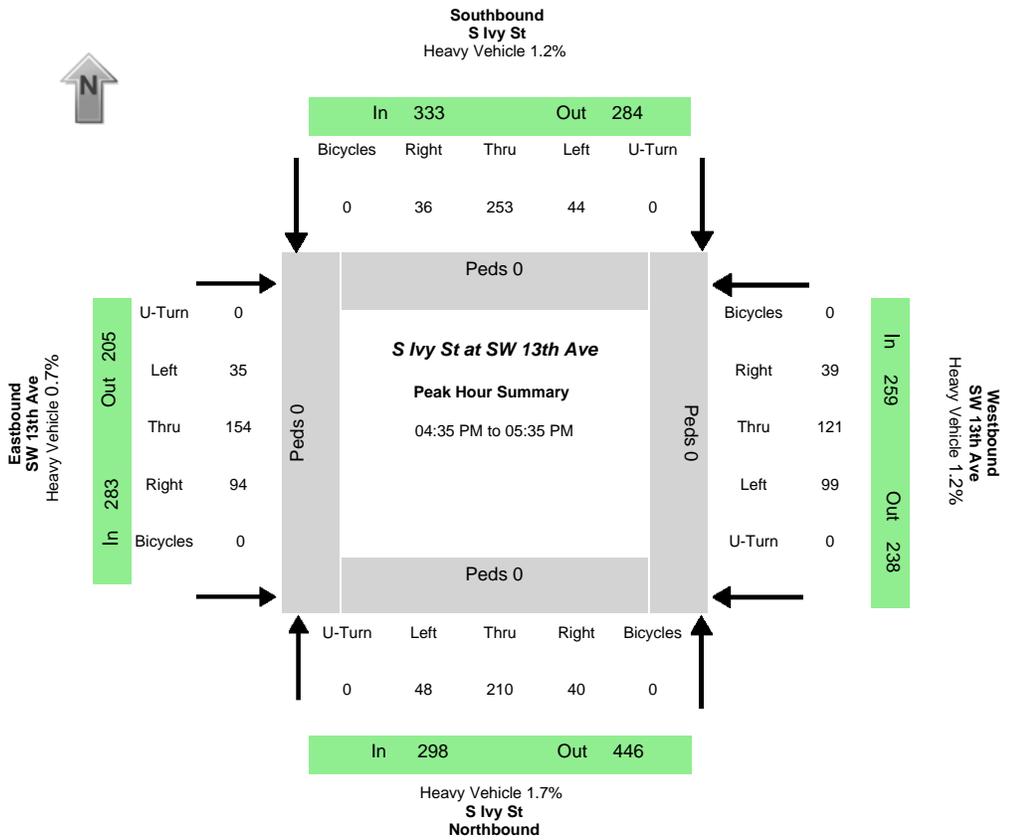
Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
10	4	6	0	5	1	10	0	25	273	15	0	7	189	6	0	20	16	313	202	23	35	209	284
Percent Heavy Vehicles																							
0.0%	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	6.7%	0.0%	0.0%	1.6%	0.0%	0.0%	5.0%	0.0%	2.6%	1.5%	4.3%	0.0%	1.4%	2.8%

PHV - Bicycles														PHV - Pedestrians							
Northbound				Southbound				Eastbound				Westbound				in Crosswalk					
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	NB	SB	EB	WB	Sum
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	0	0	6

Time	Northbound S Fir St				Southbound S Fir St				Eastbound SW 13th Ave				Westbound SW 13th Ave				15 Min Sum	1 HR Sum
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		
04:00:00 PM	2	0	0	0	1	0	2	0	3	23	3	0	3	16	2	0		
04:05:00 PM	0	0	1	0	3	0	0	0	1	19	2	0	0	17	2	0		
04:10:00 PM	2	0	0	0	0	1	1	0	4	18	1	0	0	14	2	0	143	
04:15:00 PM	0	0	1	0	1	1	2	0	1	30	0	0	1	21	1	0	147	
04:20:00 PM	3	0	0	0	0	0	1	0	0	20	2	0	2	16	0	0	146	
04:25:00 PM	2	0	0	0	0	0	0	0	0	19	1	0	0	15	1	0	141	
04:30:00 PM	2	1	0	0	0	0	1	0	2	15	0	0	0	6	1	0	110	
04:35:00 PM	1	0	0	0	0	0	1	0	3	23	1	0	2	15	0	0	112	
04:40:00 PM	0	0	0	0	0	0	3	0	0	26	1	0	1	15	1	0	121	
04:45:00 PM	4	0	1	0	1	1	2	0	3	23	1	0	1	16	0	0	146	
04:50:00 PM	1	0	0	0	0	0	1	0	3	17	1	0	0	18	0	0	141	
04:55:00 PM	2	0	0	0	1	0	1	0	1	16	0	0	1	10	0	0	126	531
05:00:00 PM	2	1	0	0	1	1	0	0	2	28	4	0	0	19	0	0	131	534
05:05:00 PM	0	0	0	0	1	0	1	0	0	17	1	0	0	13	0	0	123	522
05:10:00 PM	0	0	0	0	0	0	0	0	2	23	2	0	1	14	2	0	135	523
05:15:00 PM	0	1	0	0	1	0	1	0	2	23	1	0	1	19	1	0	127	514
05:20:00 PM	0	0	1	0	0	0	1	0	3	32	0	0	2	19	0	0	152	528
05:25:00 PM	0	0	1	0	0	0	0	0	0	15	1	0	0	16	0	0	141	523
05:30:00 PM	4	0	0	0	1	0	3	0	3	22	1	0	0	17	1	0	143	547
05:35:00 PM	0	2	0	0	0	0	1	0	1	22	1	0	0	14	0	0	126	542
05:40:00 PM	2	0	1	0	0	0	2	0	4	21	1	0	2	19	1	0	146	548
05:45:00 PM	2	0	1	0	0	0	1	0	5	18	1	0	1	14	1	0	138	539
05:50:00 PM	0	0	1	0	0	0	0	0	1	32	0	0	0	10	0	0	141	542
05:55:00 PM	0	0	1	0	1	0	0	0	2	20	2	0	0	15	0	0	129	531

Data Provided by K-D-N.com 503-594-4224

N/S street	S Ivy St
E/W street	SW 13th Ave
City, State	Canby OR
Site Notes	
Location	45.252157 - -122.686946
Start Date	Tuesday, July 11, 2017
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:35:00 PM
Peak 15 Min Start	04:55:00 PM
PHF (15-Min Int)	0.96



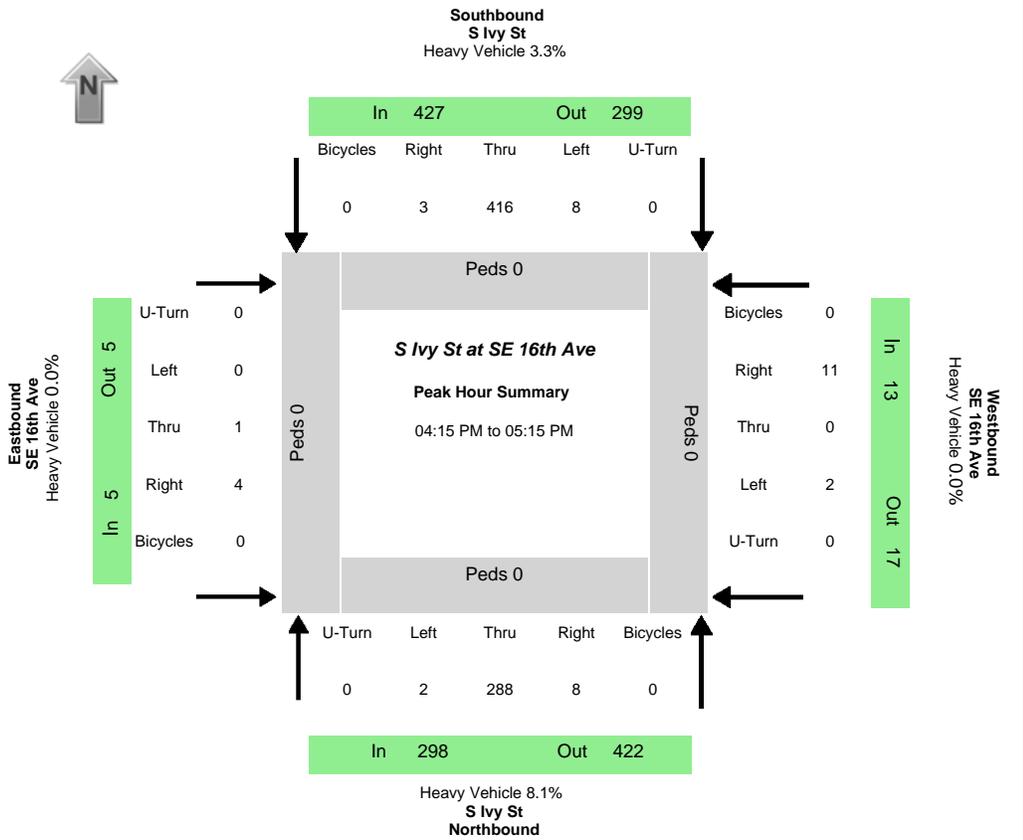
Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
48	210	40	0	44	253	36	0	35	154	94	0	99	121	39	0	298	333	283	259	446	284	205	238
Percent Heavy Vehicles																							
0.0%	2.4%	0.0%	0.0%	0.0%	1.6%	0.0%	0.0%	0.0%	1.3%	0.0%	0.0%	2.0%	0.8%	0.0%	0.0%	1.7%	1.2%	0.7%	1.2%	1.3%	1.8%	0.5%	0.8%

PHV - Bicycles												PHV - Pedestrians									
Northbound				Southbound				Eastbound				Westbound				in Crosswalk					
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	NB	SB	EB	WB	Sum
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Time	Northbound S Ivy St				Southbound S Ivy St				Eastbound SW 13th Ave				Westbound SW 13th Ave				15 Min Sum	1 HR Sum
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		
04:00:00 PM	6	17	3	0	0	15	7	0	3	12	6	6	8	11	6			
04:05:00 PM	9	23	7	0	4	18	4	0	2	13	11		12	12	5			
04:10:00 PM	1	12	5	0	0	11	1	0	1	10	5		8	15	2	285		
04:15:00 PM	7	25	4	0	3	13	2	0	2	21	8		8	11	3	298		
04:20:00 PM	4	28	6	0	6	18	3	0	0	16	5		8	10	1	283		
04:25:00 PM	5	20	5	0	0	22	3	0	1	10	2		12	10	2	304		
04:30:00 PM	1	18	4	0	0	18	1	0	0	13	2		12	5	3	274		
04:35:00 PM	1	17	3	0	0	21	5	0	0	18	7		9	13	7	270		
04:40:00 PM	2	15	1	0	3	17	3	0	1	9	9		6	8	1	253		
04:45:00 PM	9	16	7	0	3	31	2	0	6	13	5		6	10	3	287		
04:50:00 PM	3	19	2	0	4	20	3	0	5	13	5		11	8	4	283		
04:55:00 PM	4	16	4	0	4	25	2	0	2	10	3		12	6	4	300	1142	
05:00:00 PM	8	18	5	0	5	25	3	0	6	12	6		12	7	6	302	1161	
05:05:00 PM	6	17	4	0	5	20	2	0	4	12	11		10	9	2	307	1143	
05:10:00 PM	2	23	3	0	6	13	1	0	2	11	10		9	8	2	305	1162	
05:15:00 PM	3	20	4	0	4	18	5	0	3	11	11		6	20	1	298	1161	
05:20:00 PM	5	14	2	0	4	19	6	0	3	22	10		6	10	1	298	1158	
05:25:00 PM	1	21	3	0	3	22	2	0	1	11	8		4	12	4	300	1158	
05:30:00 PM	4	14	2	0	3	22	2	0	2	12	9		8	10	4	286	1173	
05:35:00 PM	4	17	4	0	5	14	2	0	3	10	9		12	9	3	276	1164	
05:40:00 PM	5	9	3	0	1	17	3	0	6	9	5		10	11	4	267	1172	
05:45:00 PM	4	16	5	0	5	16	0	0	2	10	6		10	12	3	264	1150	
05:50:00 PM	0	14	7	0	9	15	0	0	4	21	9		10	11	2	274	1155	
05:55:00 PM	3	12	4	0	2	13	1	0	0	8	8		4	12	2	269	1132	

Data Provided by K-D-N.com 503-594-4224

N/S street	S Ivy St
E/W street	SE 16th Ave
City, State	Canby OR
Site Notes	
Location	45.249 - -122.686981
Start Date	Tuesday, July 11, 2017
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:15:00 PM
Peak 15 Min Start	05:00:00 PM
PHF (15-Min Int)	0.91



Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
2	288	8	0	8	416	3	0	0	1	4	0	2	0	11	0	298	427	5	13	422	299	5	17
Percent Heavy Vehicles																							
0.0%	8.3%	0.0%	0.0%	0.0%	3.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.1%	3.3%	0.0%	0.0%	3.3%	8.0%	0.0%	0.0%

PHV- Bicycles														PHV- Pedestrians							
Northbound				Southbound				Eastbound				Westbound				in Crosswalk					
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	NB	SB	EB	WB	Sum
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Time	Northbound S Ivy St				Southbound S Ivy St				Eastbound SE 16th Ave				Westbound SE 16th Ave				15 Min Sum	1 HR Sum
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		
04:00:00 PM	0	27	0	0	0	27	0	0	0	0	0	0	1	0	0	0		
04:05:00 PM	0	22	1	0	1	34	0	0	0	0	0	0	0	0	1			
04:10:00 PM	0	21	0	0	1	24	1	0	0	0	0	0	0	0	0	161		
04:15:00 PM	0	35	0	0	1	32	0	0	0	0	0	0	0	0	1	175		
04:20:00 PM	0	24	2	0	0	30	0	0	0	0	0	1	0	0	1	174		
04:25:00 PM	0	30	0	0	0	32	3	0	0	0	0	0	0	0	0	192		
04:30:00 PM	1	20	0	0	0	29	0	0	0	0	0	0	0	0	0	173		
04:35:00 PM	0	16	0	0	0	33	0	0	0	0	0	0	1	0	0	165		
04:40:00 PM	0	15	0	0	1	35	0	0	0	0	0	0	0	0	1	152		
04:45:00 PM	0	33	1	0	0	47	0	0	0	0	0	0	0	0	1	184		
04:50:00 PM	1	16	1	0	1	24	0	0	0	0	0	1	0	0	1	179		
04:55:00 PM	0	25	0	0	0	42	0	0	0	0	0	0	0	0	1	195	700	
05:00:00 PM	0	22	1	0	2	33	0	0	0	0	0	2	0	0	1	174	706	
05:05:00 PM	0	24	1	0	1	37	0	0	0	0	0	0	1	0	1	194	712	
05:10:00 PM	0	28	2	0	2	42	0	0	0	0	1	0	0	0	3	204	743	
05:15:00 PM	1	27	0	0	0	34	0	0	0	0	0	0	0	0	0	205	736	
05:20:00 PM	0	17	2	0	0	36	0	0	0	0	0	0	2	0	0	197	735	
05:25:00 PM	0	21	0	0	0	29	0	0	0	0	0	0	0	0	0	169	720	
05:30:00 PM	0	18	0	0	2	33	0	0	0	0	0	0	1	0	2	163	726	
05:35:00 PM	0	25	0	0	1	36	0	0	0	0	0	0	1	0	0	169	739	
05:40:00 PM	0	15	0	0	3	30	1	0	0	0	0	0	0	0	1	169	737	
05:45:00 PM	3	24	0	0	0	32	0	0	0	0	0	0	3	0	1	176	718	
05:50:00 PM	0	15	1	0	1	28	0	0	0	0	0	0	0	0	0	158	718	
05:55:00 PM	0	20	1	0	2	27	1	0	0	0	0	0	1	0	1	167	709	

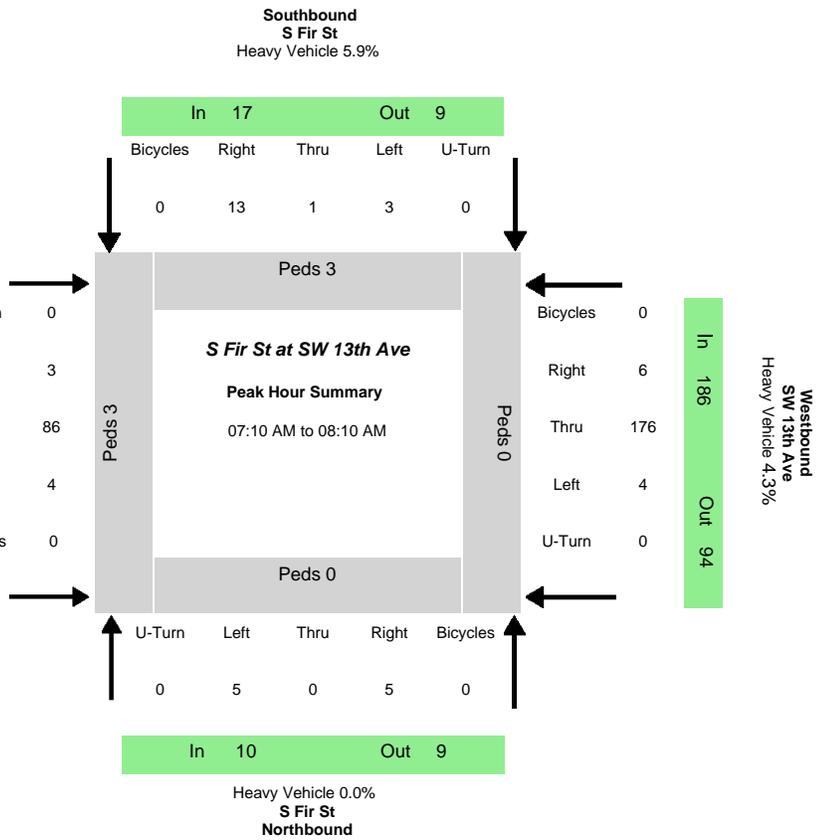
Data Provided by K-D-N.com 503-594-4224

N/S street	S Fir St
E/W street	SW 13th Ave
City, State	Canby OR
Site Notes	
Location	45.252166 - -122.691978
Start Date	Tuesday, July 11, 2017
Start Time	07:00:00 AM
Weather	
Study ID #	
Peak Hour Start	07:10:00 AM
Peak 15 Min Start	07:20:00 AM
PHF (15-Min Int)	0.89

Eastbound
SW 13th Ave
Heavy Vehicle 6.5%



In 93
Out 194



Peak-Hour Volumes (PHV)

Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
5	0	5	0	3	1	13	0	3	86	4	0	4	176	6	0	10	17	93	186	9	9	194	94
Percent Heavy Vehicles																							
0.0%	0.0%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	7.0%	0.0%	0.0%	0.0%	4.0%	16.7%	0.0%	0.0%	5.9%	6.5%	4.3%	0.0%	11.1%	3.6%	7.4%

PHV - Bicycles

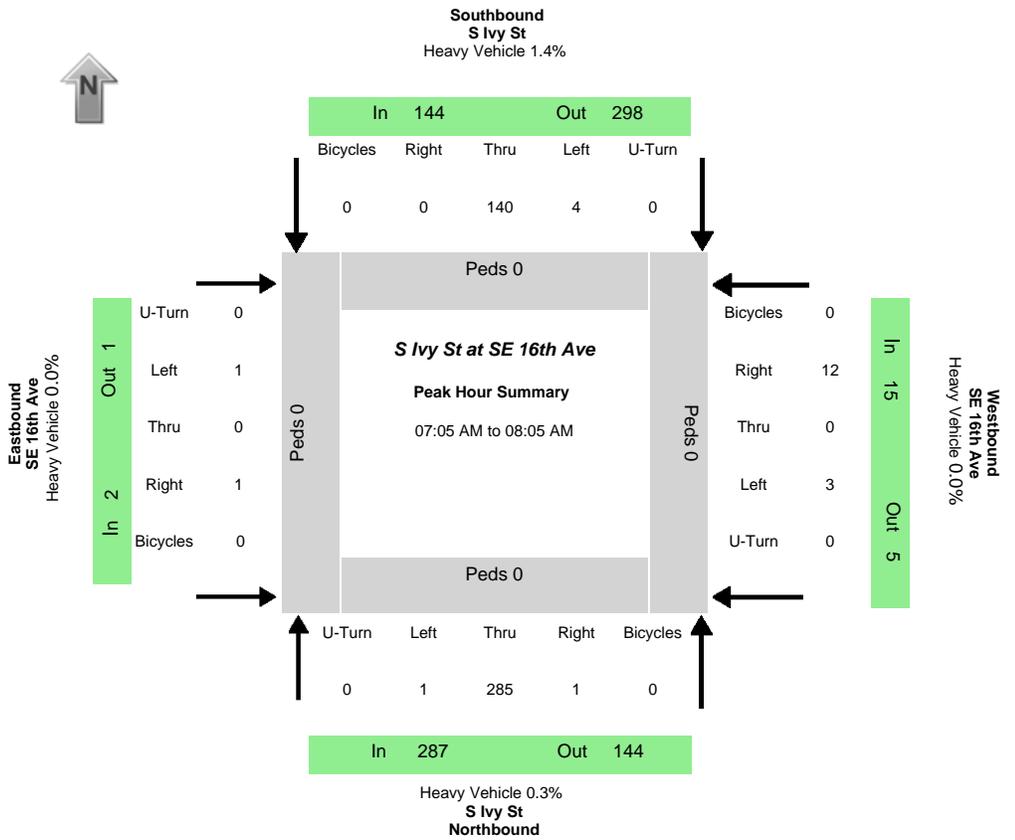
PHV - Bicycles																PHV - Pedestrians					
Northbound				Southbound				Eastbound				Westbound				in Crosswalk					
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	NB	SB	EB	WB	Sum
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	6

All Vehicle Volumes

Time	Northbound S Fir St				Southbound S Fir St				Eastbound SW 13th Ave				Westbound SW 13th Ave				15 Min Sum	1 HR Sum
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		
07:00:00 AM	0	0	0	0	0	0	1	0	0	3	1	0	1	7	2			
07:05:00 AM	0	0	0	0	0	0	2	0	0	8	0	0	0	9	0			
07:10:00 AM	1	0	0	0	0	0	2	0	0	3	1	0	0	15	0	56		
07:15:00 AM	1	0	0	0	0	0	0	0	0	7	0	0	0	12	0	61		
07:20:00 AM	0	0	0	0	0	0	2	0	0	7	0	0	0	22	0	73		
07:25:00 AM	0	0	1	0	1	0	0	0	0	11	1	0	0	10	1	76		
07:30:00 AM	0	0	2	0	1	0	2	0	0	8	1	0	1	15	0	86		
07:35:00 AM	0	0	1	0	0	0	1	0	0	5	0	0	0	14	1	77		
07:40:00 AM	0	0	0	0	1	0	0	0	1	5	0	0	0	23	1	83		
07:45:00 AM	0	0	1	0	0	0	3	0	1	7	0	0	1	15	0	81		
07:50:00 AM	1	0	0	0	0	0	1	0	0	9	0	0	0	14	1	85		
07:55:00 AM	1	0	0	0	0	0	1	0	1	9	1	0	1	13	1	82	297	
08:00:00 AM	0	0	0	0	0	0	0	0	0	9	0	0	1	13	0	77	305	
08:05:00 AM	1	0	0	0	0	1	1	0	0	6	0	0	0	10	1	71	306	
08:10:00 AM	0	0	1	0	0	0	1	0	0	5	0	0	0	10	0	60	301	
08:15:00 AM	0	0	0	0	0	0	2	0	0	11	0	0	0	8	0	58	302	
08:20:00 AM	2	0	0	0	0	0	1	0	0	6	0	0	0	10	0	57	290	
08:25:00 AM	0	0	0	0	0	0	1	0	1	7	1	0	1	15	0	66	291	
08:30:00 AM	1	0	0	0	1	1	0	0	2	6	1	0	0	8	0	65	281	
08:35:00 AM	2	0	2	0	1	0	1	0	1	1	1	0	0	8	0	63	276	
08:40:00 AM	2	0	0	0	0	0	2	0	0	11	2	0	0	13	0	67	275	
08:45:00 AM	1	0	2	0	1	0	1	0	0	13	0	0	0	17	0	82	282	
08:50:00 AM	0	0	0	0	0	0	0	0	1	10	0	0	1	13	0	90	281	
08:55:00 AM	1	0	0	0	0	1	0	0	1	12	0	0	1	14	0	99	283	

Data Provided by K-D-N.com 503-594-4224

N/S street	S Ivy St
E/W street	SE 16th Ave
City, State	Canby OR
Site Notes	
Location	45.249 - -122.686981
Start Date	Tuesday, July 11, 2017
Start Time	07:00:00 AM
Weather	
Study ID #	
Peak Hour Start	07:05:00 AM
Peak 15 Min Start	07:20:00 AM
PHF (15-Min Int)	0.86



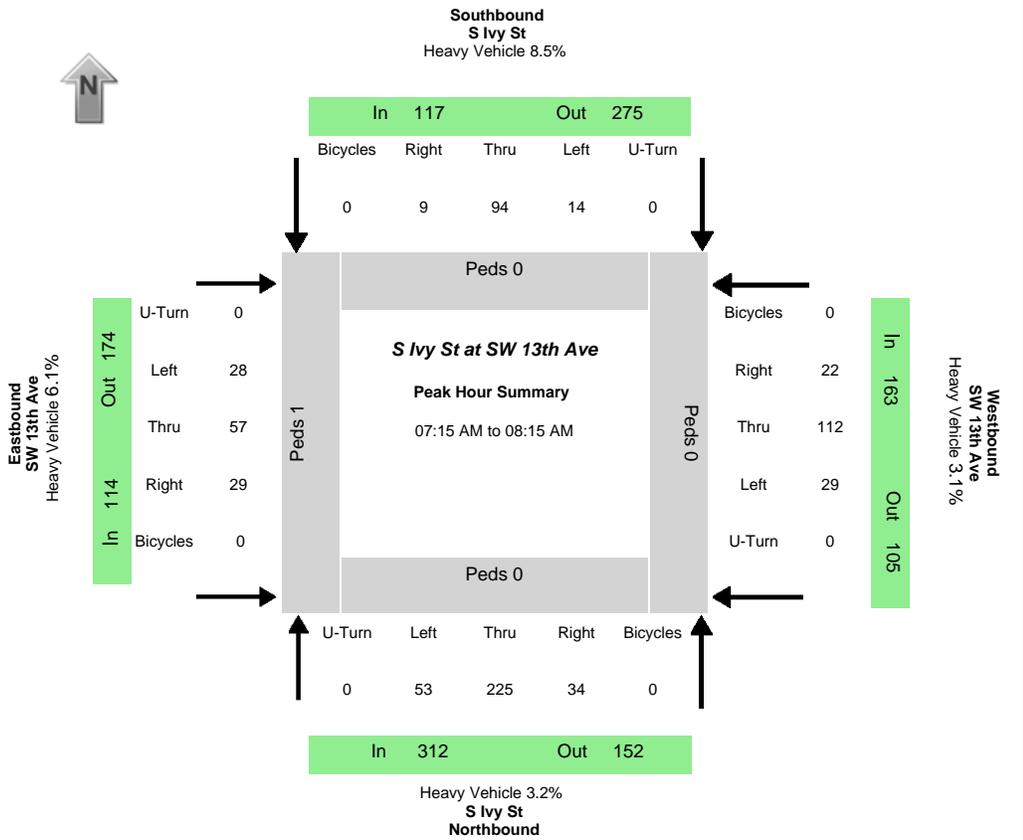
Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
1	285	1	0	4	140	0	0	1	0	1	0	3	0	12	0	287	144	2	15	144	298	1	5
Percent Heavy Vehicles																							
0.0%	0.4%	0.0%	0.0%	0.0%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	1.4%	0.0%	0.0%	1.4%	0.3%	0.0%	0.0%

PHV - Bicycles														PHV - Pedestrians							
Northbound				Southbound				Eastbound				Westbound				in Crosswalk					
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	NB	SB	EB	WB	Sum
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Time	Northbound S Ivy St				Southbound S Ivy St				Eastbound SE 16th Ave				Westbound SE 16th Ave				15 Min Sum	1 HR Sum
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		
07:00:00 AM	0	18	0	0	0	13	0	0	0	0	0	0	0	0	0	2	90	90
07:05:00 AM	1	20	0	0	0	14	0	0	0	0	0	0	0	0	1	95	95	95
07:10:00 AM	0	12	1	0	0	5	0	0	0	0	0	0	0	0	3	96	96	96
07:15:00 AM	0	29	0	0	0	8	0	0	0	0	0	0	0	0	1	96	96	96
07:20:00 AM	0	19	0	0	0	15	0	0	0	0	0	1	0	0	1	117	117	117
07:25:00 AM	0	29	0	0	2	11	0	0	0	0	0	0	0	0	0	130	130	130
07:30:00 AM	0	27	0	0	0	23	0	0	1	0	0	0	0	0	0	122	122	122
07:35:00 AM	0	20	0	0	0	9	0	0	0	0	0	0	0	0	0	108	108	108
07:40:00 AM	0	20	0	0	0	6	0	0	0	0	0	0	0	2	106	106	106	
07:45:00 AM	0	37	0	0	0	11	0	0	0	0	0	0	0	1	117	117	117	
07:50:00 AM	0	30	0	0	2	8	0	0	0	0	0	0	0	0	0	128	128	128
07:55:00 AM	0	20	0	0	0	16	0	0	0	0	0	1	0	2	443	443	443	
08:00:00 AM	0	22	0	0	0	14	0	0	0	0	0	1	0	1	448	448	448	
08:05:00 AM	0	27	0	0	0	5	0	0	0	0	0	0	0	1	445	445	445	
08:10:00 AM	0	2	0	0	1	6	0	0	0	0	0	0	0	0	433	433	433	
08:15:00 AM	0	9	0	0	0	7	0	0	0	0	0	0	0	1	412	412	412	
08:20:00 AM	0	39	0	0	0	28	2	0	0	0	0	0	0	1	445	445	445	
08:25:00 AM	0	13	0	0	1	8	0	0	0	0	0	0	0	1	426	426	426	
08:30:00 AM	1	18	1	0	0	12	1	0	0	0	0	0	0	0	408	408	408	
08:35:00 AM	0	24	0	0	0	12	0	0	0	0	0	0	0	0	415	415	415	
08:40:00 AM	0	13	0	0	1	8	0	0	0	0	0	0	0	0	409	409	409	
08:45:00 AM	0	21	0	0	0	15	1	0	0	0	0	0	0	0	397	397	397	
08:50:00 AM	0	30	0	0	1	10	0	0	0	0	0	0	0	2	400	400	400	
08:55:00 AM	0	17	1	0	0	17	0	0	0	0	0	0	0	0	396	396	396	

Data Provided by K-D-N.com 503-594-4224

N/S street	S Ivy St
E/W street	SW 13th Ave
City, State	Canby OR
Site Notes	
Location	45.252157 - -122.686946
Start Date	Tuesday, July 11, 2017
Start Time	07:00:00 AM
Weather	
Study ID #	
Peak Hour Start	07:15:00 AM
Peak 15 Min Start	07:45:00 AM
PHF (15-Min Int)	0.90



Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
53	225	34	0	14	94	9	0	28	57	29	0	29	112	22	0	312	117	114	163	152	275	174	105
Percent Heavy Vehicles																							
0.0%	4.0%	2.9%	0.0%	7.1%	9.6%	0.0%	0.0%	0.0%	10.5%	3.4%	0.0%	0.0%	4.5%	0.0%	0.0%	3.2%	8.5%	6.1%	3.1%	6.6%	3.3%	2.9%	7.6%

PHV - Bicycles														PHV - Pedestrians							
Northbound				Southbound				Eastbound				Westbound				in Crosswalk					
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	NB	SB	EB	WB	Sum
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1

Time	Northbound S Ivy St				Southbound S Ivy St				Eastbound SW 13th Ave				Westbound SW 13th Ave				15 Min Sum	1 HR Sum
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		
07:00:00 AM	0	17	2	0	0	11	0	0	1	0	1	0	2	7	3			
07:05:00 AM	1	20	4	0	2	7	0	0	3	6	1	0	6	8	3			
07:10:00 AM	6	7	2	0	0	4	0	0	0	1	0	0	0	9	0	134		
07:15:00 AM	5	18	2	0	0	5	1	0	0	8	0	0	2	12	1	144		
07:20:00 AM	7	19	3	0	0	7	0	0	0	4	7	0	4	13	3	150		
07:25:00 AM	3	16	3	0	1	3	0	0	2	6	3	0	4	5	1	168		
07:30:00 AM	1	22	4	0	2	12	1	0	2	4	5	0	1	15	1	184		
07:35:00 AM	1	15	3	0	0	9	0	0	4	4	2	0	3	10	1	169		
07:40:00 AM	4	18	1	0	1	5	1	0	4	1	0	0	0	15	2	174		
07:45:00 AM	9	29	3	0	0	8	1	0	2	5	1	0	3	6	1	172		
07:50:00 AM	8	18	3	0	2	11	2	0	6	5	1	0	1	5	2	184		
07:55:00 AM	1	22	1	0	2	9	2	0	3	5	1	0	5	10	3	196	672	
08:00:00 AM	4	18	1	0	1	7	1	0	1	8	3	0	3	12	3	190	690	
08:05:00 AM	6	18	5	0	3	7	0	0	2	3	0	0	2	4	2	178	681	
08:10:00 AM	4	12	5	0	2	11	0	0	2	4	6	0	1	5	2	168	706	
08:15:00 AM	5	5	2	0	0	6	0	0	0	4	2	0	2	2	2	136	682	
08:20:00 AM	2	12	7	0	2	10	0	0	2	4	1	0	4	8	2	138	669	
08:25:00 AM	5	13	2	0	2	8	1	0	2	1	4	0	3	8	2	135	673	
08:30:00 AM	4	17	3	0	1	11	1	0	3	4	2	0	2	4	3	160	658	
08:35:00 AM	3	14	2	0	1	9	0	0	2	1	0	0	3	6	2	149	649	
08:40:00 AM	3	13	3	0	0	4	0	0	4	6	3	0	4	11	3	152	651	
08:45:00 AM	6	13	4	0	2	15	0	0	3	5	5	0	2	13	2	167	653	
08:50:00 AM	5	17	3	0	0	6	1	0	1	7	4	0	2	7	1	178	643	
08:55:00 AM	3	19	1	0	4	12	2	0	0	6	3	0	2	9	3	189	649	

KEY DATA NETWORK

K-D-N.com
 Tualatin, OR 97062
 503-804-3294

Fir St south of 13th

Date Start: 13-Jul-17

Latitude: 0' 0.0000 Undefined
 Longitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
07/13/17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
06:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
06:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
07:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	5
07:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
07:45	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
08:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
08:30	0	2	7	0	0	0	0	0	0	0	0	0	0	0	9
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
09:15	0	6	0	0	1	0	0	0	0	0	0	0	0	0	4
09:30	0	12	1	1	1	0	0	0	0	0	0	0	0	0	7
09:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
10:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
10:15	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
10:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
10:45	0	18	3	0	2	0	0	0	0	0	0	0	0	0	23
11:00	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
11:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
11:30	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
11:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	2	81	15	1	7	0	0	0	0	0	0	0	0	2	108
Percent	1.9%	75.0%	13.9%	0.9%	6.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%	

KEY DATA NETWORK

K-D-N.com
 Tualatin, OR 97062
 503-804-3294

Fir St south of 13th

Date Start: 13-Jul-17

Latitude: 0' 0.0000 Undefined
 Longitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
12:15	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
12:30	0	9	1	0	1	0	0	0	0	0	0	0	0	1	12
12:45	2	6	0	0	0	0	0	0	0	0	0	0	0	0	8
	2	26	2	0	2	0	0	0	0	0	0	0	0	1	33
13:00	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
13:15	0	3	1	0	2	0	0	0	0	0	0	0	0	0	6
13:30	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
13:45	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
	0	26	5	0	2	0	0	0	0	0	0	0	0	0	33
14:00	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
14:15	1	5	2	0	0	0	0	0	0	0	0	0	0	0	8
14:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
14:45	1	4	0	0	0	0	0	0	0	0	0	0	0	0	5
	2	16	3	0	1	0	0	0	0	0	0	0	0	0	22
15:00	1	6	0	0	0	0	0	0	0	0	0	0	0	0	7
15:15	0	9	0	0	1	0	0	0	0	0	0	0	0	0	10
15:30	1	6	1	0	1	0	0	0	0	0	0	0	0	0	9
15:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
	2	25	2	0	2	0	0	0	0	0	0	0	0	0	31
16:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4
16:15	0	3	1	0	1	0	0	0	0	0	0	0	0	2	7
16:30	0	2	0	0	0	0	0	0	0	0	0	0	0	1	3
16:45	0	8	1	0	0	0	0	0	0	0	0	0	0	1	10
	1	16	2	0	1	0	0	0	0	0	0	0	0	4	24
17:00	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
17:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
17:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
17:45	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
	0	15	3	0	1	0	0	0	0	0	0	0	0	0	19
18:00	1	3	3	0	1	0	0	0	0	0	0	0	0	0	8
18:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
18:30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
18:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
	1	19	4	0	1	0	0	0	0	0	0	0	0	0	25
19:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
19:15	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
19:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
19:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
	0	11	3	0	1	0	0	0	0	0	0	0	0	0	15
20:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
20:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
20:30	0	2	2	0	0	0	0	0	0	0	0	0	0	1	5
20:45	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
	1	5	4	0	0	0	0	0	0	0	0	0	0	1	11
21:00	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
21:15	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6
21:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
21:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
	0	15	2	0	2	0	0	0	0	0	0	0	0	0	19
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	9	176	30	0	13	0	0	0	0	0	0	0	0	6	234
Percent	3.8%	75.2%	12.8%	0.0%	5.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	
Grand Total	11	257	45	1	20	0	0	0	0	0	0	0	0	8	342
Percent	3.2%	75.1%	13.2%	0.3%	5.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.3%	

KEY DATA NETWORK

K-D-N.com
 Tualatin, OR 97062
 503-804-3294

Fir St south of 13th

Date Start: 13-Jul-17

Latitude: 0' 0.0000 Undefined

Longitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
07/13/17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2
05:00	1	1	0	0	0	0	0	0	0	0	0	0	0	1	3
05:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
06:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
06:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	6	1	0	0	0	0	0	0	0	0	0	0	1	8
07:15	0	12	2	0	0	0	0	0	0	0	0	0	0	1	15
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	1	2	1	0	0	0	0	0	0	0	0	0	0	0	5
08:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
08:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
08:45	0	7	0	0	1	0	0	0	0	0	0	0	0	0	8
09:00	0	17	1	0	1	0	0	0	0	0	0	0	0	0	19
09:15	1	3	1	0	0	0	0	0	0	0	0	0	0	0	5
09:30	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
09:45	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
10:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
10:15	1	13	5	0	1	0	0	0	0	0	0	0	0	0	20
10:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
10:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
11:00	0	3	3	0	1	0	0	0	0	0	0	0	0	0	7
11:15	0	7	2	0	0	0	0	0	0	0	0	0	0	2	11
11:30	0	21	6	0	1	0	0	0	0	0	0	0	0	2	30
11:45	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
Total	0	6	1	0	0	0	0	0	0	0	0	0	0	1	8
Percent	0	23	5	0	0	0	0	0	0	0	0	0	0	1	29
Total	3	95	23	0	3	1	0	0	0	0	0	0	0	6	131
Percent	2.3%	72.5%	17.6%	0.0%	2.3%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.6%	

KEY DATA NETWORK

K-D-N.com
 Tualatin, OR 97062
 503-804-3294

Fir St south of 13th

Date Start: 13-Jul-17

Latitude: 0' 0.0000 Undefined
 Longitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	8	0	0	1	0	0	0	0	0	0	0	0	0	9
12:15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
12:30	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
12:45	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
	0	29	4	0	1	0	0	0	0	0	0	0	0	0	34
13:00	1	2	1	0	1	0	0	0	0	0	0	0	0	1	6
13:15	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
13:30	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
13:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	1	15	4	0	2	0	0	0	0	0	0	0	0	1	23
14:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
14:15	0	6	3	0	2	0	0	0	0	0	0	0	0	2	13
14:30	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
14:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
	0	25	5	0	3	0	0	0	0	0	0	0	0	2	35
15:00	1	6	0	0	0	0	0	0	0	0	0	0	0	0	7
15:15	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
15:30	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6
15:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
	1	19	1	0	2	0	0	0	0	0	0	0	0	0	23
16:00	1	5	1	0	0	0	0	0	0	0	0	0	0	0	7
16:15	0	3	1	0	0	0	0	0	0	0	0	0	0	3	7
16:30	2	1	2	0	0	0	0	0	0	0	0	0	0	0	5
16:45	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
	3	15	5	0	0	0	0	0	0	0	0	0	0	3	26
17:00	3	6	0	0	0	0	0	0	0	0	0	0	0	0	9
17:15	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4
17:30	2	4	0	0	0	0	0	0	0	0	0	0	0	0	6
17:45	4	6	0	0	0	0	0	0	0	0	0	0	0	0	10
	10	18	1	0	0	0	0	0	0	0	0	0	0	0	29
18:00	2	6	2	0	0	0	0	0	0	0	0	0	0	0	10
18:15	3	5	0	0	0	0	0	0	0	0	0	0	0	0	8
18:30	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
18:45	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
	5	22	6	0	0	0	0	0	0	0	0	0	0	0	33
19:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
19:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
19:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
19:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	14	1	0	0	0	0	0	0	0	0	0	0	0	15
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
20:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
20:30	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
20:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	7	4	0	0	0	0	0	0	0	0	0	0	0	11
21:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
21:15	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
21:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
21:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	1	7	2	0	0	0	0	0	0	0	0	0	0	0	10
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	21	174	33	0	8	0	0	0	0	0	0	0	0	6	242
Percent	8.7%	71.9%	13.6%	0.0%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.5%	
Grand Total	24	269	56	0	11	1	0	0	0	0	0	0	0	12	373
Percent	6.4%	72.1%	15.0%	0.0%	2.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.2%	

KEY DATA NETWORK

K-D-N.com
 Tualatin, OR 97062
 503-804-3294

Fir St south of SW 13th

Date Start: 12-Jul-17

Latitude: 0' 0.0000 Undefined
 Longitude: 0' 0.0000 Undefined

SB

Start Time	1 20	21 22	23 24	25 26	27 28	29 30	31 32	33 34	35 36	37 38	39 40	41 42	43 44	45 999	Total	85th Percent	95th Percent
07/12/17	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	19	0	0	0	0	0	0	0	0	0	0	0	0	0	19	17	19
13:00	24	1	0	0	0	0	0	0	0	0	0	0	0	0	25	17	19
14:00	19	1	0	0	0	0	0	0	0	0	0	0	0	0	20	17	20
15:00	21	2	1	0	0	0	0	0	0	0	0	0	0	0	24	19	21
16:00	18	1	0	0	0	0	0	0	0	0	0	0	0	0	19	17	20
17:00	21	1	0	0	0	0	0	0	0	0	0	0	0	0	22	17	19
18:00	19	0	0	0	0	0	0	0	0	0	0	0	0	0	19	17	19
19:00	19	1	0	0	0	0	0	0	0	0	0	0	0	0	20	17	20
20:00	17	0	0	0	0	0	0	0	0	0	0	0	0	0	17	17	19
21:00	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13	16	19
22:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	17	19
23:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	17	19
Total	195	7	1	0	0	0	0	0	0	0	0	0	0	0	203		
Percent	96.1%	3.4%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

AM Peak Vol.																	
PM Peak Vol.	13:00 24	15:00 2	15:00 1												13:00 25		

KEY DATA NETWORK

K-D-N.com
 Tualatin, OR 97062
 503-804-3294

Fir St south of SW 13th

Date Start: 12-Jul-17

Latitude: 0' 0.0000 Undefined
 Longitude: 0' 0.0000 Undefined

SB

Start Time	1 20	21 22	23 24	25 26	27 28	29 30	31 32	33 34	35 36	37 38	39 40	41 42	43 44	45 999	Total	85th Percent	95th Percent
07/13/17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	17	19
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7	16	19
06:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	17	19
07:00	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9	16	19
08:00	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15	17	19
09:00	21	2	0	0	0	0	0	0	0	0	0	0	0	0	23	18	20
10:00	19	0	0	0	0	0	0	0	0	0	0	0	0	0	19	17	19
11:00	23	2	1	0	0	0	0	0	0	0	0	0	0	0	26	19	21
12 PM	33	0	0	0	0	0	0	0	0	0	0	0	0	0	33	16	19
13:00	32	0	0	1	0	0	0	0	0	0	0	0	0	0	33	17	19
14:00	22	0	0	0	0	0	0	0	0	0	0	0	0	0	22	17	19
15:00	31	0	0	0	0	0	0	0	0	0	0	0	0	0	31	17	19
16:00	21	2	1	0	0	0	0	0	0	0	0	0	0	0	24	19	21
17:00	16	2	0	1	0	0	0	0	0	0	0	0	0	0	19	20	24
18:00	25	0	0	0	0	0	0	0	0	0	0	0	0	0	25	17	19
19:00	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15	18	20
20:00	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11	18	20
21:00	18	0	1	0	0	0	0	0	0	0	0	0	0	0	19	17	22
22:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	17	19
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	23	23
Total	326	10	4	2	0	0	0	0	0	0	0	0	0	0	342		
Percent	95.3%	2.9%	1.2%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	09:00	11:00												11:00		
Vol.	23	2	1												26		
PM Peak	12:00	16:00	16:00	13:00											12:00		
Vol.	33	2	1	1											33		
Grand Total	521	17	5	2	0	0	0	0	0	0	0	0	0	0	545		
Percent	95.6%	3.1%	0.9%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 3 MPH
 50th Percentile : 10 MPH
 85th Percentile : 17 MPH
 95th Percentile : 19 MPH

Statistics
 10 MPH Pace Speed : 1-10 MPH
 Number in Pace : 261
 Percent in Pace : 47.9%
 Number of Vehicles > 35 MPH : 0
 Percent of Vehicles > 35 MPH : 0.0%
 Mean Speed(Average) : 11 MPH

KEY DATA NETWORK

K-D-N.com
 Tualatin, OR 97062
 503-804-3294

Fir St south of SW 13th

Date Start: 12-Jul-17

Latitude: 0' 0.0000 Undefined
 Longitude: 0' 0.0000 Undefined

NB

Start Time	1 20	21 22	23 24	25 26	27 28	29 30	31 32	33 34	35 36	37 38	39 40	41 42	43 44	45 999	Total	85th Percent	95th Percent
07/12/17	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	18	0	0	0	0	0	0	0	0	0	0	0	0	0	18	16	19
13:00	25	0	0	0	0	0	0	0	0	0	0	0	0	0	25	17	19
14:00	31	0	0	0	0	0	0	0	0	0	0	0	0	0	31	17	19
15:00	17	0	0	0	0	0	0	0	0	0	0	0	0	0	17	17	19
16:00	17	1	0	0	0	0	0	0	0	0	0	0	0	0	18	18	20
17:00	23	0	0	0	0	0	0	0	0	0	0	0	0	0	23	17	19
18:00	23	0	0	0	0	0	0	0	0	0	0	0	0	0	23	17	19
19:00	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11	17	19
20:00	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11	17	19
21:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	17	19
22:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	17	19
23:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	17	19
Total	188	1	0	189													
Percent	99.5%	0.5%	0.0%														

AM Peak Vol.																	
PM Peak Vol.	14:00 31	16:00 1															14:00 31

KEY DATA NETWORK

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 503-804-3294

Fir St south of SW 13th

Date Start: 12-Jul-17

Latitude: 0' 0.0000 Undefined
 Longitude: 0' 0.0000 Undefined

NB

Start Time	1 20	21 22	23 24	25 26	27 28	29 30	31 32	33 34	35 36	37 38	39 40	41 42	43 44	45 999	Total	85th Percent	95th Percent
07/13/17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	17	19
04:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	17	19
05:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	17	19
06:00	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15	17	19
07:00	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10	17	19
08:00	19	0	0	0	0	0	0	0	0	0	0	0	0	0	19	17	19
09:00	20	0	0	0	0	0	0	0	0	0	0	0	0	0	20	17	19
10:00	29	1	0	0	0	0	0	0	0	0	0	0	0	0	30	17	19
11:00	29	0	0	0	0	0	0	0	0	0	0	0	0	0	29	17	19
12 PM	34	0	0	0	0	0	0	0	0	0	0	0	0	0	34	17	19
13:00	22	1	0	0	0	0	0	0	0	0	0	0	0	0	23	17	19
14:00	35	0	0	0	0	0	0	0	0	0	0	0	0	0	35	17	19
15:00	23	0	0	0	0	0	0	0	0	0	0	0	0	0	23	17	19
16:00	26	0	0	0	0	0	0	0	0	0	0	0	0	0	26	16	19
17:00	29	0	0	0	0	0	0	0	0	0	0	0	0	0	29	17	19
18:00	33	0	0	0	0	0	0	0	0	0	0	0	0	0	33	16	19
19:00	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15	17	19
20:00	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11	17	19
21:00	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10	17	19
22:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	17	19
23:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	17	19
Total	371	2	0	373													
Percent	99.5%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00													10:00		
Vol.	29	1													30		
PM Peak	14:00	13:00													14:00		
Vol.	35	1													35		
Grand Total	559	3	0	0	0	0	0	0	0	0	0	0	0	0	562		
Percent	99.5%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 3 MPH
 50th Percentile : 10 MPH
 85th Percentile : 17 MPH
 95th Percentile : 19 MPH

Statistics
 10 MPH Pace Speed : 11-20 MPH
 Number in Pace : 279
 Percent in Pace : 49.6%
 Number of Vehicles > 35 MPH : 0
 Percent of Vehicles > 35 MPH : 0.0%
 Mean Speed(Average) : 11 MPH

KEY DATA NETWORK

K-D-N.com
 Tualatin, OR 97062
 503-804-3294

Fir St south of 13th

Date Start: 7/12/2017

Latitude: 0' 0.0000 Undefined
 Longitude: 0' 0.0000 Undefined

Start Time	7/12/2017 Wed	SB	NB	Combined Total	
12:00 AM		*	*	*	
01:00		*	*	*	
02:00		*	*	*	
03:00		*	*	*	
04:00		*	*	*	
05:00		*	*	*	
06:00		*	*	*	
07:00		*	*	*	
08:00		*	*	*	
09:00		*	*	*	
10:00		*	*	*	
11:00		*	*	*	
12:00 PM		19	18	37	
01:00		25	25	50	
02:00		20	31	51	
03:00		24	17	41	
04:00		19	18	37	
05:00		22	23	45	
06:00		19	23	42	
07:00		20	11	31	
08:00		17	11	28	
09:00		13	4	17	
10:00		3	4	7	
11:00		2	4	6	
Total		203	189	392	
Percent		51.8%	48.2%		

KEY DATA NETWORK

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 Tualatin, OR 97062
 503-804-3294

Fir St south of 13th

Date Start: 7/12/2017

Latitude: 0' 0.0000 Undefined
 Longitude: 0' 0.0000 Undefined

Start Time	7/13/2017 Thu	SB	NB	Combined Total	
12:00 AM		0	0	0	
01:00		0	0	0	
02:00		0	0	0	
03:00		4	1	5	■
04:00		0	3	3	■
05:00		7	4	11	■
06:00		5	15	20	■
07:00		9	10	19	■
08:00		15	19	34	■
09:00		23	20	43	■
10:00		19	30	49	■
11:00		26	29	55	■
12:00 PM		33	34	67	■
01:00		33	23	56	■
02:00		22	35	57	■
03:00		31	23	54	■
04:00		24	26	50	■
05:00		19	29	48	■
06:00		25	33	58	■
07:00		15	15	30	■
08:00		11	11	22	■
09:00		19	10	29	■
10:00		1	2	3	■
11:00		1	1	2	■
Total		342	373	715	
Percent		47.8%	52.2%		
Grand Total		545	562		
Percentage		49.2%	50.8%		

ADT

ADT 627

AADT 627

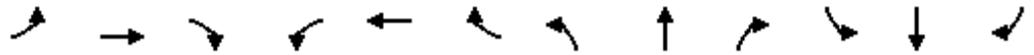


APPENDIX C

Existing (2017) Level of Service Worksheet

HCM Signalized Intersection Capacity Analysis
 1: S Ivy Street & SW 13th Avenue

Existing No Project
 PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	177	99	104	141	61	50	205	43	59	243	36
Future Volume (vph)	34	177	99	104	141	61	50	205	43	59	243	36
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.5	4.5		4.5	4.5		4.0	5.0		4.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.95		1.00	0.95		1.00	0.97		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1630	1623		1630	1638		1630	1671		1630	1682	
Flt Permitted	0.61	1.00		0.46	1.00		0.58	1.00		0.57	1.00	
Satd. Flow (perm)	1042	1623		791	1638		998	1671		985	1682	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	35	184	103	108	147	64	52	214	45	61	253	38
RTOR Reduction (vph)	0	41	0	0	32	0	0	12	0	0	8	0
Lane Group Flow (vph)	35	246	0	108	179	0	52	247	0	61	283	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	11.4	11.4		11.4	11.4		22.0	20.5		23.8	21.4	
Effective Green, g (s)	11.4	11.4		11.4	11.4		22.0	20.5		23.8	21.4	
Actuated g/C Ratio	0.24	0.24		0.24	0.24		0.46	0.43		0.50	0.45	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.0	5.0		4.0	5.0	
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	4.0		2.5	4.0	
Lane Grp Cap (vph)	248	387		188	390		479	716		522	753	
v/s Ratio Prot		c0.15			0.11		0.00	0.15		c0.01	c0.17	
v/s Ratio Perm	0.03			0.14			0.05			0.05		
v/c Ratio	0.14	0.64		0.57	0.46		0.11	0.34		0.12	0.38	
Uniform Delay, d1	14.3	16.3		16.1	15.6		7.2	9.1		6.3	8.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	3.0		3.5	0.6		0.1	1.3		0.1	1.4	
Delay (s)	14.5	19.3		19.5	16.2		7.3	10.5		6.3	10.2	
Level of Service	B	B		B	B		A	B		A	B	
Approach Delay (s)		18.8			17.3			9.9			9.5	
Approach LOS		B			B			A			A	

Intersection Summary

HCM 2000 Control Delay	13.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	47.8	Sum of lost time (s)	13.5
Intersection Capacity Utilization	57.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	28	292	12	8	207	10	4	0	7	4	0	3
Future Vol, veh/h	28	292	12	8	207	10	4	0	7	4	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	31	321	13	9	227	11	4	0	8	4	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	238	0	0	334	0	0	641	645	327	644	647	233
Stage 1	-	-	-	-	-	-	389	389	-	251	251	-
Stage 2	-	-	-	-	-	-	252	256	-	393	396	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1329	-	-	1225	-	-	388	391	714	386	390	806
Stage 1	-	-	-	-	-	-	635	608	-	753	699	-
Stage 2	-	-	-	-	-	-	752	696	-	632	604	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1329	-	-	1225	-	-	376	377	714	371	376	806
Mov Cap-2 Maneuver	-	-	-	-	-	-	376	377	-	371	376	-
Stage 1	-	-	-	-	-	-	617	590	-	731	693	-
Stage 2	-	-	-	-	-	-	743	690	-	607	586	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.3	11.8	12.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	538	1329	-	-	1225	-	-	483
HCM Lane V/C Ratio	0.022	0.023	-	-	0.007	-	-	0.016
HCM Control Delay (s)	11.8	7.8	0	-	8	0	-	12.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0

Intersection

Int Delay, s/veh 0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	11	288	8	8	416
Future Vol, veh/h	2	11	288	8	8	416
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	12	316	9	9	457

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	796	321	0	0	325	0
Stage 1	321	-	-	-	-	-
Stage 2	475	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	356	720	-	-	1235	-
Stage 1	735	-	-	-	-	-
Stage 2	626	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	352	720	-	-	1235	-
Mov Cap-2 Maneuver	352	-	-	-	-	-
Stage 1	735	-	-	-	-	-
Stage 2	620	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	10.9		0		0.1
HCM LOS	B				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 620	1235	-
HCM Lane V/C Ratio	-	- 0.023	0.007	-
HCM Control Delay (s)	-	- 10.9	7.9	0
HCM Lane LOS	-	- B	A	A
HCM 95th %tile Q(veh)	-	- 0.1	0	-

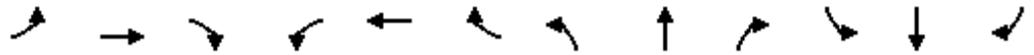


APPENDIX D

Future (2035) Plus Project Level of Service Worksheet

HCM Signalized Intersection Capacity Analysis
1: S Ivy Street & SW 13th Avenue

Future 2035 Plus Project
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	304	72	161	320	79	134	228	161	207	321	6
Future Volume (vph)	28	304	72	161	320	79	134	228	161	207	321	6
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.5	4.5		4.5	4.5		4.0	5.0		4.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.97		1.00	0.94		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1630	1666		1630	1665		1630	1609		1630	1711	
Flt Permitted	0.30	1.00		0.34	1.00		0.51	1.00		0.37	1.00	
Satd. Flow (perm)	523	1666		578	1665		867	1609		637	1711	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	29	317	75	168	333	82	140	238	168	216	334	6
RTOR Reduction (vph)	0	16	0	0	17	0	0	45	0	0	1	0
Lane Group Flow (vph)	29	376	0	168	398	0	140	361	0	216	339	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	16.6	16.6		16.6	16.6		23.4	19.9		25.4	20.9	
Effective Green, g (s)	16.6	16.6		16.6	16.6		23.4	19.9		25.4	20.9	
Actuated g/C Ratio	0.30	0.30		0.30	0.30		0.43	0.37		0.47	0.38	
Clearance Time (s)	4.5	4.5		4.5	4.5		4.0	5.0		4.0	5.0	
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.5	4.0		2.5	4.0	
Lane Grp Cap (vph)	159	507		176	507		421	587		378	656	
v/s Ratio Prot		0.23			0.24		0.02	c0.22		c0.05	0.20	
v/s Ratio Perm	0.06			c0.29			0.12			0.22		
v/c Ratio	0.18	0.74		0.95	0.79		0.33	0.61		0.57	0.52	
Uniform Delay, d1	14.0	17.0		18.6	17.3		9.7	14.2		9.4	12.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	5.5		54.2	7.6		0.3	4.8		1.7	2.9	
Delay (s)	14.4	22.5		72.7	24.9		10.1	18.9		11.1	15.8	
Level of Service	B	C		E	C		B	B		B	B	
Approach Delay (s)		22.0			38.7			16.7			14.0	
Approach LOS		C			D			B			B	

Intersection Summary

HCM 2000 Control Delay	23.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	54.5	Sum of lost time (s)	13.5
Intersection Capacity Utilization	83.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	37	381	105	15	336	101	21	19	1	0	7	6
Future Vol, veh/h	37	381	105	15	336	101	21	19	1	0	7	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	419	115	16	369	111	23	21	1	0	8	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	480	0	0	534	0	0	1023	1071	476	1027	1073	425
Stage 1	-	-	-	-	-	-	558	558	-	458	458	-
Stage 2	-	-	-	-	-	-	465	513	-	569	615	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1082	-	-	1034	-	-	214	221	589	213	220	629
Stage 1	-	-	-	-	-	-	514	512	-	583	567	-
Stage 2	-	-	-	-	-	-	578	536	-	507	482	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1082	-	-	1034	-	-	194	204	589	185	204	629
Mov Cap-2 Maneuver	-	-	-	-	-	-	194	204	-	185	204	-
Stage 1	-	-	-	-	-	-	486	484	-	551	555	-
Stage 2	-	-	-	-	-	-	552	525	-	458	455	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.3	27.9	17.8
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	202	1082	-	-	1034	-	-	296
HCM Lane V/C Ratio	0.223	0.038	-	-	0.016	-	-	0.048
HCM Control Delay (s)	27.9	8.5	0	-	8.5	0	-	17.8
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0	-	-	0.2

Intersection

Int Delay, s/veh 0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	6	21	501	7	26	479
Future Vol, veh/h	6	21	501	7	26	479
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	23	551	8	29	526

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1138	554	0	0	558	0
Stage 1	554	-	-	-	-	-
Stage 2	584	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	223	532	-	-	1013	-
Stage 1	575	-	-	-	-	-
Stage 2	557	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	214	532	-	-	1013	-
Mov Cap-2 Maneuver	214	-	-	-	-	-
Stage 1	575	-	-	-	-	-
Stage 2	535	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	14.7		0		0.4
HCM LOS	B				

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	400	1013	-
HCM Lane V/C Ratio	-	-	0.074	0.028	-
HCM Control Delay (s)	-	-	14.7	8.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Intersection

Intersection Delay (sec/veh): 0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	41	0	31	0	0	0	4	420	0	0	388	52
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
Right Turn Channelized	None											
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	45	0	34	0	0	0	4	457	0	0	422	57
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Minor 1		Minor 1		Major 1		Major 2					
Conflicting Flow Rate - All	915	915	450	-	943	-	478	0	-	-	0	0
Stage 1	450	450	0	-	465	-	0	0	-	-	0	0
Stage 2	465	465	0	-	478	-	0	0	-	-	0	0
Follow-up Headway	3.518	4.018	3.318	-	4.018	-	2.218	-	-	-	0	0
Pot Capacity-1 Maneuver	253	273	609	-	263	-	1083	-	-	-	-	-
Stage 1	589	572	-	-	563	-	-	-	-	-	-	-
Stage 2	578	563	-	-	556	-	-	-	-	-	-	-
Mov Capacity-1 Maneuver	-	271.9	609	-	261.9	-	1083	-	-	-	-	-
Mov Capacity-2 Maneuver	-	271.9	-	-	261.9	-	-	-	-	-	-	-
Stage 1	589	0	-	-	560.7	-	-	-	-	-	-	-
Stage 2	575.7	560.7	-	-	0	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	-	0	0.1	0
HCM LOS	-	A	A	A

Lane	NBL	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (vph)			-	-		
HCM Control Delay (s)	8.337	0	-	0	-	-
HCM Lane VC Ratio	0.004	-	-	-	0	-
HCM Lane LOS	A	-	-	A	-	-
HCM 95th Percentile Queue (veh)	0.012	-	-	-	0	-

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	1	0	30	99	10
Future Vol, veh/h	3	1	0	30	99	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	1	0	33	108	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	146	113	118	0	-	0
Stage 1	113	-	-	-	-	-
Stage 2	33	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	846	940	1470	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	989	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	846	940	1470	-	-	-
Mov Cap-2 Maneuver	846	-	-	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	989	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1470	-	868	-	-
HCM Lane V/C Ratio	-	-	0.005	-	-
HCM Control Delay (s)	0	-	9.2	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	4	
Traffic Vol, veh/h	3	1	0	22	83	7
Future Vol, veh/h	3	1	0	22	83	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	1	0	24	90	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	118	94	98	0	-	0
Stage 1	94	-	-	-	-	-
Stage 2	24	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	878	963	1495	-	-	-
Stage 1	930	-	-	-	-	-
Stage 2	999	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	878	963	1495	-	-	-
Mov Cap-2 Maneuver	878	-	-	-	-	-
Stage 1	930	-	-	-	-	-
Stage 2	999	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	0	0
HCM LOS	A		

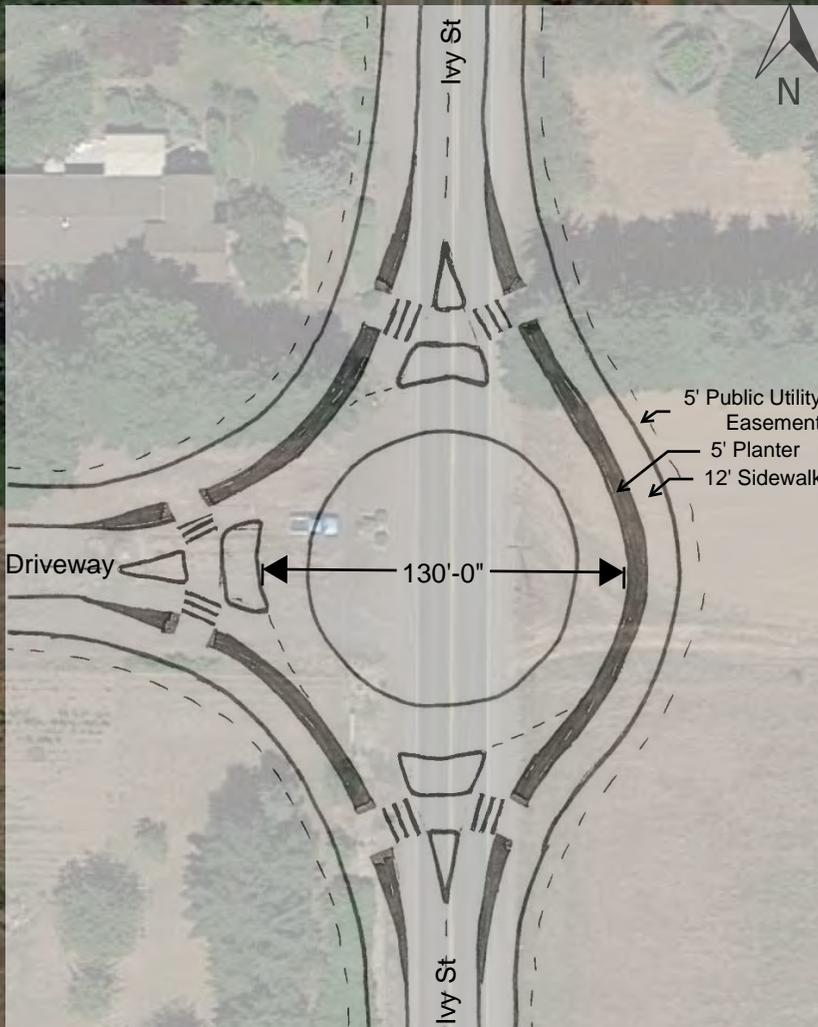
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1495	-	898	-	-
HCM Lane V/C Ratio	-	-	0.005	-	-
HCM Control Delay (s)	0	-	9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	4	0	0	0	6	0	11	4	44	25	11
Future Vol, veh/h	3	4	0	0	0	6	0	11	4	44	25	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	4	0	0	0	7	0	12	4	48	27	12
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	146	145	33	145	149	14	39	0	0	16	0	0
Stage 1	129	129	-	14	14	-	-	-	-	-	-	-
Stage 2	17	16	-	131	135	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	823	746	1041	824	743	1066	1571	-	-	1602	-	-
Stage 1	875	789	-	1006	884	-	-	-	-	-	-	-
Stage 2	1002	882	-	873	785	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	799	723	1041	801	720	1066	1571	-	-	1602	-	-
Mov Cap-2 Maneuver	799	723	-	801	720	-	-	-	-	-	-	-
Stage 1	875	765	-	1006	884	-	-	-	-	-	-	-
Stage 2	996	882	-	841	761	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	9.8			8.4			0			4		
HCM LOS	A			A								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1571	-	-	754	1066	1602	-	-				
HCM Lane V/C Ratio	-	-	-	0.01	0.006	0.03	-	-				
HCM Control Delay (s)	0	-	-	9.8	8.4	7.3	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0	0.1	-	-				



APPENDIX E

Roundabout Sketch





APPENDIX F

Transportation Planning Rule (TPR) Evaluation



Transportation Planning Rule (TPR) Evaluation

This memorandum summarizes how the requirements of Oregon Administrative Rule (OAR) 660-012-0060, the Transportation Planning Rule (TPR), are met for the proposed zone changes within the Stafford Development Concept Plan Area in Canby, Oregon. The following section describes the land use applications consistency with both the City's Comprehensive Plan and Transportation System Plan.

Transportation Planning Rule Findings

The Stafford Development Concept Plan Area is located inside Canby's Urban Growth Boundary (UGB) in unincorporated Clackamas County. The area is proposed to have a mix of zoning types through annexation to the City of Canby, which is consistent with the City's adopted Comprehensive Plan designation.

The requirements of Oregon Administrative Rule (OAR) 660-012-0060, the Transportation Planning Rule (TPR), must be met for proposed changes in land use zoning. The intent of the TPR (OAR 660-12-0060) is to ensure that future land use and traffic growth is consistent with transportation system planning, and does not create a significant impact on the surrounding transportation system beyond currently allowed uses. The TPR allows a change in land use zoning in the event that a zone change would make the designation consistent with both the Comprehensive Plan and the Transportation System Plan. The allowance (found in Section 9) was added to the TPR in December 2011 and fits the circumstances of the project parcels. Specifically, section 9 states:

Notwithstanding section (1) of this rule, a local government may find that an amendment to a zoning map does not significantly affect an existing or planned transportation facility if all of the following requirements are met.

- (a) The proposed zoning is consistent with the existing comprehensive plan map designation and the amendment does not change the comprehensive plan map;
- (b) The local government has an acknowledged TSP and the proposed zoning is consistent with the TSP;
- (c) The area subject to the zoning map amendment was not exempted from this rule at the time of an urban growth boundary amendment as permitted in OAR 660-024-0020(1)(d), or the area was exempted from this rule but the local government has a subsequently acknowledged TSP amendment that accounted for urbanization of the area

The City of Canby makes the finding that all three criteria are satisfied; therefore, the proposed rezone will not have a significant effect on the transportation system. The proposed rezoning is consistent with the existing comprehensive plan map designation as shown in Table 1. Additionally, the transportation assessment performed as part of the City's TSP and Stafford Development Concept Plan account for the proposed uses

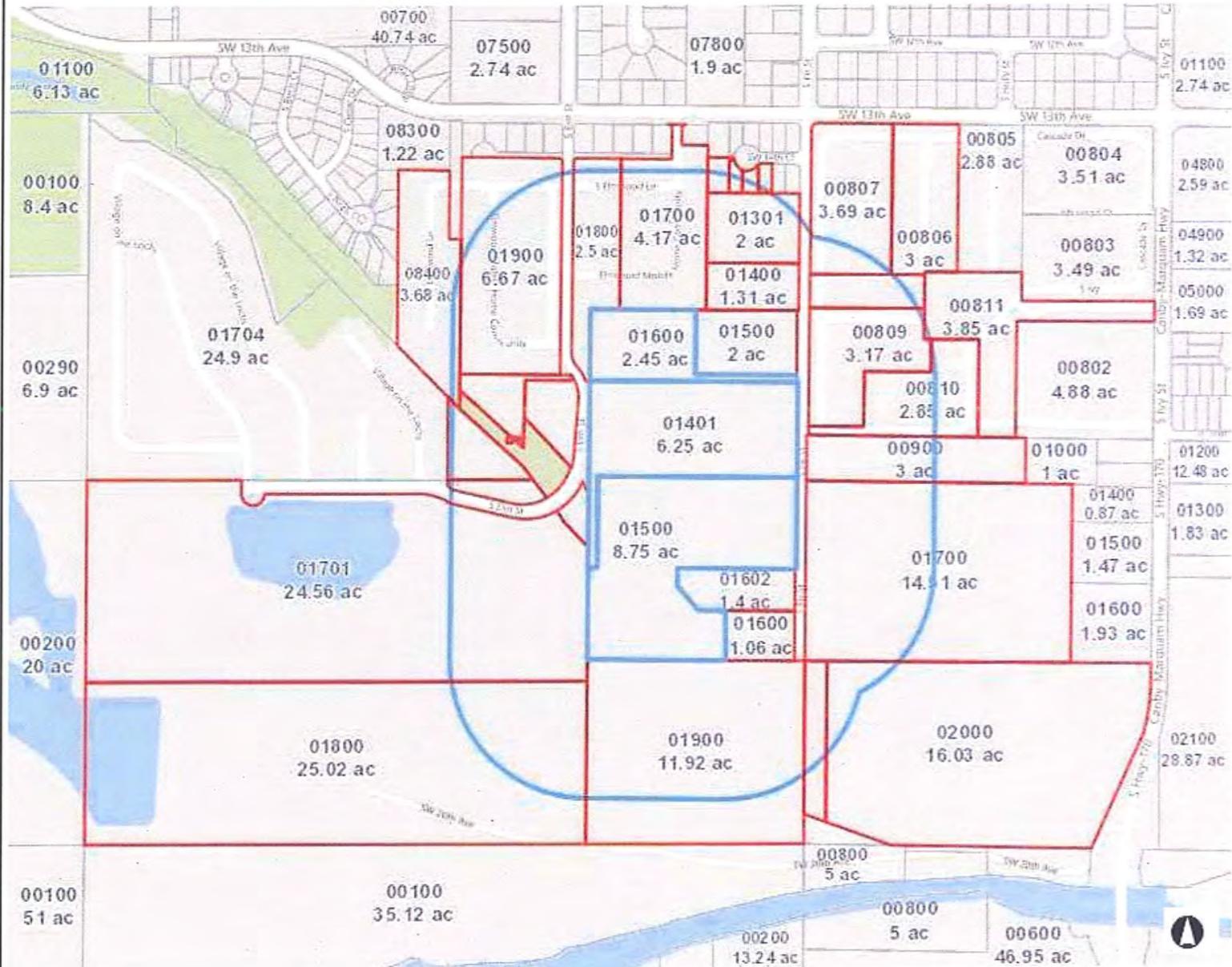


related to annexation of the Stafford Development Area, therefore the proposed rezoning is consistent with the acknowledged transportation system plan. Lastly, subsection (c) applies if the area was added to the urban growth boundary (UGB). Since the parcels are already within the UGB, provisions from subsection (c) would not apply.

Table 1: Land Use Summary

Tax Lots	City of Canby Comprehensive Plan Land Use	Proposed Land Use
1500, 1600, 1602, 1800, 2000	R-1 (Low Density Residential)	R-1 (Low Density Residential)
1401, 1500, 1400, 1700, 1600	R-1.5 (Medium Density Residential)	R-1.5 (Medium Density Residential)
1700	R-2 (High Density Residential)	R-2 (High Density Residential)
1400, 1500	C-R (Residential Commercial)	C-R (Residential Commercial)

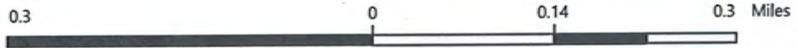
500' Buffer - 41E04CA 1600, 41E04C 1401 and 1500



-  Subject
-  Radius
-  Radius Properties

3/5/2018

Notes



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NEIGHBORHOOD MEETING ATTENDANCE ROSTER

Project Name: Beck Pond Subdivision		Subject Properties: Tax Lots: 41E04CA01600, 41E04C01401, & 41E04C01500	
Meeting Location: Canby Adult Center, 1250 S Ivy St, Canby, OR 97013		Meeting Date & Time: March 29, 2018 at 7:30 PM PST	
PUBLIC RECORDS LAW DISCLOSURE: This sign-in sheet is a public record of the City of Canby and is subject to public disclosure under Oregon Public Records Law.			
NAME	MAILING ADDRESS	E-MAIL ADDRESS	PHONE NUMBER
Nancy Wilms	1495 S. Fir St	nawilms@aol.com	503 266 9400
Stephanie Baulo	11055 S Elm St #333	ofbayce3@gmail.com	503 140 9176
Jackie Jones	482 SW 13th Ave. Canby	jacqjones@msn.com	503 784 3796
Ed Nutter	1847 S Fir St.	neffhomes@hotmail.com	503-314-8381
Angela Baker	1777 S. Fir St	funnyfarm@canby.or.us	503) 995-3299
Justin Gorman	" "	josoren91@yahoo.com	503 381 6270
JOE FREEMAN	1441 S ILY #1303 CANBY		
Oak Freeman	" " "		
Judie Stone	405 SW Pacific Crest Dr. Canby		503 266 3029
DON STONE	" " "		"
ROYER STEINKE	1547 S FIR ST CANBY		

Owner Name	Mail City	Address 1	Address 2	Mail State	Mail Zip
Resident	Canby	1546 S Ivy St.	Unit 100	OR	97013
Resident	Canby	1546 S Ivy St.	Unit 101	OR	97013
Resident	Canby	1546 S Ivy St.	Unit 102	OR	97013
Resident	Canby	1546 S Ivy St.	Unit 103	OR	97013
Resident	Canby	1546 S Ivy St.	Unit 104	OR	97013
Resident	Canby	1546 S Ivy St.	Unit 105	OR	97013
Resident	Canby	1546 S Ivy St.	Unit 106	OR	97013
Resident	Canby	1546 S Ivy St.	Unit 107	OR	97013
Resident	Canby	1546 S Ivy St.	Unit 108	OR	97013
Resident	Canby	1546 S Ivy St.	Unit 109	OR	97013
Resident	Canby	1546 S Ivy St.	Unit 110	OR	97013
Resident	Canby	1546 S Ivy St.	Unit 111	OR	97013
Resident	Canby	1546 S Ivy St.	Unit 112	OR	97013
Resident	Canby	1546 S Ivy St.	Unit 113	OR	97013
Resident	Canby	1546 S Ivy St.	Unit 114	OR	97013
Resident	Canby	1546 S Ivy St.	Unit 115	OR	97013
Resident	Canby	1546 S Ivy St.	Unit 116	OR	97013
Resident	Canby	1546 S Ivy St.	Unit 117	OR	97013
Resident	Canby	1546 S Ivy St.	Unit 118	OR	97013
Resident	Canby	1546 S Ivy St.	Unit 119	OR	97013
Resident	Canby	1546 S Ivy St.	Unit 120	OR	97013
Resident	Canby	1546 S Ivy St.	Unit 121	OR	97013
Resident	Canby	1546 S Ivy St.	Unit 122	OR	97013
Resident	Canby	1546 S Ivy St.	Unit 123	OR	97013
Resident	Canby	1546 S Ivy St.	Unit 124	OR	97013
Resident	Canby	1546 S Ivy St.	Unit 200	OR	97013
Resident	Canby	1546 S Ivy St.	Unit 201	OR	97013
Resident	Canby	1546 S Ivy St.	Unit 202	OR	97013
Resident	Canby	1546 S Ivy St.	Unit 203	OR	97013
Resident	Canby	1546 S Ivy St.	Unit 204	OR	97013
Resident	Canby	1546 S Ivy St.	Unit 205	OR	97013
Resident	Canby	1546 S Ivy St.	Unit 206	OR	97013
Resident	Canby	1546 S Ivy St.	Unit 207	OR	97013

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Resident	Canby	1546 S Ivy St.	Unit 211	OR	97013
Resident	Canby	1546 S Ivy St.	Unit 212	OR	97013
Resident	Canby	1546 S Ivy St.	Unit 213	OR	97013
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Resident	Canby	1546 S Ivy St.	Unit 215	OR	97013
Resident	Canby	1546 S Ivy St.	Unit 216	OR	97013
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Resident	Canby	1441 S Ivy St.	Unit 610	OR	97013
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Resident	Canby	1400 S Elm St	Unit 110	OR	97013
Resident	Canby	1400 S Elm St	Unit 111	OR	97013
Resident	Canby	1400 S Elm St	Unit 112	OR	97013
City Of Canby	Canby	182 N Holly St		OR	97013
Gordon Pearson	Canby	1625 S Elm St		OR	97013
City Of Canby	Canby	182 N Holly St		OR	97013
Bill & Betty Onst Roseburg		3070 Slope St		OR	97470
Village On The L Irvine		18006 Sky Park Cir		CA	92614
Rodney & Carol	Canby	1555 S Fir St		OR	97013
Beck Nadine J (T Canby		1715 S Fir St		OR	97013
Ed & Alissa Nett	Canby	1847 S Fir St		OR	97013
Eric & Angela So Hubbard		31499 S Barlow Rd		OR	97032
Merry Widow Lt Irvine		18006 Sky Park Cir STE 200		CA	92614
David Bernert	West Linn	4131 Imperial Dr		OR	97068
Canby Sand & G	Canby	24370 S Highway 99e		OR	97013
Thomas & Erika	Canby	1893 S Fir St		OR	97013
Merry Widow Lt Irvine		18006 Sky Park Cir STE 200		CA	92614
S T J 1 Lic	Canby	130 SW 2nd Ave STE 103		OR	97013
Susan Graper	Cashmere	7168 Olalla Canyon Rd		WA	98815
Lynn Bloomfield	Canby	435 SW 14th Ct		OR	97013
John Peakes	Canby	425 SW 14th Ct		OR	97013
Hope Village Inc	Canby	1535 S Ivy St		OR	97013
Paul Wenrick	Canby	1495 S Fir St		OR	97013
Roger & Cheryl	Canby	1547 S Fir St		OR	97013

Rodney & Carol Canby	1555 S Fir St	OR	97013
Teresa Desimon Seattle	Po Box 98757	WA	98198
Teresa Desimon Seattle	Po Box 98757	WA	98198
Teresa Desimon Seattle	Po Box 98757	WA	98198
Teresa Desimon Seattle	Po Box 98757	WA	98198
Hope Village Inc Canby	1535 S Ivy St	OR	97013
Hope Village Inc Canby	1535 S Ivy St	OR	97013
Hope Village Inc Canby	1535 S Ivy St	OR	97013
Meadows At Ho Canby	1535 S Ivy St	OR	97013
Cascade House I Canby	1535 S Ivy St	OR	97013
Hope Village Inc Canby	1535 S Ivy St	OR	97013
Stj 1 Llc Canby	130 SW 2nd Ave STE 103	OR	97013
McMartin Farms Oregon City	19236 Carmelita Dr	OR	97045
Enc 4 Llc Canby	1847 S Fir St	OR	97013
McMartin Farms Oregon City	19236 Carmelita Dr	OR	97045

STAFFORD LAND COMPANY — INC —

March 14, 2018

RE: SW Canby Subdivision Proposal

Dear Neighbor,

We would like to invite you to a neighborhood meeting to discuss our proposed project on property located between S Elm Street and S Fir Street, and generally west/southwest of Hope Village. A concept plan for the proposed property is on the back side of this letter.

This meeting will be informative and allow you the opportunity to raise concerns and ask questions about the proposed project. We hope you will be able to join us at the location and time listed below.

Meeting Location: Canby Adult Center
1250 S Ivy Street
Canby, OR 97013

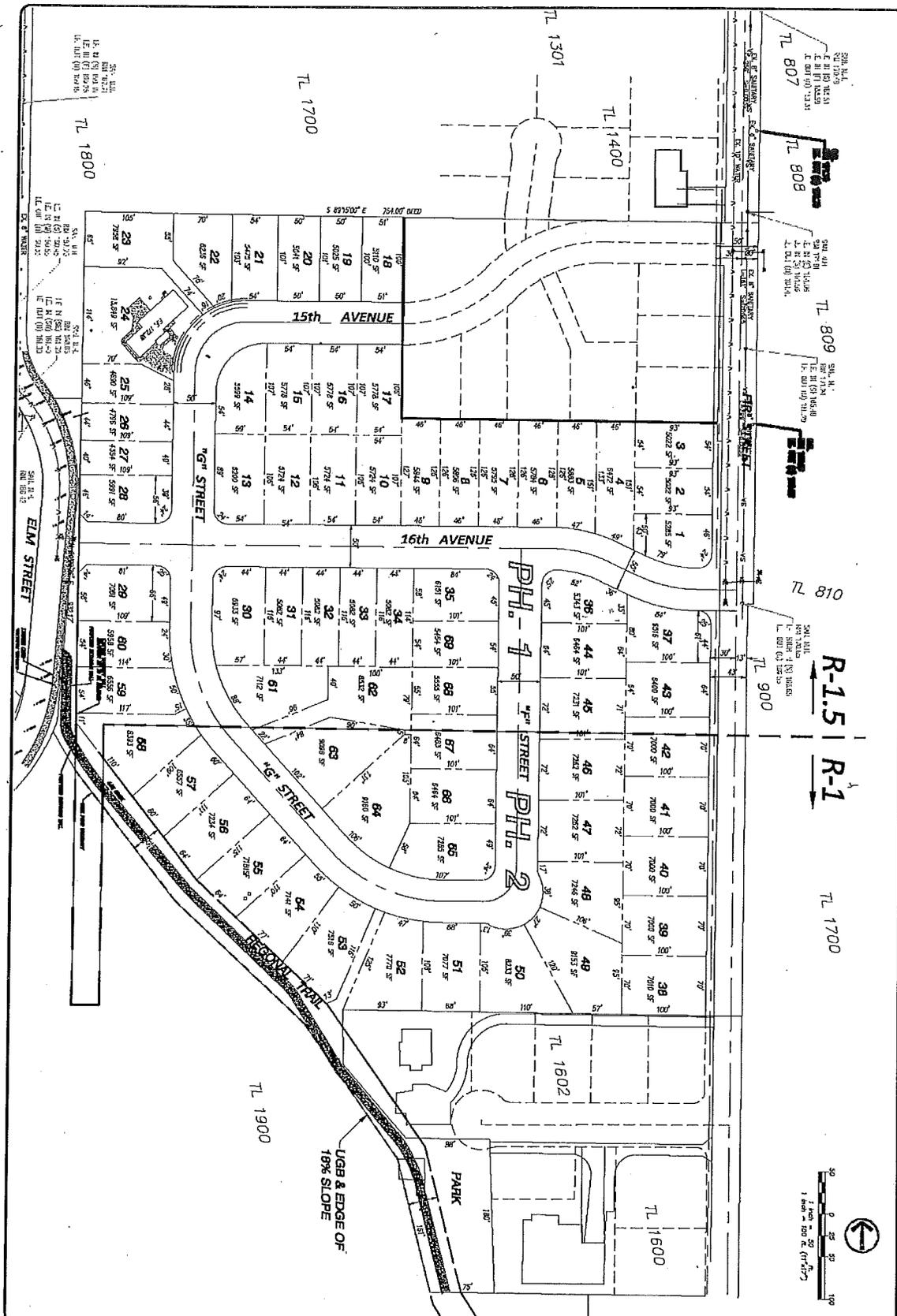
Meeting Date & Time: Thursday, March 29, 2018 from 7:30pm – 8:30pm

Please feel free to call or email me with any questions or comments if you are unable to attend this meeting.

Sincerely,

Levi Levasa - Project Manager
Email: Levi@staffordlandcompany.com
Phone: 971.206.8614

STAFFORD



SHEET
OF

PLANNING & LAND DESIGN
1882 NE ESTATE DRIVE
HILLSBORO, OREGON 97124
RYAN O'BRIEN
(503) 780-4061

REVISIONS	
NO.	DESCRIPTION

BECK POND
PRELIMINARY
PLAT

STAFFORD
DEVELOPMENT COMPANY, L.L.C.
4800 SOUTH STATE STREET
LAKE OSWEGO, OREGON 97031

SOUTHWEST CANBY
TAX MAP T4S, R1E, SECTION 4
CITY OF CANBY, OREGON

Beck Pond Neighborhood Meeting

A Neighborhood meeting was held for 7:30 pm to 8:30 pm on 3/29/18 at the Canby Adult Center at 1250 S. Ivy Street in Canby. The meeting was conducted by Levi Levasa, Project manager at Stafford Development Company. Josh McDonald with Stafford Development Company took the meeting notes and Ryan O'Brien with Planning & Land Design answered questions from the residents that attended the meeting. The meeting was attended by 17 neighbors from the area. Notice of the neighborhood meeting was sent to all property owners and renters or occupants in that live in houses owned by an absentee property owner. This included all residents of Hope Village and the surrounding mobile home parks. A radius map is included with this Exhibit 5 showing the notification area.

Levi Levasa presented background information about Stafford Development Company (**SDC**). He said SDC recently built 2 smaller subdivisions in the City of Canby. SDC will be constructing the subdivision and building the houses. Levi discussed building "Zero Ready" high efficiency homes that are ready for installation of solar and geothermal power. The SW Canby Development Concept Plan (DCP) was adopted by the City Council in February 2018 which included the McMartin Farm property south of Hope Village. The Master Plan only shows how property in the Master Plan could potentially develop. The DCP is binding, but the City Council said lot lines and roads can be adjusted in the future provided the adjustments comply with the intent of the DCP. One example of a change is the road alignment for the Steinke property.

Levi mentioned the lots range from 4,400 sf to over 9,000 sf. The width of the lots range from 40 feet to over 70 feet. This will create a variety of house sizes and prices. No improvements to Elm Street are proposed because Elm Street is already fully improved. Fir street will have a ¾ street improvement. The pavement will be widened to 24 feet. A half street improvement is 17 feet from centerline. 16th Avenue will be built with the first phase to create a link between Fir and Elm Streets, since Fir street has no public street outlet.

The Beck Pond property is the only site with available gravity sanitary sewer from Elm Street. The remaining property in the DCP to the south of Beck Pond and between Fir and Ivy Streets need a sanitary sewer pump station. A Geotech engineer started soil tests on 3-28-18 to determine the capability of the soil for the dry wells. All other utilities and services are available to the site. The following are questions from the neighbors at the meeting.

Question: Does the Elm Street sanitary sewer line have adequate capacity and what is the flow direction? If the sanitary sewer line needs to be upgraded, who will pay for it? The existing Elm Street sanitary sewer line stinks during the summer. This sewer line is located just north of the proposed 16th Avenue and Elm Street intersection.

Answer: If the sewer line needs to be upgraded, SDC will pay the upgrade cost. The city indicated adequate sanitary sewer capacity is available for the Beck Pond Subdivision. Ryan indicated the sewer line that stinks will be investigated by the city. There is a possibility the sewer

line has a low spot that does not drain which causes stagnation and the smell. This can be determined with a video camera inspection of the sewer line.

Question: Will Fir Street be widened? Will the street improvement have any effect on Hope Village? Will the street improvement extend into the private driveway at the south end of the Fir Street right-of-way?

Answer: Fir Street will be widened to 24 feet along the Beck Pond street frontage starting from the existing Hope Village street improvement. The Fir Street improvement to the north along the Beck Pond street frontage will be 17 feet from centerline to create a full street improvement because Hope Village already has half street improvements.

Question: How will air and road quality be maintained? SDC should construct a full improvement for Fir Street rather than a half street? How many phases are proposed and when will construction start? Will the Fir Street improvement occur in Phases?

Answer: Levi indicated air quality will be controlled by water trucks and erosion control. Truck drivers will be careful to stay on the paved road surface and not cross over the unpaved surfaces in the public right-of-way. Ryan discussed the ¾ street improvement with a minimum of 24 feet of pavement. When the McMartin property developed, the remaining portion of Fir Street will be constructed south of Hope Village. SDC is only required to construct the Fir Street improvements along the frontage of the Beck Pond subdivision. Two phases are proposed. Phase 1 is the northern phase. Construction will start in the summer of 2018. Phase 2 is the southern portion and construction will start in the summer of 2019. The portion of Fir Street along Phase 1 will be constructed with the Phase 1. The remaining portion of Fir Street will be constructed with Phase 2.

Question: Who maintains drywells? Currently drywells on Fir Street overflow when it rains? Where does the water go from the Beck Pond subdivision during overflow situations?

Answer: The dry wells are maintained by the city. The designs of the dry wells are dictated by the city and the geotech engineer. All the drainage from the site flows in a westerly direction via 16th Avenue to Elm Street and not Fir Street. If the drywells overflow, storm water will exit into Elm Street and then flow into the Molalla River flood plain south of Elm Street.

Question: The neighbors complained about increased traffic and the danger of current traffic levels? Will construction traffic only use Fir Street? How will Construction Traffic Move? How will trucks get around yellow walk ways? Will SDC notify everyone about construction traffic? The 24-hour elderly care facilities need extra care along Elm Street during construction.

Answer: Levi indicated they will notify residents before construction traffic starts and he would talk to the truck driver about neighborhood traffic concerns. Both Fri and Elm Street will probably be used for construction traffic.

Question: Explain the subdivision review process. Will the neighbors be noticed about any updated maps?

Answer: The first step in the subdivision application process is the neighborhood meeting. The second step is submittal of the subdivision application to the city. The third step is Notification of a Planning Commission public hearing. The notice will be sent to all the property owners and house occupants within 500 feet of the Beck Pond Subdivision property. The final step is the Planning Commission Public Hearing. The complete application submitted by SDC and city staff reports will be available on the city web site 7 days before the Planning Commission public hearing.

Question: What is the price range of the houses? Are they \$350,000 to \$400,000? The medium house price in Canby is currently \$318,000.

Answer: The houses prices will vary significantly. The goal of the first phase is to build smaller lots and smaller houses to meet the demand for affordable housing. The price of the new house will be above the \$318,000 medium price of existing homes in Canby.

Question: Will SDC pay School Construction Excess Tax fees? What is the fee per house? Where is the location of the park? Who owns the pond area outside UGB and what is the acreage? What will happen with the pond property. Is the pond filled by water coming from Canby Park?

Answer: SDC will pay School Construction Excess Tax fees with the building permit for each house. Levi was not sure about the fee amount. A small Pocket Park is located at the south end of the property at the end of the Emerald Necklace Regional Trail. This trail starts at Elm Street and temporally ends at the Pocket Park. Levi indicated the trail will continue in the future to Ivy Street. Trail property will be dedicated as each property develops in the future. The city did not want any more park property from the Beck Pond subdivision. However, Levi is hoping the city will consider the 3.5-acre pond property as a public park even though the property is outside of the UGB and the city limits. This pond property is located directly south of the Beck Pond subdivision. The pond property will remain in SDC ownership or transferred to the Beck

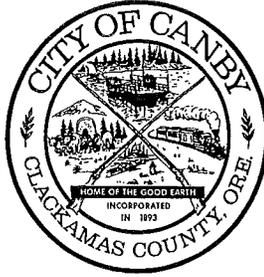
Pond HOA if one is formed. Levi did not know how the pond is filled with water. Additional Public Park dedication will occur with McMartin property between Fir and Ivy Streets along the Molalla River bluff.

Question: Will all the infrastructure be constructed at one time? Will the city require SDC to develop all of Fir Street one time or in phases? There will be HOA?

Answer: Only the infrastructure in each phase will be built. Only the portion of Fir Street adjacent to each phase will be built with that phase. A HOA **may** or **may not** be formed depending if the HOA has maintenance responsibilities and/or owns land needing maintenance.

Question & Announcement: How can we get added to the list if we don't live within 500 ft? Nadine Beck passed away recently.

Answer: We will add you from the sign in list for this meeting.



Pre-Application Meeting

Beck Pond Subdivision

March 1, 2018

10:30 am

Attended by:

Hassan Ibrahim, Curran-McLeod Engineering, 503-684-3478
Doug Quan, Canby Utility, Water Department, 971-563-6314
Jordan Marlia, Sisul Engineering, 503-657-0188
Jerry Nelzen, Public Works Department, 971-253-9173
Levi Levasa, Stafford Development, 503-250-3651
Bryan Brown, Planning Department, 503-266-0702

Chris Kittredge, Kittredge Engineers, 503-708-3942
Ryan O'Brien, Stafford Development, 503-780-4061
Jennifer Cline, Public Works Department, 503-266-0780
Gordon Root, Stafford Development, 503-720-0914
Gary Stockwell, Canby Utility, Electric Dept, 503-263-4307

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STAFFORD DEVELOPMENT, Ryan O'Brien

- The plans we brought today have changed as of yesterday and we outlined the plan around the Stanke property. The Stanke's have pulled out of the development and have requested no street stubs to their property.
- We have two major accesses from S Fir Street adjacent to Hope Village and off of S Elm Street. This plan was approved by the City of Canby's Planning Commission and reviewed by the City of Canby Council. This development concept plan has a goal for an east/west street to get to S Elm Street to take any pressure off of S Fir Street. The property owner (tax lot 1400) discussed having a cul-de-sac on their property and we showed how they wanted to develop. We originally had a street stub going through this property, but the property owner's said they would oppose it, so we did this looping system.
- We have the pedestrian access going through to the local pocket park.
- We have assumed since S Elm Street is fully improved there would be no street improvements required.
- Our issue is we received the letter from Clackamas County wanting a smaller street improvement on S Fir Street and we want to verify with you on this issue because we are ready to finalize our preliminary plat. Jennifer asked what did Clackamas County require and Ryan stated they wanted a 32 ft paved area and we were proposing 36 ft and Clackamas County wanted a 54 ft right-of-way (ROW) with 32 ft paved and the city requires 34 ft pavement. Jennifer said it was my understanding the city would be taking the jurisdiction of S Fir Street and Ryan said he did not know, we just want to know who takes precedence. We were planning on doing a 58 ft ROW with a 34 ft pavement to keep the sidewalks inside the ROW, so if you can give us direction that would be great.
- We have an R-1 and R-1.5 zones. We would like to discuss some issues with property lines and zone lines.

CANBY UTILITY, ELECTRIC DEPARTMENT, Gary Stockwell

- All of these discussions we are having about the changing of the preliminary plans change all of our plans. I cannot put a design in place until you have a design in place. The phasing in this development will be important because of the street improvements and the requirements of putting the overhead lines underground on S Fir Street. If you piece meal this kind of phasing, it limits me on how we can effectively serve your project and you will need to keep it in mind.
- Once again, I will need to know the layout for the street lighting and making sure we get adequate lumination throughout the subdivision.
- Multi-family versus single family is another indicator on how we place and size the equipment.
- There are overhead existing line utilities to the west serving tax lot 1602 as well as the existing homes. In the phasing process the question is when does it go away or do we modify it for underground and again once you have a design in place we can answer those questions.
- On phase 1 we have some conduits in a joint trench with DirectLink and ours are not continuous they break right in the middle because we did not have an easement, we were utilizing DirectLink's easement. We do have an existing underground direct bury service to the existing home with a transformer and depending on your phasing it will need to be relocated and temporarily placed if you plan on keeping the home. Gordon stated they will be keeping the home. Gary said the source is running through the middle of the lots, is that about where you figure it? The answer was yes. Gary said with the phasing and trying to replace, move and get out of the way for the other phasing will be creative on both our parts. Gordon asked if Gary would like to have the existing house be included in phase 1 and Gary said getting the road improvements done in phase 1 of the project is good and we can make some sort of accommodation to the existing house. If I can make a suggestion, if you put in the street it would give you a nice street with lighting for your project and Gordon said you are talking about S Fir Street and Gary said correct and other than the existing house back here, I think we can accommodate most of the other issues easily.
- We require a 12 ft front easements and do not require side easements, however with the 12 ft easement and a 6 ft of sidewalk we start to running out of room for our utilities. Chris said we normally have sidewalks back of the PUE and Gary said in the event of conflicts we have done bump outs at property lines to accommodate vaults and I want to make sure it was understood. Ryan said you need a 12 ft PUE and Gary said yes.

DIRECTLINK, Dinh Vu

- We are a communication service and usually for all the new developments the contractor/developer provides the utility trench and we provide everything for us. But in this case, we have a major main line with (3) 4 inch conduits and I believe 1,200 pairs of copper and 336 fiber lines going through this area feeding Village on the Loch. I sent you a map via email and I am hoping it will go through the back of the property lines of all of the proposed housing and it looks like it will not work. If this cannot work and we have to relocate all of these services, I will have to sit down with the chief engineer and workout a price to move it to the new roadway. I do not know at this time on how much it will cost, but we will come

up with a cost and present it to you and Ryan asked if the developer will have to pay for it. Dinh said you will help in part of the movement of the utilities and I do not know what the cost will be yet. I will have Eric contact you on the cost.

CURRAN-MCLEOD ENGINEERING, Hassan Ibrahim

- We have checked on the capacity at the waste water treatment plant and we have enough capacity. It looks like you are going towards S Elm Street for the sanitary sewer and Ryan said yes. The sanitary sewer public main lines are a minimum of 8 inch size, .4% as per Department of Environmental Quality (DEQ). The sewer lateral shall be 6 inch, 1% minimum with a cleanout somewhere in the sidewalk and from the cleanout to the residence is the responsibility of the property owner to maintain.
- I did not see any storm drainage and Ryan said they do not have it yet. Hassan asked if they were going to go with drywells and Ryan said we met with Jordan, Sisul Engineering yesterday and they gave us all the information regarding Canby's storm system. Hassan asked if they were going to go to the pond and they said it was an option and Jerry said you will be getting a geo-tech and the answer was yes. Ryan said the problem we have is there are wells in the area and our plan limits us on where we can put the drywells. Hassan said as long as you have enough of the storm drainage conveyance system outside the 267 ft radius and Ryan said the other problem is the geo-tech may say we cannot put drywells on these lots because they are too close to the bank and we do not know yet. Our other option was to put a private storm/sewer line and dump it out this way to the pond and Hassan said we will need to look at it. Ryan said we hired Sisul Engineering to help us and Chris Kittredge of Kittredge Engineers will do the final engineering.
- As far as transportation goes I brought an agreement between Clackamas County and the City of Canby. It states once an annexation occurs the city will negotiate with the county on taking over the county roads. Jennifer said the person from the county who sent the email may not be aware we are going to take the road and Bryan said you will need to talk to Rick Robinson on S Fir Street because he is entertaining taking it over, but I do not know where he is in the process and Jerry said he is in the middle of it. Hassan said we own part of S Fir Street from SW 13th Avenue approximately 150 to 200 ft south and from there to the river is county's jurisdiction and Bryan said in front of this proposed site it is a county road and Hassan concurred. Ryan asked if this part of the road was part of the annexation and the answer was yes and Ryan asked if it changed the jurisdiction and Bryan said not automatically there is a process and in the urban growth management agreement it talks about the city taking over local streets when they are annexed. In all the past years no one has been honoring the urban growth boundary area and technically it states we are supposed to take the local street. Jennifer said we can discuss it with the county on meeting our city standards for roads and Jennifer said we can follow up on this and get back to you on the decision. Gordon said it is only 2 ft and we can work with each other and we are perfectly willing to build the road to city standards. Hassan said you will have to build at least 20 ft minimum and Ryan said two-thirds of a street and the answer was correct.
- Are you planning on tying into S Elm Street and they answer was yes.
- It looks like you have met the curve radii, 165 ft for local streets.

- I see on your plans you have 28 ft streets and just a reminder you can only park on one side. Bryan said we have a disconnect between our city ordinances and the Public Works Design Standards. We have a city ordinance that states it is restricted to one side only, but then you have the Public Works Design Standards which adopted the Transportation System Plan (TSP) cross section and it reads on a low volume street you can have parking on both sides, but we have not allowed that for several years. We have not had a chance to correct the Public Works Design Standards and change the TSP. Ryan said we will have to decide on what we want to do and we like the 28 ft to make it a close-knit neighborhood and Hassan said people like to have parking in front of their homes.
- We need at least a 25 ft tangent at the intersection from the face curb and the angle should not exceed 75 degrees and Ryan said we are at 90 degrees. Ryan said we used the Washington County standards to achieve the 15 ft setback and Hassan said our standards say on an elbow or eyebrow the curb has to be 48 ft. Ryan asked if there were any modifications to the standards. Discuss ensued.
- Is this a private sewer on the back of these properties and Ryan said no, it is public and on these plans it is showing the existing sewer and this is the proposed sewer and Jennifer said she would like to see the profiles. Ryan said you would have to raise the street by 2.7 ft and Gordon said this is our solution and these utilities plans were accepted with the concept plan. We are going to build a driveway here for you to maintain the sewer manhole and build it to access standards. Hassan asked when fences were installed over the sewer main and Ryan said we can put in a gate and I see a problem for us to raise the street 2.7 ft. Jerry said no, we have a problem with it entirely and Jennifer stated you have land locked a public sewer main and if we have to dig it out we would be digging fence lines and landscaping. Ryan said if this is an issue we could do a sewer line here and put private laterals back to the lots. Jerry said as long as it is all private it is a whole different issue. Ryan said we planned on raising this area up 2.5 ft to the grades out to the street and we will be able to get a gravity feed and Hassan said as long as you terminate it with a cleanout and from there on will be private. Ryan said you want the cleanout in the sidewalk and the answer was yes. Jennifer said you will need to disclose to the future property owners where the utility easements are for each property affected.
- Jennifer asked on these plans you are doing phases and would you be doing the city's infrastructure with phase 1 and/or would you be stubbing the streets? The answer was we would stub the streets.
- Ryan said we know there are wells in this area and Gordon said there is a well that serves the Beck's property and Ryan said it will be decommissioned. This is the area where we can do the drywells and I heard the city has a map that shows all the drywells in the city and I would like a copy to verify where the wells are on the entire site. Jerry said we have a map in our Public Works office area and you can use your phone and take a picture of the section. Ryan said he thinks this has adequate room to put the drywells in and Hassan said you can pipe it also by building a conveyance system. Ryan said you have a requirement to have the storm on site and Hassan said yes and just a reminder you cannot put any private stormwater into our public stormwater. Jerry asked if they will be maintaining the pond and the answer was they did not know yet. Jerry said you will need to determine it because it drains into the creek, which goes through a culvert under our road. Gordon said he would like to give the

pond to the parks department and the answer was no. Discussion ensued on private on-site storm for the lots next to the bluff and waiting for the geo-tech's report. Jerry wanted to know who is maintaining the culvert under the roadway because it gets dammed up by beavers and we need to have access to it for maintenance. Gordon said we will figure out a way for Public Works to have access and we will do on-site infiltration for each property, do drywells for the public stormwater, which will be outside the radii of the drinking wells. If you need an easement we will give you one for the maintenance of the culvert and Hassan said when you do a survey it will let us know where the culvert lies on which property and go from there.

PUBLIC WORKS DEPARTMENT, Jennifer Cline

- You are planning on giving us an update to all we have discussed here, drywells, stormwater system, street, storm and sewer profiles and cross sections of the streets. If you want acceptance to get your grading permit, I will need to see all of them. Gordon said this is our pre-application preliminary application to get the subdivision approval, but you need to understand we will incorporate all the comments in here and after we have our subdivision application approved and then we will come in for our engineering plans and that is when we will have all the details complete. Bryan said we need to make sure we come to an agreement on the preliminary concept of how you are dealing with drainage, come to an agreement to have access to the culvert for maintenance purposes and move the city sewer main from the backyards to the city's ROW. If that is appropriate you can move forward with the preliminary plat and we can feel confident that they will work out the final details in the constructions plans after the preliminary plat is approved. Ryan said do you want 34 ft ROW on S Fir and basically on all of our streets and Jennifer and Bryan will work this out. Bryan said you might have problems with the planning commission with 28 ft wide streets and they will know there will be limited parking to one side of the street and we have had a lot of protests from neighbors because there will not be enough parking and they will spill out on S Fir Street.
- Ryan asked what size of sidewalks do you want and Bryan said we have been doing 6 ft sidewalks with a 4-1/2 ft planter strip as our new standard. Jennifer asked if the planters were mandatory and Bryan said they are optional and Ryan said we can go with curb tight sidewalks. Jennifer said only if you are trying to preserve front yards and Gary said do not forget about utility easements in the front. Bryan said if you use a low volume street standard then we can potentially entertain curb tight sidewalks, but that is not what we want, we prefer planter strips. Hassan said from the face of the curb the planter strip is 5 ft to the front of the walk.
- Hassan stated when we take over a street from the county, the agreement we have is the road has to be to our city standards. Bryan said to our knowledge this was the only street that was evaluated and was satisfied with the majority of S Fir Street being built to city standards and Hassan said most of it is from Hope Village down to SW 13th Avenue and everything up towards the river is not.

CANBY UTILITY, WATER DEPARTMENT, Doug Quan

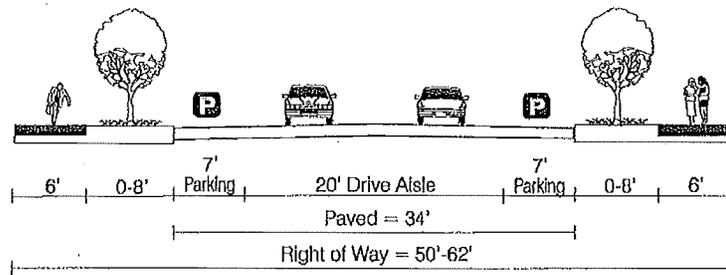
- On SW 16th Avenue between S Elm and S Fir Streets we will be asking for a 10 inch water line to connect to those two streets. We will require 8 inch water lines on all the other streets and on S Fir Street will be a 12 inch line.
- An automatic blow off station will be located at dead ends. The automatic blow off will be going to the stormwater system and be equipped with a dechlorination unit. Jerry said we will need to see the stormwater flow rates to see if they will accommodate the blow off unit's discharge.
- In phase 1 you have two stubs off an 8 inch main line and if those lots were not in play you would not need to place blow offs here and here, but if these stubs are not in play with services we can close the gate valve off. Ryan asked if they moved the services from here to here and placed the dead end here with the gate turned off will that work. Doug said as long as there are no active services off of this section and these two lots are off of SW 16th Avenue and you connect to it in phase 2 these lots can get services and you do not have to do a blow off stations.
- We will do the fire hydrants and put them at the proper spacing.

CITY OF CANBY, PLANNING DEPARTMENT, Bryan Brown

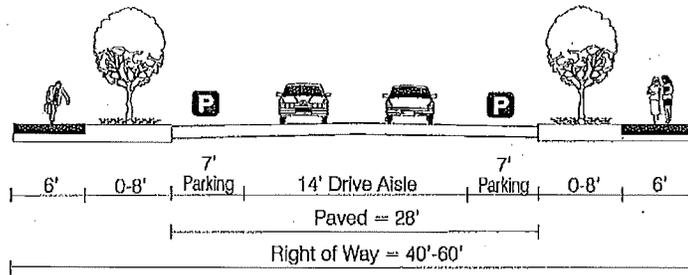
- Question #2 is about the percent of lots above or below and my advice to you is try to modify your lots in the lower percentage rather than 35% and reduce it to 10% and Ryan said it makes it worse because we have these 44 ft wide lots and they are all over 6,500 sq ft due to this extra area here. Are they more concerned with lots below the 5,000 sq ft as opposed to have lots larger than 6,500 sq ft? Bryan said the issue is affordable housing in Canby and even though they talk about it, we are not there yet. People do not want dense housing and they do not like small lots and you will need to have good reasons not meeting the standards. We do allow you the flexibility with lot averaging so you can have some under and over. I would say you better not press too much beyond the 10% allowed by the code for less than 5,000 sq ft. The bigger lots are not the problem it is the smaller ones. Ryan asked if they could take the R-1 and R-1.5 zones together so we can take the entire 70 lots. Bryan said that gets confusing because the lot sizes you are going outside of the boundary and are completely different. Ryan said you want 10% from each zone and Bryan stated you will have to separate them.
- You had a string of lots that were less than the required 60 ft frontage, lots 19, 27 and 43 are probably okay to be less, but 23, 24 and 40 are questionable because why can you not do the normal width standard since you are not on an eyebrow because if you are on an eyebrow you do not have to meet the minimum lot frontage and also if you are a flag lot it is 20 ft. The others, unless the lot is really weird shaped or on a curve which is really significant then yes you can argue on those. Ryan said we placed a pedestrian path between 23 and 40 and Bryan said you can potentially argue that factor, but the main issue is can you demonstrate adequate access to the individual home lots without meeting the normal frontage requirement. If you press too many of them without the obvious reasons then they will say you are just making the lots smaller. Ryan said the frontage issue is a code requirement and Bryan stated it does give the planning commission flexibility.

- Ryan asked about the 590 ft block length on SW 16th Avenue between S Fir to S G Streets and Bryan said you are thinking now of doing this updated version and the answer was yes. Bryan said our ordinance reads if it is 600 ft or more you have to put in a pedestrian easement and Ryan said we are 10 ft less than it. Jennifer asked what the standard for intersections was and Bryan said 150 ft minimum and 600 ft maximum. Jennifer asked what the intersection difference between SW 15th and SW 16th Avenues and Ryan stated 250 ft.

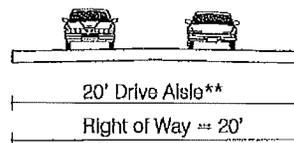
STANDARD LOCAL STREET



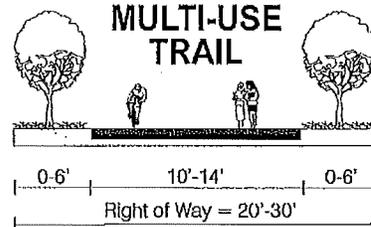
LOW-VOLUME LOCAL STREET (<500 Vehicles Per Day)



ALLEY



MULTI-USE TRAIL



Notes:

** On-Street Parking prohibited.

Low Impact Street Design Characteristics

Characteristic	Local
Drive Aisle	14 ft.
On-Street Parking	7 ft.- Both sides required
Bicycle Lanes (minimum)	None
Sidewalks (minimum)	6 ft.
Buffer/Planter Strip	0-8 ft
Turn Lane/Median	None
Neighborhood Traffic Management (NTM)	Under Special Conditions
Transit	Should not be used
Turn Lanes	None

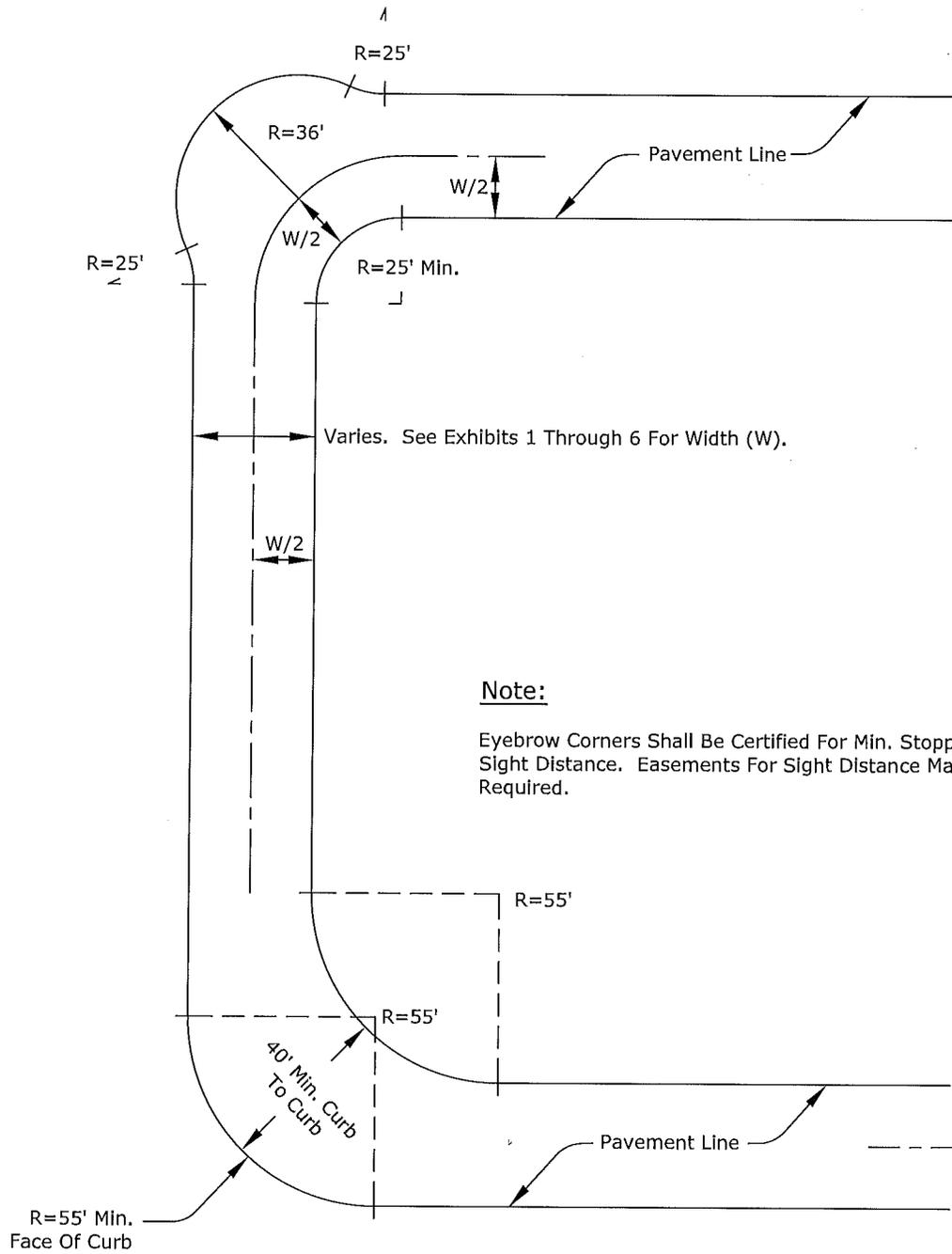
"Low Impact" standards require demonstration of hardship, other exceptional circumstances resulting from conditions of the adjacent properties and must be approved by City Staff.

LEGEND

P - On-street Parking Lane
(except at intersections)

Figure 7-6

**LOCAL STREET/ALLEY:
STANDARD CROSS-SECTIONS**



Note:

Eyebrow Corners Shall Be Certified For Min. Stopping Sight Distance. Easements For Sight Distance May Be Required.



WASHINGTON COUNTY
DEPARTMENT OF LAND USE &
TRANSPORTATION
ENGINEERING SECTION

EYEBROW - CORNER

PLOT STAMP: 02/24/11 5:23P KELLYE
CAD: 2220.DWG

EFFECTIVE DATE: 3/18/2011

WASH. CO. # 2220

BECK POND AVERAGE LOT SIZES 3-28-18

<u>LOT NO.</u>	<u>SQ. FT.</u>	<u>Variable R-1.5 Zone</u>	<u>LOT NO.</u>	<u>SQ. FT</u>	<u>Variable R-1 Zone</u>
1	5348		38	7080	
2	5076		39	7070	
3	5076		40	7070	
4	6472		41	7070	
5	5883		42	7070	
6	5784		46	7070	
7	5795		47	7110	
8	5806		48	7052	
9	5844		49	7763	
10	5724		50	7024	
11	5724		51	7210	
12	5724		52	8662	
13	6200		53	8374	
14	5599		54	7021	
15	5778		55	7181	
16	5778		56	7234	
17	5810		57	7392	
18	4337	under	58	8033	
19	5425		63	9274	
20	5444		64	9160	
21	5415		65	7285	
22	5260		66	6464	under
23	7312	over	67	6483	under
24	13754	exempt			
25	4829	under	Total SF	171152	
26	4796	under	SF Ave.	7,441	
27	4354	under			
28	5991				
29	7081	over	Percentage Under 7,000 sf = 9%		
30	6942	over	2 = Lots Under 7,000 SF		
31	5016		0 = Lots Over 10,000 SF		
32	5016		23 = Total Lots in the R-1 Zone		
33	5016				
34	5016		69 = Total Lots in R-1 & R-1.5 Zones Combined		
35	6151				
36	6454				
37	6516	over			
43	6400				
44	6464				
45	6464				
59	6533	over			
60	5504				
61	7010	over			
62	8234	over			

68	5555
69	5454
TOTAL SF	275164
SF AVE.	5,982

Percentage under 5,000 sf & over 6,500 sf = 24%

Percentage under 5,000 sf = 9%

4 = Lots Under 5,000 SF

7 = Lots Over 6,500 SF

46 = Total Lots in the R-1.5 Zone

66 lots minus Lot 81 = 65 lots to compute Variable Percentage

EOB

NO PART OF ANY STEVENS-NESS FORM MAY BE REPRODUCED IN ANY FORM OR BY ANY ELECTRONIC OR MECHANICAL MEANS.



NADINE J. BECK, Trustee
BECK JOINT TRUST

STATE OF OREGON,
County of _____ } ss.

Grantor's Name and Address
RODNEY J. BECK
CAROL M. BECK

Clackamas County Official Records 2009-061777
Sherry Hall, County Clerk

Grantee's Name and Address
After recording, return to (Name, Address, Zip):
Rodney J. Beck, PC
#150, 15 82nd Drive
Gladstone, Oregon 97027

SP \$31.00
RE 01338734200900617770010016 08/31/2009 09:42:06 AM
D-D Cnt=1 Stn=2 JANISKEL
\$5.00 \$10.00 \$16.00

Until requested otherwise, send all tax statements to (Name, Address, Zip):
Rodney & Carol Beck
1555 S. Fir
Canby, Oregon 97013

NAME TITLE
By _____, Deputy.

BARGAIN AND SALE DEED

KNOW ALL BY THESE PRESENTS that Nadine J. Beck, Sole Trustee, Beck Joint Trust,
restated August 20, 2002

hereinafter called grantor, for the consideration hereinafter stated, does hereby grant, bargain, sell and convey unto
Rodney J. Beck and Carol M. Beck, tenants by entirety as to remaining 5% ownership
hereinafter called grantee, and unto grantee's heirs, successors and assigns, all of that certain real property, with the tenements, hereditaments and appurtenances thereunto belonging or in any way appertaining, situated in Clackamas County,
State of Oregon, described as follows, to-wit:

Real property in the County of Clackamas, State of Oregon, described as follows:

A TRACT OF LAND LOCATED IN THE SOUTHWEST ONE-QUARTER OF SECTION 4, TOWNSHIP 4 SOUTH, RANGE 1 EAST, OF THE WILLAMETTE MERIDIAN, IN THE COUNTY OF CLACKAMAS AND STATE OF OREGON, DESCRIBED AS FOLLOWS:

BEGINNING AT A STONE WHICH MARKS THE SOUTH ONE-QUARTER CORNER OF SAID SECTION 4; THENCE NORTH 00° 14' EAST, 1320.00 FEET ALONG THE EASTERLY RIGHT OF WAY LINE OF O. R. MACK ROAD TO A POINT; THENCE NORTH 89° 25' WEST, 33.00 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY OF SAID ROAD, SAID POINT BEING THE TRUE POINT OF BEGINNING OF THE HEREINAFTER DESCRIBED TRACT OF LAND; THENCE CONTINUING NORTH 89° 25' WEST PARALLEL TO THE E. D. RACKLEEF ROAD, 726.00 FEET; THENCE SOUTH 00° 14' WEST PARALLEL TO THE O. R. MACK ROAD, 330.00 FEET; THENCE NORTH 89° 25' WEST PARALLEL TO THE E. D. RACKLEEF ROAD 33.00 FEET; THENCE NORTH 00° 14' EAST PARALLEL TO THE O. R. MACK ROAD 674.35 FEET; THENCE SOUTH 89° 25' EAST 759.00 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY LINE OF THE O. R. MACK ROAD; THENCE SOUTH 00° 14' WEST ALONG THE WESTERLY RIGHT OF WAY LINE OF SAID ROAD, 344.35 FEET TO THE TRUE POINT OF BEGINNING.

NOTE: This legal description was created prior to January 1, 2008.

Tax Parcel Number: 01002195

(IF SPACE INSUFFICIENT, CONTINUE DESCRIPTION ON REVERSE)

To Have and to Hold the same unto grantee and grantee's heirs, successors and assigns forever.

The true and actual consideration paid for this transfer, stated in terms of dollars, is \$ 0. However, the actual consideration consists of or includes other property or value given or promised which is part of the the whole (indicate which) consideration. (The sentence between the symbols \emptyset , if not applicable, should be deleted. See ORS 93.030.)

In construing this deed, where the context so requires, the singular includes the plural, and all grammatical changes shall be made so that this deed shall apply equally to corporations and to individuals.

IN WITNESS WHEREOF, the grantor has executed this instrument on May 13, 2008; if grantor is a corporation, it has caused its name to be signed and its seal, if any, affixed by an officer or other person duly authorized to do so by order of its board of directors.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS. IF ANY UNDER ORS 126.004, 126.301 AND 126.305 TO 126.306 AND SECTIONS 6 TO 11, CHAPTER 424, OREGON LAWS 2007, THIS INSTRUMENT DOES NOT ALLOW ANY OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACCEPTING TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE LIMIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 215.001 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON EASEMENTS, RIGHTS OR EASEMENTS, AND TO VERIFY THE PROPERTY IS NOT SUBJECT TO ANY OTHER INTERESTS OR ENCUMBRANCES. IF ANY UNDER ORS 126.004, 126.301 AND 126.305 TO 126.306 AND SECTIONS 6 TO 11, CHAPTER 424, OREGON LAWS 2007.

X Nadine J. Beck
NADINE J. BECK, Trustee

STATE OF OREGON, County of Clackamas) ss.

This instrument was acknowledged before me on _____
by _____
This instrument was acknowledged before me on May 13, 2008,
by NADINE J. BECK
as TRUSTEE
of BECK JOINT TRUST, Restated August 20, 2002



Diane Mc Coy
Notary Public for Oregon
My commission expires 5-24-09

PUBLISHER'S NOTE: If using this form to convey real property subject to ORS 92.027, include the required reference.

BARGAIN AND SALE DEED

JOHN WILSON BECK and NADINE J. BECK, GRANTORS, convey to JOHN WILSON BECK AND NADINE J. BECK, GRANTEES, Trustees (or any successor Trustee) under Trust Agreement dated March 31st, 1993, wherein GRANTORS are Trustors and Beneficiaries, the real property described on Exhibit A attached hereto located in Clackamas County, Oregon. Said real property is to be added to Schedule A-1 of the BECK JOINT TRUST.

The true consideration for this conveyance is \$ None.

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES.

DATED this 31st day of March, 1993.

John Wilson Beck
JOHN WILSON BECK

Nadine J. Beck
NADINE J. BECK

STATE OF OREGON)
) ss. March 31st, 1993
County of Multnomah)

Personally appeared the above named JOHN WILSON BECK and NADINE J. BECK and acknowledged the foregoing instrument to be their voluntary act and deed.



Before me:

Joan E Pennington
Notary Public for Oregon
My commission expires: 4/20/93

Grantor's name and addresses:

John Wilson and Nadine J. Beck
P.O. Box 846
Canby, OR 97013

Grantee's name and address:

John Wilson and Nadine J. Beck, Co-Trustees
P.O. Box 846
Canby, OR 97013

After recording, return to:

Laurie N. Caldwell-Lee
300 Pioneer Tower, 808 S.W. 5th Ave
Portland, OR 97204

Until a change is requested,
all tax statements shall be
sent to:
NO CHANGE

Page 1 - BARGAIN AND SALE DEED

93 34836

EXHIBIT A

Parcel I (1715 S. Fir Street, Canby, Oregon) R 41E 04C 01500

BEGINNING at a point 60 rods North and 2 rods West from the one-quarter section corner on the South boundary of Section 4 of T. 4 S., R. 1 E. of the W.M., running thence North and parallel with the line between East and West halves of Section 4 20 rods; thence North 89° 25' West, 44 rods; thence South 20 rods; thence South 89° 25' East 44 rods to the place of beginning in the County of Clackamas and State of Oregon.

Parcel II (6.25 acres adjacent to southerly property line of 1555 S. Fir, Canby, Oregon) R 41E 04C 01401

A tract of land located in the Southwest one-quarter of Section 4, T. 4 S., R. 1 E., of the W.M., in the County of Clackamas and State of Oregon, described as follows:

BEGINNING at a stone which marks the South one-quarter corner of said Section 4; thence North 00° 14' East, 1320.00 feet along the Easterly right of way line of O. R. Mack Road to a point; thence North 89° 25' West, 33.00 feet to a point on the Westerly right of way of said road, said point being the true point of beginning of the hereinafter described tract of land; thence continuing North 89° 25' West parallel to the E. D. Rackleaf Road, 726.00 feet; thence South 00° 14' West parallel to the O. R. Mack Road, 330.00 feet; thence North 89° 25' West parallel to the E. D. Rackleaf Road 33.00 feet; thence North 00° 14' East parallel to the O. R. Mack Road 674.35 feet; thence South 89° 25' East 759.00 feet to a point on the Westerly right of way line of the O. R. Mack Road; thence South 00° 14' West along the westerly right of way line of said road, 344.35 feet to the true point of beginning.

STATE OF OREGON
County of Clackamas
I, John Kaufman, County Clerk for the County of Clackamas, do hereby certify that the instrument of writing was received for recording in the records of said county at

93 MAY 24 PM 3:09



Witness my hand and seal this
John Kaufman
JOHN KAUFFMAN
County Clerk
Recording Certificate
COP-83 (Rev. 8/73)

93 34836

2

C-16913 SAFECO TITLE INSURANCE COMPANY

KNOW ALL MEN BY THESE PRESENTS, That ED HARNACK, a life estate, and LELA BELLE CARR, fee remainder, hereinafter called the grantor, for the consideration hereinafter stated, to grantor paid by RODNEY J. BECK, hereinafter called the grantee, does hereby grant, bargain, sell and convey unto the said grantee and grantee's heirs, successors and assigns, that certain real property, with the tenements, hereditaments and appurtenances thereunto belonging or appertaining, situated in the County of Clackamas and State of Oregon, described as follows, to-wit:

See Exhibit "A" attached hereto and thereby made a part hereof.

(IF SPACE INSUFFICIENT, CONTINUE DESCRIPTION ON REVERSE SIDE)

To Have and to Hold the same unto the said grantee and grantee's heirs, successors and assigns forever. And said grantor hereby covenants to and with said grantee and grantee's heirs, successors and assigns, that grantor is lawfully seized in fee simple of the above granted premises, free from all encumbrances

and that grantor will warrant and forever defend the said premises and every part and parcel thereof against the lawful claims and demands of all persons whomsoever, except those claiming under the above described encumbrances.

The true and actual consideration paid for this transfer, stated in terms of dollars, is \$ 7,380.00. However, the actual consideration consists of or includes other property or value given or promised which is the whole consideration (indicate which) of the same between the symbols. If not applicable, should be deleted. See ORS 81.030. In construing this deed and where the context so requires, the singular includes the plural and all grammatical changes shall be implied to make the provisions hereof apply equally to corporations and to individuals.

In Witness Whereof, the grantor has executed this instrument this 4th day of June, 1976; if a corporate grantor, it has caused its name to be signed and seal affixed by its officers, duly authorized thereto by order of its board of directors.

X Ed Harnack
Lela B. Carr

(If executed by a corporation, affix corporate seal)

STATE OF OREGON, County of Clackamas, June 4, 1976.

STATE OF OREGON, County of Clackamas, June 4, 1976.

Personally appeared the above named Ed Harnack and Lela Belle Carr and acknowledged the foregoing instrument to be their voluntary act and deed.

Personally appeared _____ and _____ who, being duly sworn, each for himself and not one for the other, did say that the former is the president and that the latter is the secretary of _____ a corporation, and that the seal affixed to the foregoing instrument is the corporate seal of said corporation and that said instrument was signed and sealed in behalf of said corporation by authority of its board of directors; and each of them acknowledged said instrument to be its voluntary act and deed.

Margaret Smith
Notary Public for Oregon
My commission expires 7-22-78

Notary Public for Oregon
My commission expires: _____

Ed Harnack and Lela Belle Carr
GRANTOR'S NAME AND ADDRESS

STATE OF OREGON, County of Clackamas

Rodney J. Beck
GRANTOR'S NAME AND ADDRESS

I certify that the within instrument was received for record on the day of _____, 1976, at _____ o'clock _____ M., and recorded in book _____ on page _____ or as file/reel number _____ Record of Deeds of said county.

Rodney J. Beck
P.O. Box 846
Canby, Oregon 97013
NAME, ADDRESS, ZIP

SPACE RESERVED FOR RECORDER'S USE

Witness my hand and seal of County affixed.
Recording Officer
By _____ Deputy

Until a change is requested all tax statements shall be sent to the following address:
Rodney J. Beck
P.O. Box 846
Canby, Oregon 97013
NAME, ADDRESS, ZIP

EXHIBIT "A"

DESCRIPTION

A part of the Southwest one-quarter of Section 4, Township 4 South, Range 1 East of the Willamette Meridian, in Clackamas County, Oregon, described as follows:

BEGINNING at an iron rod marking the Northeast corner of that tract of land conveyed to John W. Beck, et ux, by deed recorded August 17, 1970, as Recorder's Fee No. 70-16311, Clackamas County Records, which bears North 00° 14' West, 1,664.35 feet and North 89° 25' West, 33 feet from the South one-quarter corner of said Section, also being a point on the West right-of-way line of County Road No. 1288; thence North 89° 25' West, tracing the North line of said Beck tract, 759 feet to a point of intersection with the East line of that tract of land sold on contract to Dwayne L. Lingel, et ux, recorded August 9, 1971, in Book 590, Page 577, Clackamas County Deed Records; thence North 0° 14' East, tracing the East line of said Lingel tract and the East line of that tract of land conveyed to Robin A. Drews, et ux, by deed recorded September 12, 1963, in Book 628, Page 267, Clackamas County Deed Records, 257.70 feet to the Southwest corner of a tract of land conveyed to Rodney M. Pitts by instrument recorded October 18, 1961, in Book 594, Page 12, Clackamas County Deed Records; thence East, along the South line of said Pitts tract, 105.00 feet to the Southeast corner thereof, said point also being the Southwest corner of a tract of land conveyed to Mabel Yates by instrument recorded October 18, 1961, in Book 594, Page 13, Clackamas County Deed Records; thence East, along the South line of said Yates tract, 274.50 feet to a point; thence South 0° 14' West, parallel to the West line of County Road No. 1288, a distance of 232.70 feet, to a point which bears North 25 feet from the North line of the aforesaid Beck tract, when measured at right angles thereto; thence South 89° 25' East, parallel to said North line, 379.50 feet to a point of intersection with the West right-of-way of County Road No. 1288; thence South 0° 14' West, tracing said right-of-way, 25 feet to the point of beginning.

EXCEPTING therefrom the Easterly five feet of the premises herein described lying West of and adjacent to when measured at right angles thereto, the West line of County Road No. 1288.

STATE OF OREGON
County of Clackamas

I, George D. Poppo, County Clerk, Ex-Officio Recorder of Conveyances and Ex-Officio Clerk of the Circuit Court of the State of Oregon, for the County of Clackamas, do hereby certify that the within instrument of writing was received for and recorded in the records of said county at

76 JUN 4 P 3:35



Witness my hand and seal of office this 4th day of June 1976
GEORGE D. POPPO
County Clerk

Recording Certificate 76 18496
CCP-RC

2

CITY OF CANBY - COMMENT FORM

If you are unable to attend the Public Hearing, you may submit written comments on this form, in a letter or by email. Please send comments to the City of Canby Planning Department:

By mail: Planning Department, PO Box 930, Canby, OR 97013
In person: Planning Department at 222 NE 2nd Ave, 2nd floor
E-mail: PublicComments@canbyoregon.com

Written comments to be included in Council packet are due by July 20, 2018.

Written and oral comments can be submitted up to the time of the Public Hearing and may also be delivered in person during the Public Hearing on August 1, 2018 at 7:00 pm in the Council Chambers.

Application: APP 18-02: Appeal of Planning Commission's Approval of the Beck Pond Subdivision application (SUB 18-01/VAR 18-01)

COMMENTS:

THANK YOU FOR GIVING ME THE OPPORTUNITY TO VOICE MY OPINION. HOWEVER AT THIS POINT I'M SURE YOU HAVE APPROVED THIS SUBDIVISION CLAIMING ITS "PROGRESS"

I'M WRITING AS A MEMBER OF THE SENIOR COMMUNITY HERE AT HOPE VILLAGE. THE MAJORITY OF RESIDENTS HERE ARE SENIORS IN THEIR LAST YEARS OF LIFE. MANY ARE VERY ILL. IT HAS BEEN PEACEFUL AND QUIET UP TO NOW. TRAFFIC AT ITS MINIMUM. CRIME RATE HAS BEEN 0.

SO MY CONCERN IS THE VOLUME OF TRAFFIC S FIR ST. WILL INCUR. THE LACK OF RESPECT FOR SENIORS - ESPECIALLY THOSE WHO ARE ILL.

WE DESPERATELY NEED MORE LOW INCOME SENIOR HOMES AND CARE CENTERS IN THIS AREA SINCE IT IS NOW EXCLUSIVE HERE.

IF WE COULD TAKE THESE HARD WORKING SENIORS THAT HAVE MADE IT THRU WARS & DEPRESSIONS INSTEAD OF THOSE WHO DON'T WANT TO SUPPORT THEMSELVES, THE COMMUNITY WOULD THRIVE.

CITIZEN NAME: ABLENE ANGEL

ADDRESS: 1540 S. FIR ST. # 217

EMAIL: _____ DATE: 07/13/18

AGENCY COMMENTS:

Please check one box and fill in your Name/Agency/Date 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.
- No Comments.

NAME: _____ AGENCY: _____

DATE: _____

Please submit all comments by email to:
PublicComments@canbyoregon.gov
Thank You!



MEMORANDUM

TO: City of Canby
FROM: Kenneth Kent, Senior Planner, Engineering Development Review
DATE: February 28, 2018
RE: Pre-Application, 89-Lot Subdivision at 1555 and 1715 S Fir Street
41E04CA 01500 & 01600
41E04C 01500 & 01600

This office has the following comments pertaining to this proposal:

1. The project site fronts on the west side of S Fir Street, which is under the jurisdiction of Clackamas County. Submittal of plans and issuance of a Development Permit from Clackamas County for access and frontage improvements on S Fir Street will be required.
2. S Fir Street is classified as a local roadway by Clackamas County. The minimum right-of-way width for a local roadway is 54 feet. The applicant will be required to dedicate additional right-of-way along the entire site frontage as necessary to provide a minimum 27-foot one half right-of-way width from the right-of-way centerline.
3. An 8-foot wide public easement for sign, slope and public utilities will be required along the entire frontage of S Fir Street.
4. The applicant will be required to design and construct improvements along the entire site frontage of S Fir Street to local roadway standards, per Clackamas County Roadway Standards, Standard Drawing C120. These improvements shall consist of:
 - a. Up to a one half-street improvement with a minimum paved width of 16 feet from the centerline of the right-of-way. The structural section shall be designed and constructed per Standard Drawing C100 for a local roadway. The required improvements shall result in a minimum total road width of 20 feet.
 - b. Inbound and outbound tapers shall be provided per Section 250.6.4 of the Clackamas County Roadway Standards.
 - c. Standard curb, or curb and gutter if curblin slope is less than one percent, with the curb face located 16 feet from the centerline of the right-of-way.

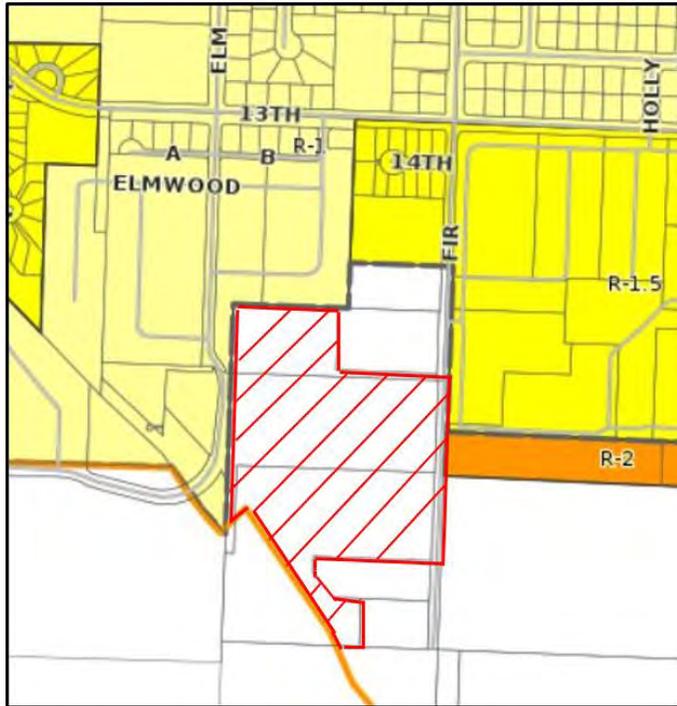
- d. A 5-foot wide sidewalk behind a 5-foot wide landscape strip, including street trees shall be constructed along the entire site frontage. Where the sidewalk does not connect to sidewalk on adjacent property, the end of the sidewalk requires and ADA compliant curb ramp, providing a transition from the new sidewalk to the edge of pavement.
- e. Dual Curb ramps shall be provide at the proposed intersection of 16th Avenue with S Fir Street, constructed per Standard Drawing S910.
- f. Where the total width of S Fir Street is less than 32 and at least 28 feet, the road shall be signed for parking on one side. Where the road is less than 28 feet in width the road shall be signed no parking on both sides.
- g. Storm drainage facilities in conformance with *Clackamas County Roadway Standards* Chapter 4.
- h. Utility Placement Permit shall be required for any utility work required within the right-of-way of S Fir Street.
- i. A temporary emergency vehicle turnaround shall be provided at or near the southern end of the site frontage on S Fir Street



PUBLIC HEARING NOTICE & REQUEST FOR COMMENTS
City File #: **SUB & VAR 18-01**
Project Name: **BECK POND SUBDIVISION & VARIANCE**
PUBLIC HEARING DATE: JUNE 11, 2018

NOTICE OF PUBLIC HEARING & REQUEST FOR COMMENTS

The purpose of this Notice is to invite you to Public Hearing at a Planning Commission meeting on Monday, June 11, 2018 at 7 pm, City Council Chambers, 222 NE 2nd Ave to review a Subdivision & a Variance application (SUB & VAR 18-01) for approval of a 69-lot subdivision, and a variance to increase the block length. This property is part of the SW Canby Development Concept Plan approved annexation.



Comments due– If you would like your comments to be incorporated into the City’s Staff Report, please return the Comment Form by Wednesday, May 30, 2018.
Location: 1555 & 1715 S Fir Street
Tax Lots: 41E04C 01401 & 01500 and 41E045CA01600
Lot Size and Zoning: 13.95 acres, R-1 Low Density Residential and R-1.5 Medium Density Residential
Owners: Rodney & Carol Beck, and The Nadine J Beck Trust
Applicant: Stafford Development Company
Representative: Gordon Root, Levi Levasa, Ryan O’Brien
Application Type: Subdivision (Type III)
City File Number: SUB 18-01 & VAR 18-01
Contact: David Epling at 503-266-0686 or email eplingd@canbyoregon.gov
What is the Decision Process? The Planning Commission will make a decision after the Public Hearing. The Planning Commission’s decision may be appealed to the City Council.

Where can I send my comments? Written comments can be submitted up to the time of the Public Hearing and may also be delivered in person to the Planning Commission during the Public Hearing on Monday, June 11, 2018. (Please see *Comment Form*). Comments can be mailed to the Canby Planning Department, PO Box 930, Canby, OR 97013; dropped off at 222 NE 2nd Ave; or emailed to PublicComments@canbyoregon.gov

How can I review the documents and staff report? Weekdays from 8 AM to 5 PM at the Canby Planning Department. The staff report to the Planning Commission will be available for inspection starting Friday, June 1, 2018 and can be viewed on the City’s website: <http://www.canbyoregon.gov> Copies are available at \$0.25 per page or can be emailed to you upon request.

Applicable Criteria: SW Canby Development Concept Plan, City of Canby Comprehensive Plan, and Canby Municipal Code Chapters:

- | | |
|---|--|
| 16.08 General Provisions | 16.62 Subdivisions – Applications |
| 16.10 Off-Street Parking and Loading | 16.64 Subdivisions – Design Standards |
| 16.16 R 1 Low Density Residential Zone | 16.86 Street Alignments |
| 16.18 R-1.5 Medium Density Residential Zone | 16.88 General Standards & Procedures |
| 16.46 Access Standards | 16.89 Application & Review Procedures |
| | 16.120 Parks, Open Space & Recreation Land |

Note: Failure of an issue to be raised in a hearing, in person or by letter, or failure to provide statements or evidence sufficient to afford the decision maker an opportunity to respond to the issue precludes appeal to the board based on that issue.

May 31, 2018

MEMORANDUM

TO: Public Comments
City of Canby

FROM: Hassan Ibrahim, P.E.
Curran-McLeod, Inc.

RE: **CITY OF CANBY**
BECK POND SUBDIVISION (SUB & VAR 18-01)

We have reviewed the submitted preliminary plans on the above mentioned project and have the following comments:

1. S Fir Street is a county road and should have been transferred to the City upon annexation of this property as per the agreement between Clackamas County and the City of Canby, dated November 4, 1992. This roadway is classified as a local street as per the City Transportation System Plan (TSP), the existing right-of-way is 40 feet wide (20 feet on each side of the centerline). Additional right-of-way dedication of 9 feet along the entire site frontage of this development is adequate and meets City local standards. The developer shall construct half street improvements with curbs, 4.5-foot wide planter strip with street trees from City approved tree list, 6-foot wide concrete sidewalks, utilities as required and street lights. The half street improvements shall be built to City Standards with the curb placed at 18-foot from the centerline right-of-way to match the east side of the roadway in conformance with section 2.207 of the City of Canby Public Works Design Standards dated June 2012. An asphalt tapers at the rate of 10:1 shall be constructed to match existing asphalt surface at both ends of the street.
2. All interior streets within the subdivision shall be designed to City local street standards with 34-foot paved width, curbs, 4.5-foot wide planter with street trees, 6-foot wide sidewalks, street lights and utilities in conformance with Chapter 2 of the City of Canby Public Works Design Standards, dated June 2012.
3. Temporary fire truck turnarounds shall be constructed at the phase lines and at the end of 15th Avenue where the roadway is in excess of 150 feet in length. The geometric turnaround and location shall meet the City of Canby Fire Department requirements.

4. A minimum of 10 feet wide paved trail shall be constructed along the top of the bluff and connects to G Street and S Elm Street as shown. Removable bollards must be installed at the connection with G Street and S Elm Street.
5. All corner ADA ramps and sidewalks at the existing house to remain frontage shall be constructed as part of this development.
6. The developer's design engineer will be required to submit as part of the construction plans a signing and striping plan. All street names and traffic signs shall be installed by the developer at his expense and as part of this development. The City may supply the required traffic and street name signs based on a mutually agreed cost.
7. As part of the final design, the developer's design engineer shall provide a minimum of 200-foot future centerline street profile design to assure future grades can be met at all the adjoining properties (S Fir Street, 15th Avenue and 16th Avenue).
8. An erosion control permit will be required from the City of Canby prior to any on-site disturbance.
9. A demolition permit will be required from the City prior to demoing any existing structures on lots 20 & 21, lots 25 & 26 and lots 52 thru 56.
10. The existing domestic or irrigation wells shall be abandoned in conformance with OAR 690-220-0030. A copy of Oregon water Rights Department (OWRD) abandonment certificate shall be submitted to the City.
11. Any existing on-site sewage disposal system shall be abandoned in conformance with DEQ and Clackamas County Water Environmental Services (WES) regulations. A copy of the septic tank removal certificate shall be submitted to the City.
12. The existing house on lot 24 shall connect to City water and sewer as part of this development and SDC charges shall be paid prior to connection.
13. Sanitary sewer exists along S Elm Street to serve this site. Sanitary sewer lines shall be extended to serve the adjoining properties as applicable.
14. A storm drainage plan has not been submitted as part of this application. The storm drainage runoff can be discharged the Molalla River or using on-site drywells. Discharging storm runoff directly to the Molalla River will require water quality treatment prior to any discharge and may require DEQ approval. Using drywells (UIC)

as a means to discharge storm runoff from the public streets must meet the following criteria: The UIC structures location shall meet at least one of the two conditions: (1) the vertical separation distance between the UIC and seasonal high groundwater is more than 2.5 feet or (2) the horizontal separation distance between the UIC and any water well is a minimum of 267 feet in accordance of the City of Canby Stormwater Master Plan, Appendix "C", Groundwater Protectiveness Demonstration and Risk Prioritization for Underground Injection Control (UIC) Devices. A final storm drainage report shall be prepared by a registered professional engineer and submitted with the final construction plans. The report shall meet Chapter 4 of the City of Canby Public Works Design Standards dated June 2012.

15. All private storm drainage runoff shall be disposed on the individual lots as per Chapter 4 of the City of Canby Public Works Design Standards dated June 2012.

Should you have any questions or need additional information, please let me know.

**TO: The Canby Planning Commission and the Canby
Traffic Commission**

**Re: File No. SUB & VAR, 18-10 Beck Pond Subdivision and Variance and
Proposed Mayberry Project and Proposed Hope Village South Complex**

There are 138 Garden Homes & Cottages in the current Hope Village Complex.
There is at least one vehicle for each residence. 138 vehicles

There are a number of workers that do maintenance work
and run Hope Village. 12 vehicles

Cars counted in all the parking lots-- additional parking
for residents of Hope Village, the two apartment buildings and
parking for The Marquis Care Center on **Thursday, May 24 at 2 p.m.** 147 vehicles

**Currently, Hope Village has 5 exits and entrances to service the
Whole community.** **297 vehicles**

PROPOSED DEVELOPMENT CARS:

Beck Project: 69 houses x 2 cars per household 138 vehicles

Mayberry Project: 90 houses x 2 cars per household 180 vehicles

Proposed Hope Village south: 73 dwellings plus
Additional parking space for visitors. 100 vehicles

Additional cars for homes along Fir Street 35 vehicles

453 vehicles

At this time the Canby Planning Commission has approved only **two exits or entrances**—one on Fir Street and one on Elm. There are no time lines shown when the **Elm Street entrance** will be available for construction traffic or current residents to use. In the meantime until any other exits or entrances may be available all car traffic, possible construction traffic ,emergency vehicle traffic, and current residential traffic from all the Hope Village facilities, the Marquis, and the residents living along Fir and at the end of Fir will have to use Fir street as the main point of entrance and exit placing a heavy burden upon Thirteenth street, which is already a designated truck route through Canby as the main point of entry out of this area. There are only two traffic controls along Thirteenth from Highway 99 to Ivy Street. One is a 4-way stop at Elm Street and the other is Ivy which currently has no designated left lane turning signal from Thirteenth to Ivy or from Ivy to Thirteenth.

Thirteenth Avenue has a designated speed limit of 25 which is currently monitored by flashing signs and residents living in the area can testify that speed is still an issue on this street. Thirteenth Avenue is also a route for school children walking or riding bikes to a Junior High School and a Grade School and a heavily used bus route during the morning rush hour and in the early afternoon causing some major delays for traffic trying to access Thirteenth Avenue to travel to Ivy Street. Also there is a fair amount of traffic and parking around the Senior Center at the corner of Thirteenth and Ivy. **In addition to all this there is now under consideration a large complex of town houses at the corner Thirteenth and Ivy.**

There is mention of a proposed roundabout to control traffic to be built on Ivy street, but since Ivy Street is under the jurisdiction of Clackamas County and The City of Canby Planning Commission has indicated at a meeting that there were no funds available in the current Canby budget for such a project, there is no reason to believe that this project will be available for use in the near future.

There is also a question about what will happen when there is a large back-up of cars on Fir waiting to turn left and frustrated drivers decide to “cut-through” Hope Village to save time. Hope Village has a designated speed limit of 10 MPH posted on signs along the streets. There are a number of seniors who have hearing problems who exercise by walking early in the morning and in the evening through the streets and sidewalks of Hope Village and this may become a safety concern for the residents. There are also a number of emergency vehicles coming into and going out of Hope Village all times of the day and night to accommodate Medical emergencies that seniors may have and with all the construction and traffic which these new developments will bring that is another factor that should be taken into consideration in future traffic plans.

In conclusion we would ask that the Canby Planning Commission and The Canby Traffic Safety Commission consider the fact that **Hope Village has 297 vehicles using five exits** (which were apparently required when Hope Village was built) so why would the Planning Commission only require a total **of only two exits and entrances at the present time** to handle all the current traffic and construction traffic the three new developments proposed to be built south of Hope Village and Thirteenth Street. When all the construction is done these new developments could generate approximately **750** daily trips onto Fir, Elm and Thirteenth Avenue ? How about requiring another permanent entrance and exit along Ivy to be built when the initial building begins?

All of the above issues are of a real concern to the more than **300** residents of Hope Village and the surrounding areas. As tax paying citizens of Canby we ask to have our concerns listened to and handled by the members of the Traffic Safety Commission and the Canby Planning Department

Thank you for your prompt attention to these matters.

CONCERNED CITIZENS OF HOPE VILLAGE

CITY OF CANBY –COMMENT FORM

If you are unable to attend the Public Hearing, you may submit written comments on this form or in a letter addressing the Planning Commission. Please send comments to the City of Canby Planning Department:

By mail: Planning Department, PO Box 930, Canby, OR 97013
In person: Planning Department at 222 NE 2nd Ave, Canby, OR 97013
E-mail: PublicComments@canbyoregon.gov

Written comments to be included in the Planning Commission's meeting packet are due by Noon on Wednesday, May 30, 2018. Written comments can also be submitted up to the time of the Public Hearing on Monday, June 11, 2018 and may be delivered in person to the Planning Commission during the Public Hearing at 7 pm in the City Council Chambers, 222 NE 2nd Avenue, 1st Floor.

Application: SUB 18-01 & VAR 18-01 BECK POND SUBDIVISION & VARIANCE/STAFFORD DEVELOPMENT CO.

COMMENTS:

I am against construction of any kind as it could put many people at risk, especially those with medical issues. You must keep in mind, the dust from construction of this magnitude could create serious, if not fatal consequences especially on the residents with respiratory problems along with COPD.

We are a quiet community of approximately 56 senior citizens at The Meadows. It is not unusual seeing our residents walking morning, afternoon, and in the evening. Mind you, we don't walk as fast as we once did, however we have always been safe. With this new development you are proposing, our safety could be extremely compromised.

If the construction of these homes were allowed, the elderly residents of Hope Village will be at greater risk of serious and possibly fatal consequence.

NAME: Wynne Carter
EMAIL: _____
ADDRESS: 346 S. Fox St #212
PHONE # (optional): 503 992 9546
DATE: _____

<p>PLEASE EMAIL COMMENTS TO PublicComments@canbyoregon.gov</p> <p><i>Thank You!</i></p>
--

AGENCIES: Please check one box and fill in your Name/Agency/Date 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
- No Comments

NAME: _____
AGENCY: _____
DATE: _____

CITY OF CANBY –COMMENT FORM

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Application: SUB 18-01 & VAR 18-01 BECK POND SUBDIVISION & VARIANCE/STAFFORD DEVELOPMENT CO.

COMMENTS:

I'm worried about the traffic on Fir - It looks like all the traffic from this Subdivision + the ~~new~~ new ones behind Hope Village are all going to dump out onto Fir.
Plus what are all the kids in this subdivision going to do to Play? I don't want kids running thru Hope Village - They need a park to play in.

NAME: Karen Joy
EMAIL: kjoy1342@gmail.com
ADDRESS: 1441 S. Ivy St #1103 (Hope Village)
PHONE # (optional): _____
DATE: 5-24-18

PLEASE EMAIL COMMENTS TO
PublicComments@canbyoregon.gov

Thank You!

AGENCIES: Please check one box and fill in your Name/Agency/Date 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
- No Comments

NAME: _____
AGENCY: _____
DATE: _____

From: jrushton@canby.com
Sent: Sunday, May 27, 2018 3:52 PM
To: PublicComments
Subject: City File # SUB & VAR 18-01 Beck Pond Subdivision & Variance

To the Planning Commission:

Regarding the Notice of Public Hearing & Request for Comments

We are wondering how citizens can adequately prepare comments by the May 30th deadline when documents and staff report are not available until June 1st? Thank you, Tom & Julie Rushton

CITY OF CANBY –COMMENT FORM

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Application: SUB 18-01 & VAR 18-01 BECK POND SUBDIVISION & VARIANCE/STAFFORD DEVELOPMENT CO.

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Plus what are all the kids in this subdivision going to do to Play? I don't want kids running thru Hope Village - They need a park to play in.

NAME: Karen Joy
EMAIL: kjoy1342@gmail.com
ADDRESS: 1441 S. Ivy St #1103 (Hope Village)
PHONE # (optional): _____
DATE: 5-24-18

PLEASE EMAIL COMMENTS TO
PublicComments@canbyoregon.gov

Thank You!

AGENCIES: Please check one box and fill in your Name/Agency/Date 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
- No Comments

NAME: _____
AGENCY: _____
DATE: _____

Laney Fouse

From: F MCCLURKEN <fmccclurken@msn.com>
Sent: Monday, May 28, 2018 7:28 PM
To: PublicComments
Subject: Application: SUB 18-01 & VAR 18-01 BECK POND
SUBDIVISION & VARIANCE/STAFFORD
DEVELOPMENT CO.

Fran McClurken

1546 S. Fir Street, #104

Canby, OR 97013

5-25-18

RE: Application: SUB 18-01 & VAR 18-01 BECK POND SUBDIVISION & VARIANCE/STAFFORD
DEVELOPMENT CO.

Hope Village is the 40-acre campus that lies between Ivy and Elm Streets and is directly adjacent to the proposed building development on the land recently annexed by the City of Canby.

This complex is a retirement community for persons 62+ and has been located here since 1983. There are 138 Garden Homes and Cottages, two 50-unit affordable rent apartment complexes, an 80-unit assisted living facility, and a 50-bed post acute care facility.

The residents of this campus are well within the definition of a vulnerable population. Their vulnerability includes factors such as advanced age, limited income, increased health problems, and limited access to services. Through the natural processes of aging, their health conditions are already compromised and are the very reason why most have chosen to live here. The heavy equipment, creation of dust, the noise, and the increase of traffic will have an immense impact on their health and possibly lead to early death.

Due to the inadequate planning of access into such a large proposed development, police and fire will have limited access in the case of emergencies. The area is already extremely congested due to the proximity of 2 schools, the adult center, and the swim center, as well as extra curricular sports activities in the park and athletic field. A building project of the magnitude being proposed has no place in this already congested area especially since it is adjacent to this long-existing, well-established senior community, and I propose that it not be allowed.

RESOLUTION NO. 1296

A RESOLUTION ADOPTING AN INTERAGENCY AGREEMENT BETWEEN THE CITY OF CANBY AND THE CANBY SWIM CLUB, INC. AND REPEALING RESOLUTIONS 1147 AND 1160.

WHEREAS, the City of Canby and the Canby Swim Club, Inc., previously entered into an Interagency Agreement for the purpose of establishing terms and conditions between the two entities to provide to Canby area competitive swimmers a service utilizing the Canby Swim Center, a City owned facility, and

WHEREAS, the current agreement has expired and the Canby City Council believes it is in the best interest of the citizens of Canby to enter into another Agreement.

NOW, THEREFORE, BE IT RESOLVED by the City of Canby City Council as follows:

1. That the attached Interagency Agreement, marked as Exhibit "A" and by this reference incorporated herein, by and between the City of Canby and the Canby Swim Club, Inc. is hereby adopted. The Mayor is authorized to sign the Interagency Agreement on behalf of the City.
2. Resolutions 1147 and 1160 are hereby repealed.

This resolution shall take effect August 1, 2018.

ADOPTED this 1st day of August 2018, by the Canby City Council.

Brian Hodson
Mayor

ATTEST:

Kimberly Scheafer, MMC
City Recorder

CITY OF CANBY

INTERAGENCY AGREEMENT

This agreement is entered into between the CITY OF CANBY, hereinafter referred to as "CITY", a municipal corporation, and Canby Swim Club, Inc., hereinafter called "SERVICE AGENCY". This agreement is made and entered into between these parties on the date of the latest of the signatures hereto.

The purpose of this Agreement is to enable the SERVICE AGENCY to provide services for CITY citizens as described below:

I. SCOPE OF SERVICES:

A. SERVICE AGENCY SHALL:

1. Provide training and coaching of competitive swimming to Canby area youth, utilizing the Canby Swim Center, a CITY owned facility, in accordance with the SERVICE AGENCY by-laws, written policies and this AGREEMENT.
2. Compensate the CITY for use of the Canby Swim Center to offset facility maintenance costs and loss of pool time for other revenue-producing activities according to the addendum "Attachment A". Attachment A is provided annually at the conclusion of the City budget process and may be amended by the City upon sixty (60) days notice only in the event of a serious budget crisis; otherwise it is in effect unless and until the budget process amends it.
3. Honor all Canby Swim Center written rules and policies regarding the use of the Canby Swim Center office and facility during practices and meets.
4. Compensate the CITY for half of the maintenance contract for the copier in the Swim Center office. See "Attachment A" for the current cost.
5. Compensate the CITY for any extra times beyond what is described in this agreement when the SERVICE AGENCY will use the Canby Swim Center. Such extra time will only be available when the Swim Center is not already scheduled for public use. See "Attachment A" for current rates.
6. Provide two lifeguards at every swim meet, either by hiring the guards privately or compensating the CITY for said guards. All lifeguards are subject to approval by Swim Center staff. Wage information for the guards is determined through the annual budget process. See "Attachment A" for the current wage information.

a) At no time shall SERVICE AGENCY representatives be in the facility without a member of the Swim Center Staff.

7. Provide Canby Swim Center staff with a schedule of SERVICE AGENCY events sixty (60) days in advance.

B. CITY SHALL:

1. Maintain and schedule the Canby Swim Center facility in such a fashion that the broadest spectrum of the community can use and enjoy its programs.

2. Guarantee SERVICE AGENCY use of the facility for practices and competitions as detailed in "Attachment A". The cost for running meets will be the cost of two lifeguards and any resulting clean-up costs. All events must be scheduled with Swim Center management staff sixty (60) days in advance. Any and all pool time beyond the above schedule will be purchased by the SERVICE AGENCY at rates described in "Attachment A", which is updated with each budget year to cover CITY costs.

3. Allow authorized SERVICE AGENCY personnel use of the pool office during Swim Meets only.

4. Provide storage and display space as outlined in "Attachment A".

5. Maintain the facility in a safe, professional, and healthful fashion.

6. Meet monthly with SERVICE AGENCY members to ensure that any problems are resolved quickly, to effect the best possible communication, and to address common concerns and work together to improve the ability of both parties to serve their constituents.

7. Make every effort to schedule Canby Swim Center programs in such a way that the SERVICE AGENCY program can be successful without jeopardizing the financial health of the Canby Swim Center operation or causing undue disruption of the facility's availability to the general public.

II. INDEMNITY: The SERVICE AGENCY shall indemnify, save, and hold harmless the CITY and all of its agents and employees from any and all claims for losses, injuries, damages and liabilities to persons involved in sanctioned SERVICE AGENCY activities occasioned wholly or in part by the acts or omissions of the SERVICE AGENCY, its agents, officers, and employees while using CITY facilities or otherwise while performing its activities in agreement with the CITY.

III. INSURANCE: If required by the CITY, the SERVICE AGENCY shall provide a public liability insurance policy naming the CITY as an additional insured in an amount of one million dollars (\$1,000,000), combined single limit including bodily injury and property damage. Such insurance provided by the SERVICE AGENCY, and naming the CITY

as an additional insured, is for coverage during SERVICE AGENCY activities, occasioned wholly or in part by the acts or omission of the SERVICE AGENCY, its agents, officers, participants, and employees while using CITY facilities or otherwise performing its activities in agreement with the CITY.

IV. BREACH OF CONTRACT: In the event of any breach of any of the terms or provisions of this AGREEMENT, the CITY will notify the SERVICE AGENCY of the breach. The SERVICE AGENCY will be given thirty (30) days to remedy the breach. If the breach is not remedied within thirty (30) days the CITY shall have the right, in addition to any other recourse, to immediately terminate this AGREEMENT, to enter and obtain possession of any CITY owned facilities being utilized by the SERVICE AGENCY under this AGREEMENT, to remove and exclude any and all persons from said facilities and to remove and exclude all property of the SERVICE AGENCY therefrom, all without service of notice or resort to legal process and without any legal liability on its part.

V. In the event the breach of the AGREEMENT creates a risk of serious harm to either persons or property, the CITY may immediately terminate this AGREEMENT and enter and take possession of any CITY owned facilities being utilized by the SERVICE AGENCY under this AGREEMENT, remove and exclude any and all persons from said facilities and remove and exclude all property of the SERVICE AGENCY therefrom.

VI. INSPECTION BY CITY: The CITY shall have the right to make inspections of its facilities and equipment at any reasonable time with prior reasonable notice to ensure compliance with this AGREEMENT.

VII. SAVINGS: Should any provision of this AGREEMENT be found to be in conflict with any Federal law, State statute, or final decision of any court of competent jurisdiction, said provision shall be modified to comply with said law or decision, but all other provisions of this AGREEMENT shall remain in full force and effect.

VIII. AMENDMENT BY MUTUAL AGREEMENT: The parties hereto may, upon mutual agreement, amend the terms and conditions herein.

IX. TERMINATION: Either party may terminate this AGREEMENT upon ninety (90) days prior written notice, with or without cause. The SERVICE AGENCY agrees that it will deliver any CITY facilities or property including any permanently attached accessories or improvements to the CITY at the termination of this AGREEMENT in as good a condition and state of repair as when received, except for ordinary wear and tear or loss or damage caused by an act of God. CITY acknowledges that the timing system display is the property of the SERVICE AGENCY.

X. This AGREEMENT will remain in full force and effect for a period of five years from the time of execution unless terminated earlier in accordance with the provisions of this AGREEMENT.

IN TESTIMONY of which, this AGREEMENT has been executed on behalf of the CITY by its Mayor and attested by its City Administrator and has been executed by or on behalf of the above named SERVICE AGENCY on this 1st day of August 2018.

SERVICE AGENCY:

CITY OF CANBY

Name

Mayor

Title

Date

Date

City Administrator

Date

ATTACHMENT "A"
CITY OF CANBY INTERAGENCY AGREEMENT
CANBY SWIM CLUB, INC.

I. For the year commencing September 1, 2018 and ending August 31, 2023 the SERVICE AGENCY will be charged \$15,885 for use of the Canby Swim Center as scheduled:

A. The SERVICE AGENCY is entitled to six (6) lanes for two and one-half hours (2 ½) hours each PM, Monday-Friday.

B. The SERVICE AGENCY has use of one (1) lane for two (2) hours during the facility's normal Monday-Friday AM lap swim.

C. The SERVICE AGENCY may conduct eight (8) full-day events each year that will affect the Swim Center public schedule. The cost for running meets will be the cost of two lifeguards and any resulting clean-up costs. All events must be scheduled with Swim Center management staff sixty (60) days in advance.

II. The base fee of \$15,885 will be due in three equal payments December 15; February 15; and May 15 of each year.

A. Pool maintenance: Each year the pool closes for extensive maintenance. The Club may elect to provide up to four adults, each subject to the facility manager's approval, to assist with this maintenance. Each man-hour worked will deduct \$10 from the above total (max. \$1,600).

III. Any and all pool time beyond the above schedule will be purchased by the SERVICE AGENCY at the rate of \$64.00 per hour, which is the base operating hourly cost for the Swim Center.

IV. The Canby Swim Club will pay \$200.00 annually to offset the annual copier maintenance contract and paper use.

V. The current charge for lifeguards is \$13.00 per hour.

VI. Storage and Display:

A. The CITY will provide the following storage space for the SERVICE AGENCY:

1. The CITY will offer a storage shed of approximately 200 square feet located outside the Swim Center building.

2. The CITY will allow the locked cabinet at the northwest Corner of the facility.

3. The CITY will allow the use of the base cabinet in the staff changing room at southwest corner of the building.
4. The CITY will allow the touch pad caddy and Announcer and Timing Podiums at northeast corner of Facility.
5. All storage areas will be kept neat and orderly by the SERVICE AGENCY. Nothing flammable or of an unsafe nature will be stored.
6. No structural changes can be made to the storage facility, cabinets or podiums without permission of the CITY.

B. The CITY will provide display space for the SERVICE AGENCY as follows:

1. The CITY will allow those portions of the north and west walls currently covered w/ bulletin board and record boards.
2. The SERVICE AGENCY will maintain these spaces to a presentable standard.
3. No structural modifications to these boards can be made without the consent of the CITY.
4. The CITY will allow the hanging of sponsor banners along the East air system. Banner design and dimensions must be approved by Swim Center staff.

C. Should the CITY require the storage or display area for CITY purposes, the SERVICE AGENCY will be notified at least 90 days in advance of the change. The CITY will endeavor to work with the SERVICE AGENCY to find alternative storage and display space.

VII. SHARED EQUIPMENT:

A. The CITY and SERVICE AGENCY share equipment whenever it makes sense to do so. Shared equipment is purchased and maintained on a 50-50 basis. The parties will meet annually during September to discuss the shared equipment and plan for maintenance and replacement so that both parties can budget the needed funds. A list of shared equipment will be maintained by both the CITY and the SERVICE AGENCY and updated annually.

SERVICE AGENCY:

CITY OF CANBY

Name

Mayor

Title

Date

Date

City Administrator

Date

ORDINANCE NO. 1488

AN ORDINANCE AMENDING ORDINANCE 1427 REGARDING THE DEFINITION OF MARIJUANA

WHEREAS, the City of Canby adopted Ordinance 1427 on November 4, 2015 which declared a ban on marijuana businesses in the City of Canby; and

WHEREAS, the Canby City Council desires to amend Ordinance 1427 and add to the definition of marijuana; and

WHEREAS, the Canby City Council desires to amend Ordinance 1427 to more closely align with federal and state laws regarding allowable industrial hemp.

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

Section 1. Ordinance 1427 is amended under the Definitions sections for the word Marijuana to read:

Marijuana means the plant Cannabis family Cannabaceae, any part of the plant Cannabis family Cannabaceae, and the seeds of the plant Cannabis family Cannabaceae. Marijuana does not include industrial hemp, or any derivative or product thereof, as defined by federal and Oregon state law.

SUBMITTED to the Canby City Council and read the first time at a regular meeting therefore on Wednesday, July 18, 2018, and ordered posted in three (3) public and conspicuous places in the City of Canby as specified in the Canby City Charter and scheduled for second reading before the City Council for final reading and action at a regular meeting thereof on Wednesday, August 1, 2018 commencing at the hour of 7:00 p.m. at the Council Meeting Chambers located at 222 NE 2nd Avenue, 1st Floor, Canby, Oregon.

Kimberly Scheafer, MMC
City Recorder

2nd Reading

PASSED on second and final reading by the Canby City Council at a regular meeting thereof on the 1st day of August 2018 by the following vote:

YEAS _____

NAYS _____

Brian Hodson
Mayor

ATTEST:

Kimberly Scheafer, MMC
City Recorder



City of Canby

PO Box 930 Phone: 503.266.4021
222 NE 2nd Ave Fax: 503.266.7961
Canby, OR 97013 www.canbyoregon.gov

TO: Honorable Mayor Hodson and City Council
FROM: Rick Robinson, City Administrator
DATE: August 1, 2018

Issue: The City of Canby, Canby School District, and Canby Fire sponsor numerous community events throughout the year. These events include the Canby Independence Day Celebration, Canby's Big Night Out Street Dance, Light Up The Night, the annual July 4th fireworks display, high school football games, graduation exercises, and other events and activities. The activities sponsored by these agencies are public activities that bring community members together throughout the year.

The activities may also create noise at levels above those permitted under the City's Municipal Code, Section 9.48, Noise Control. Section 9.48.050 (A) establishes specified exemptions from the requirements of Section 9.48. These exemptions currently include most noises created by the Canby School District and the City of Canby, but do not specify an exemption for sounds created by the discharge of fireworks and other explosive devices from activities sponsored by these agencies.

The use of fireworks at the July 4th celebration sponsored by Canby Fire, football games sponsored by Canby High School, graduation exercises, and other celebrations has for many years been a community tradition. This ordinance amendment, if approved, would delete Section 9.48.050 (A.4) "*Sounds produced by sound amplifying equipment at activities sponsored by Canby School District between 7:00 a.m. and 12:00 p.m. midnight, local time:*" and would add Section 9.48.050 (A.13) "*Sounds, including the discharge of fireworks and other explosive devices created from City, Canby Fire District or Canby School District sanctioned events.*"

Recommendation:

Staff recommends the Council approve Ordinance 1489, an Ordinance Amending Canby Municipal Code (CMC) Chapter 9.40.050(A) Regarding Noise Variance Exceptions.

Recommended Motion:

"I move to approve Ordinance No. 1489, AN ORDINANCE AMENDING CANBY MUNICIPAL CODE CHAPTER 9.48.050(A) REGARDING NOISE VARIANCE EXCEPTIONS; AND DECLARING AN EMERGENCY to come up for second reading on August 15, 2018.

Attachments:

- Ordinance 1489

578 South Fir Street
Canby, Oregon 97013
May 22, 2018

Dear Mayor Hodson and City Council,

The Canby High School football team starts their home games with three explosive concussions. Every touchdown is celebrated with an explosive concussion. No other sports team in Canby celebrates this way. No other football team in Canby's league celebrates this way.

I live two blocks from Canby High School. I suffer from chronic pain. I have participated in pain clinics, and I monitor my pain with the care and advice of my physician. My pain levels can and do increase with stress, such as, unexpected and random explosions heard in my neighborhood. My anxiety also can and does increase, such as, when is the next explosion, how many more will there be, when will they end, and when will my environment be calm again? My blood pressure and heart rate also increases. I get no relief until well after the football game has ended.

Arguably, these alarming noises should not be considered as "ambient noise" in a residential neighborhood or in a school zone.

Chapter Five from my Pain Management Synopsis is about "Identifying and eliminating 'triggers' (things that cause pain to occur or increase)," There is a statement in Chapter Five that is applicable, it is as follows, "Ask for help, but choose the right people to help." Mayor Hodson and members of the city council, it is my hope that you are the right people. Please end this disruptive "tradition" of explosions at Canby High School football games so that I, as well as others and their pets, may feel safe and not violated.

I have enclosed a letter from my physician as verification of my condition. Thank you for your time and consideration to my situation and appeal.

A handwritten signature in black ink, appearing to read "Paul Ghent". The signature is written in a cursive style with a large initial "P".



May 7, 2018

Health Record # 0169-66-41

Re:
Paul E Ylvisaker
578 S Fir St
Canby OR 97013

To whom it may concern:

I am writing on behalf of my patient, Mr. Paul Ylvisaker who suffers from chronic neck pain. The random and unpredictable occurrence of explosions and loud noises aggravates his stress and anxiety and makes it difficult for him to manage his chronic pain.

Please let me know if you have questions or concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "David L. Shenson". The signature is written in a cursive style with a long horizontal stroke extending to the right.

David L. Shenson, MD
Mt Scott Internal Medicine

Paul E Ylvisaker

ORDINANCE NO. 1489

AN ORDINANCE AMENDING CANBY MUNICIPAL CODE (CMC) CHAPTER 9.48.050(A) REGARDING NOISE VARIANCE EXCEPTIONS; AND DECLARING AN EMERGENCY

WHEREAS, the City of Canby currently has a noise variance ordinance; and

WHEREAS, the City of Canby desires to amend the ordinance to add language exempting sounds, including the discharge of fireworks and other explosive devices, created from City, Canby Fire District or Canby School District sanctioned events from the requirement of obtaining a noise variance.

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

Section 1. The Canby Municipal Code (CMC) Chapter 9.48.050(A) is hereby amended to read as follows:

§ 9.48.050 Exceptions and variances.

- A. Exceptions. The following sounds are exempted from the provisions of this chapter:
1. Sounds caused by the performance of emergency work, vehicles and/or equipment;
 2. Aircraft operations in compliance with applicable federal laws or regulations;
 3. Railroad activities as defined in Subpart A, Part 201 of Title 40, CER of the Environmental Protection Agency's railroad emission standards, incorporated herein by reference;
 - ~~4. Sounds produced by sound-amplifying equipment at activities sponsored by Canby School District between 7:00 a.m. and 12:00 p.m. midnight, local time;~~
 4. Sounds created by refuse pickup operations during the period of 6:00 a.m. to 10:00 p.m., local time;
 5. Sounds created by domestic power tools during the period 7:00 a.m. to 10:00 p.m., local time, provided sound-dissipating devices on tools so equipped are maintained in good repair;
 6. Sounds made by warning devices operating continuously for 5 minutes or less;
 7. Idling motor vehicles, including compressors on refrigerated trailers, within a Gross Vehicle Weight Rating (CVWR) of 8,000 pounds or greater between the hours of 7:00 a.m. to 10:00 p.m., local time, provided

they are equipped with an exhaust system which is in good working order and in constant operation;

8. Sounds created at the Clackamas County Fairgrounds as a result of events sanctioned by the Clackamas County Fair Board;
9. Sounds caused by business operations in the commercial and industrial zones, provided the sounds result from lawful commercial business activity or manufacturing operations;
10. Construction activities during the period of 7:00 a.m. to 10:00 p.m., local time, provided equipment is maintained in good repair and equipped with sound dissipating devices in good working order; and
11. Sounds caused by city maintenance equipment between the hours of 7:00 a.m. and 10:00 p.m.; and
12. Sounds created from city sanctioned events in the Downtown Commercial zone; and
13. Sounds, including the discharge of fireworks and other explosive devices, created from City, Canby Fire District or Canby School District sanctioned events.

Section 2. Inasmuch as it is in the best interest of the citizens of Canby, Oregon, to enact this ordinance as soon as possible due to events scheduled in early September, 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 regular meeting thereof on Wednesday, August 1, 2018, and ordered posted in three (3) public and conspicuous places in the City of Canby as specified in the Canby City Charter and scheduled for second reading before the City Council for final reading and action at a regular meeting thereof on Wednesday, August 15, 2018, commencing at the hour of 7:00 p.m. in the Council Meeting Chambers located at 222 NW 2nd Avenue, 1st Floor, Canby, Oregon.

Kimberly Scheafer, MMC
City Recorder

PASSED on the second and final reading by the Canby City Council at a regular meeting thereof on August 15, 2018 by the following vote:

YEAS _____ NAYS _____

Brian Hodson
Mayor

ATTEST:

Kimberly Scheafer, MMC
City Recorder

ORDINANCE NO. 1490

AN ORDINANCE GRANTING TO MCIMETRO ACCESS TRANSMISSION SERVICES CORP. D/B/A VERIZON ACCESS TRANSMISSION SERVICES, A NONEXCLUSIVE FRANCHISE TO CONSTRUCT, OPERATE & MAINTAIN A TELECOMMUNICATIONS NETWORK AND PROVIDE TELECOMMUNICATIONS SERVICES WITHIN THE CITY OF CANBY OREGON

WHEREAS: MCImetro Access Transmission Services Corp., a Delaware corporation, d/b/a Verizon Access Transmission Services provides Telecommunications services within the City of CANBY, Oregon; and

WHEREAS: the City believes it is in the best interests of the City to promote the offering of competitive telecommunications services, subject to the City's lawful authority to regulate the use of Public Rights-of-Way; and

WHEREAS: Franchisee has applied for a Telecommunications Franchise pursuant to Canby Municipal Code (CMC) Chapter 12.36 relating to Telecommunications located in the public rights of way, and the City of CANBY "City" has reviewed said application and has determined that it meets the requirements of the City's Ordinance subject to the terms and conditions of CMC Chapter 12.36 and stated herein:

NOW THEREFORE, THE CITY OF CANBY ORDAINS AS FOLLOWS:

Section 1: Definitions.

Gross Revenues: Any and all revenue, of any kind, nature, or form, without deduction for expense in the City of CANBY and is further defined in Section 11. All such revenue remains subject to applicable FCC rules and regulations which exclude revenues from internet access services while prohibited by law.

Other definitions located in CMC Chapter 12.36

Section 2: Grant of Franchise. In conjunction with CMC Chapter 12.36 et.al., the City hereby grants to Franchisee, its successors and assigns as authorized herein, a nonexclusive right, privilege, authority and Franchise to erect, construct, operate, repair and maintain in, under, upon, along, and across the City's Rights-of-Way, its underground lines, anchors, wires, cables, conduits, laterals and other necessary and convenient fixtures and equipment, for the purposes of constructing, operating and maintaining a competitive Telecommunications network within the City. Separate written agreements are necessary before Franchisee is allowed to locate, operate, or construct any above-ground facilities. Franchisee agrees to obtain and maintain a business license to conduct business in the City of Canby and keep it current during the life of this Franchise. Franchisee agrees to comply with all applicable federal, state, and local laws, ordinances, rules and regulations, including CMC Chapter 12.36, as amended from time to time.

2nd Reading

Section 3: Franchise Not Exclusive. The Franchise granted herein (the “Franchise”) is not exclusive, and shall not be construed as any limitation upon the right of the City to grant to other persons or corporations, including itself, rights, privileges or authority the same as, similar to or different from the rights, privileges or authority herein set forth, in the same or other Rights-of-Way, by Franchise, permit or otherwise; provided, however, that any such grant shall be done in a competitively neutral and non-discriminatory manner with respect to the rights, privileges and authorities afforded Franchisee.

Section 4: Term and Termination. The term of this Franchise shall be ten (10) years, commencing with the effective date of this Ordinance. Thereafter, this Franchise shall continue in full force and effect for an additional ten (10) years unless notice is given by either party ninety (90) days before expiration, of its intention to terminate or renegotiate the Franchise. Upon termination or expiration of the Franchise, Grantee shall, within one hundred and eighty days (180), remove all its facilities from the City’s Rights-of-Way. Should the Grantee fail to remove its facilities within the one hundred and eighty day period (180), the City may remove.

Section 5: No Limitation of City Authority.

(a) Except as provided in Section 6 below, nothing in this Franchise shall in any way be construed or interpreted to prevent, or in any way limit, the City from modifying or performing any work in its Rights-of-Way, or granting other franchises for use of Rights-of-Way, or of adopting general ordinances regulating use of or activities in the Rights-of-Way, or of otherwise abrogating or limiting any rights, privileges or property interest the City now has in its Rights-of-Way, whether now owned or hereinafter acquired.

(b) In the event that any portion of the Franchisee’s infrastructure interferes with any present or future use the City desires to make of its Rights-of-Way, Franchisee shall, upon request, and at its sole expense, promptly relocate such infrastructure, and restore the area where such relocation occurs to as good a condition as existed before the work was undertaken, unless otherwise directed in writing by the City.

(c) Where the Franchisee had paid for the relocation costs of the same facilities at the request of the City within the past five (5) years, the Franchisee’s share of the cost of relocation will be paid by the City if it requested the subsequent relocation.

(d) Except as otherwise provided by law, and subject to Section 6 herein, nothing in this Franchise shall be construed to give the Franchisee any credit or exemption from any nondiscriminatory, generally applicable business tax, or other tax now or hereafter levied upon Franchisee’s taxable real or personal property, or against any permit fees or inspection fees required as a condition of construction of any improvements upon Franchisee’s real property and imposed under a generally applicable ordinance or resolution.

Section 6: Competitively Neutral Application. The City shall impose, on a competitively neutral and nondiscriminatory basis, similar terms and conditions upon other similarly situated providers of Telecommunications services operating within the City. Any requirement imposed on Franchisee that is determined not in compliance with this Section 6 shall be unenforceable against Franchisee.

Section 7: Construction, Maintenance and Repair of Infrastructure. Franchisee may make all needful excavations in any Right-of-Way for the purpose of placing, erecting, laying, maintaining or repairing Franchisee's infrastructure, and shall repair, renew and replace the same in accordance with Canby Municipal Code. Franchisee shall obtain all necessary permits for such excavation and construction, and pay all applicable fees. Such work shall be done only in accordance with plans or designs submitted to, and approved by, the City, such plans to be evaluated by the standards applied to the construction of other similar Telecommunications systems in the City.

Such work shall be performed in a good and workmanlike manner and in compliance with all rules, regulations, or ordinances which may, during the term of this Franchise, be adopted from time to time by the City, or any other authority having jurisdiction over Rights-of-Way. Prior to commencing excavation or construction, Franchisee shall give appropriate notice to other franchisees, licensees or permittees of the City owning or maintaining facilities which may be affected by the proposed excavation or construction.

(b) In the event emergency repairs are necessary for Franchisee's facilities, Franchisee may after reasonable attempts to contact the City provided emergency contacts immediately initiate such emergency repairs. At least two emergency contacts will be provided and kept up to date. Franchisee shall give notice to the City's Department of Public Works by telephone, electronic data transmittal or other appropriate means before commencement of work performed under emergency conditions. Franchisee shall make such repairs in compliance with applicable ordinances and regulations, and shall apply for any necessary permits no later than the business day next following the discovery of the need for such repairs.

(c) Franchisee shall construct and maintain its Telecommunications system in such a manner so as to not interfere with City sewer or water systems, or other City facilities.

Section 8: Insurance.

(a) General. At all times during the term of this Franchise, Franchisee, at its own cost and expense, shall provide the insurance specified in this section.

(b) Evidence Required. Within 30 days of the effective date of this Franchise, Franchisee shall provide the City with a certificate of insurance executed by an authorized representative of the insurer or insurers, evidencing that Franchisee's insurance complies with this section.

(c) Notice of Cancellation, Reduction, or Material Change in Coverage. Policies shall include a provision requiring written notice by the insurer or insurers to the City in accordance with policy provisions prior to cancellation, reduction, or material change in coverage. Alternatively, Franchisee may, at its election, assume responsibility for providing the notice required in the preceding sentence. If insurance coverage is canceled, reduced or materially changed, Franchisee shall, prior to the effective date of such cancellation, reduction or material change, obtain the coverage required under this section, and provide the City with documentation of such coverage. Franchisee shall be responsible, to the extent not caused by the City's negligence or

intentional misconduct, for the costs of any damage, liability, or injury, which are not otherwise covered by insurance or because of a failure to comply with this section.

(d) Insurance Required. During the term of this contract, Franchisee shall maintain in force, at its own expense, the following insurance:

- (1) Workers' compensation insurance for all subject workers; and
- (2) General liability insurance with a combined single limit, or the equivalent, of not less than \$1,000,000 for each person, and \$3,000,000, for each occurrence of bodily injury and \$3,000,000 for property damage, which coverages shall include contractual liability coverage for the indemnity provided under this contract, and naming the City, its officials, officers, employees and agents as additional insureds with respect to Franchisee's activities pursuant to this Franchise.

The insurance policy limits required in section 8 may be satisfied by Provider through a combination of the underlying insurance policy and umbrella (excess) liability policy(ies) so long as said umbrella policies are, at a minimum, "follow form" and provide insurance equal to or greater than coverage afforded by the underlying liability policy(ies).

Section 9: Transfers and Change in Control.

(a) Transfer. This Franchise shall not be sold, leased, assigned or otherwise transferred, nor shall any of the rights or privileges herein granted or authorized be leased, assigned, mortgaged, sold or transferred, either in whole or in part, nor shall title hereto, either legal or equitable, or any right, interest or property herein, pass to or vest in any person, except the Franchisee, either by act of the Franchisee or by operation of law, without the consent of the City, expressed in writing, such consent not to be unreasonably withheld. If the Franchisee wishes to transfer this Franchise, the Franchisee shall give City written notice of the proposed transfer, and shall request consent of the transfer by the City.

(b) Any transfer of ownership affected without the prior written consent of the City shall render this Franchise subject to revocation. The City shall have 60 days to act upon any request for approval of a transfer. If the City fails to render a final decision on the request within said 60 days, the request shall be deemed granted unless the Franchisee and the City agree to an extension of time.

(c) The Franchisee, upon any transfer, shall within 60 days thereafter file with the City a certified statement evidencing the transfer and an acknowledgment of the transferee that it agrees to be bound by the terms and conditions contained in this Franchise.

(d) The requirements of this section shall not be deemed to prohibit the use of the Franchisee's property as collateral for security in financing the construction or acquisition of all or part of a Telecommunications System of the Franchisee or any affiliate of the Franchisee. However, the Telecommunications System franchised hereunder, including portions thereof used as collateral, shall at all times continue to be subject to the provisions of this Franchise.

(e) The requirements of this section shall not be deemed to prohibit sale of tangible assets of the Franchisee in the ordinary conduct of the Franchisee's business without the consent of the City. The requirements of this section shall not be deemed to prohibit, without the consent of the City, a transfer to a transferee whose primary business is Telecommunications System operation and having a majority of its beneficial ownership held by the Franchisee, a parent of the Franchisee, or an affiliate, a majority of whose beneficial ownership is held by a parent of the Franchisee.

Section 10: Indemnification. Franchisee shall indemnify, control the defense of, and hold the City harmless for any losses, claims, damages, awards, penalties or injuries incurred by any third party, including reasonable attorney's fees, which arise from any alleged breach of representations and warranties made under this Agreement, provided that the Franchisee is promptly notified of any such claims. The Franchisee shall have the sole right to defend such claims at its own expense. The City shall provide, at the Franchisee's expense, such assistance in investigating and defending such claims as the Franchisee may reasonably request.

Such indemnification shall not extend to independent claims of City negligence for City acts outside the scope of this contractual agreement. This indemnity shall survive the termination of this Agreement.

Section 11: Compensation.

(a) Franchise Fee. In consideration of permission to use the streets and Rights-of-Way of the City for the construction, operation, and maintenance of a Telecommunications system within the City, the Franchisee shall pay to City during the term of this Franchise an amount equal to seven percent (7%) of the Franchisee's Gross Revenues ("Franchise Fee"). Any net uncollectibles, bad debts or other accrued amounts deducted from Gross Revenues shall be included in Gross Revenues at such time as they are actually collected. Revenue from point to point or multi-point services is based on the pro-rata share of the revenue from those services.

(b) Modification Resulting from Action by Law. Upon thirty days notice and in the event any law or valid rule or regulation applicable to this Franchise limits the Franchise Fee below the amount provided herein, or as subsequently modified, the Franchisee agrees to and shall pay the maximum permissible amount and, if such law or valid rule or regulation is later repealed or amended to allow a higher permissible amount, then Franchisee shall pay the higher amount commencing from the date of such repeal or amendment, up to the maximum allowable by law.

(c) Payment of Franchise Fees. Payments due under this provision shall be computed and paid quarterly for the preceding quarter, as of March 31, June 30, September 30, and December 31, each quarterly payment due and payable no later than 45 days after such dates. Not later than the date of each payment, the Franchisee shall file with the City a written statement, in a form satisfactory to the City and signed under penalty of perjury by an officer of the Franchisee, identifying in detail the amount of gross revenue received by the Franchisee, the computation basis and method, for the quarter for which payment is made.

(d) The Franchise Fee includes all compensation for the use of the City's Rights-of-Way. Franchisee may offset against the Franchise Fee the amount of any fee or charge paid to the City in connection with the Grantee's use of the Rights-of-Way when the fee or charge is not imposed

under a generally applicable ordinance or resolution. The Franchise Fee shall not be deemed to be in lieu of or a waiver of any ad valorem property tax which the City may now or hereafter be entitled to, or to participate in, or to levy upon the property of Franchisee.

(e) Late franchise fee payments will be subject to late fees calculated on the basis of nine percent (9%) per annum of the amount past due. No acceptance of any payment shall be construed as accord that the amount paid is in fact the correct amount, nor shall such acceptance of payment be construed as a release of any claim the City may have for further or additional sums payable under the provisions of this Franchise. All amounts paid shall be subject to audit and recomputation by the City.

Section 12: Extension of City Limits. Upon the annexation of any territory to the City, the rights granted herein shall extend to the annexed territory to the extent the City has such authority. All Facilities owned, maintained, or operated by Grantee located within any public Rights-of-Ways of the annexed territory shall be subject to all of the terms of this Ordinance.

Section 13: Right to Inspect Records. In order to manage the Franchisee's use of Rights-of-Way pursuant to this Franchise, and to determine and verify the amount of compensation due to the City under this Franchise, the Franchisee shall provide, upon request, the following information in such form as may be reasonably required by the City: maps of the Franchisee's Telecommunications System; the amount collected by the Franchisee from users of Telecommunications Service provided by Franchisee via its Telecommunications network; the character and extent of the Telecommunications Service rendered therefore to them; and any other related financial information required for the exercise of any other lawful right of Franchisee under this Franchise. The City agrees that such information is confidential and that the City will use such information only for the purpose of managing its Rights-of-Way, determining compliance with the terms of this Franchise, and verifying the adequacy of Franchisee's Fee payments. The City further agrees to protect such information from disclosure to third parties to the maximum extent allowed by Oregon law.

Section 14: Right to Perform Franchise Fee Audit or Review; Default. In addition to all rights granted under Section 13, the City shall have the right to have performed, a formal audit or a professional review of the Franchisee's books and records by an independent private auditor, for the sole purpose of determining the Gross Receipts of the Franchisee generated through the provision of Telecommunications Services under this Franchise and the accuracy of amounts paid as Franchise Fees to the City by the Franchisee; provided, however, that any audit or review must be commenced not later than 3 years after the date on which Franchise Fees for any period being audited or reviewed were due. The cost of any such audit or review shall be borne by the City. The City agrees to protect from disclosure to third parties, to the maximum extent allowed by State law, any information obtained as a result of its rights pursuant to this Section, or any compilation or other derivative works created using information obtained pursuant to the exercise of its rights hereunder.

Section 15: Right to Inspect Construction. The City or its representatives shall have the right to inspect all construction or installation work performed pursuant to this Franchise and to make

such tests as it shall find necessary to ensure compliance with the terms of this Franchise and other pertinent provisions of law relating to management of the City's Rights-of-Way.

Section 16: Venue.

(b) Venue for any proceeding brought to enforce any term or condition of this Franchise shall be the local Circuit Court for the City; provided, however, that should any proceeding be brought in a federal forum, such proceeding shall be brought in the U.S. District Court of Oregon in Portland, Oregon, with the parties stipulating to trial in Portland, Oregon.

Section 17: Limitation of Liability. The City and the Franchisee agree that neither shall be liable to the other for any indirect, special, or consequential damages, or any lost profits, arising out of any provision or requirement contained herein, or, in the event this Franchise, or any part hereof, is determined or declared to be invalid.

Section 18: Compliance with Applicable Laws. Franchisee shall comply with all applicable federal, state, and local laws, ordinances, and regulations, whether now in existence or hereinafter enacted. Nothing contained in this Franchise shall be construed as authorizing the Franchisee, its officers, employees or agents, to violate any federal, state or local law, whether now in existence or hereinafter enacted, including, by way of illustration but not of limitation, any provision of Oregon anti-trust law, ORS 646.750-646.836, or the Oregon Unlawful Trade Practices Act, ORS 646.650-646.652. Nothing contained in this section shall be construed as requiring Franchisee to comply with any federal, state or local law that is repealed or otherwise rendered unenforceable subsequent to the adoption of this Franchise.

Section 19: Notice. Any notice provided for under this Franchise shall be sufficient if in writing and (1) delivered personally to the other party or deposited in the U.S. Mail, postage prepaid, certified mail, return receipt requested; (2) sent overnight by commercial air courier; or (3) sent by facsimile transmission, provided receipt of such facsimile is confirmed, in writing, on the first business day following the date of transmission. Notice shall be sent to the following address, or such other address as each party may specify in writing:

Rick Robinson
City Administrator
PO Box 930
Canby, OR 97013
Phone: 503-266-0745
Facsimile: 503-266-7961

Verizon Access Transmission Services
600 Hidden Ridge
Irving, TX 75038
Attn: Franchise Manager

with a copy (except for invoices) to:

Verizon Business Network Services
1320 N. Courthouse Road, Suite 900
Arlington, VA 22201
Attn: General Counsel, Network &
Technology

Notice shall be deemed effective upon the earliest date of actual delivery; three business days after deposit in the U.S. mail as provided herein; one business day after shipment by commercial air courier; or the same day as transmitted by facsimile, provided transmission of such facsimile is confirmed in writing as provided herein.

Section 20: Captions. The captions to sections of this Franchise are intended solely to facilitate reading and reference of the sections and provisions contained herein, and shall not affect the meaning or interpretation of any section or provision of this Franchise.

Section 21: Severability. If any part of this Franchise becomes or is held to be invalid for any reason, the determination will affect only the invalid portion of this Franchise. In all other respects this Franchise will stand and remain in full force and effect as if the invalid provision had not been part of this Franchise.

Section 22: Waiver.

(a) The City is vested with the power and authority to reasonably regulate, and manage, its Rights-of-Way in a competitively neutral and non-discriminatory manner, and in the public interest. Franchisee shall not be relieved of its obligations to comply with any provision of this Franchise by reason of the failure of the City to enforce prompt compliance, nor does the City waive or limit any of its rights under this Franchise by reason of such failure or neglect.

(b) No provision of this Franchise will be deemed waived unless such waiver is in writing and signed by the party waiving its rights. However, if Franchisee gives written notice of a failure or inability to cure or comply with a provision of this Franchise, and the City fails to object within a reasonable time after receipt of such notice, such provision shall be deemed waived.

SUBMITTED to the Canby City Council and read the first time at a regular meeting therefore on Wednesday, July 18, 2018, and ordered posted in three (3) public and conspicuous places in the City of Canby as specified in the Canby City Charter and scheduled for second reading before the City Council for final reading and action at a regular meeting thereof on Wednesday, August 1, 2018 commencing at the hour of 7:00 p.m. at the Council Meeting Chambers located at 222 NE 2nd Avenue, 1st Floor, Canby, Oregon.

Kimberly Scheafer, MMC
City Recorder

PASSED on the second and final reading by the Canby City Council at a regular meeting thereof on August 1, 2018 by the following vote:

YEAS _____ NAYS _____

Brian Hodson
Mayor

ATTEST:

Kimberly Scheafer, MMC
City Recorder

Approved as to Form:

Joseph Lindsay
City Attorney

Accepted _____(date)

Franchisee President and CEO Signature

Printed Name

DATE July 17, 2018
TO: Honorable Mayor Hodson and City Councilors
FROM: Canby Parks and Recreation Advisory Committee

RE: Recommendations from Parks and Recreation Advisory Board

At their June 19, 2018 Board meeting, the Park and Recreation Advisory Board voted 8-0 to submit the following recommendations to the City Council for their consideration. The recommendations were unanimously reconfirmed, with minor modifications, at the July 17, 2018 Board meeting following an in depth question and answer session with Mayor Hodson.

Assumptions:

By the time the 5 year park maintenance fee is up for renewal the following will have been addressed:

- The City Council will resolve the issue of long term funding for park maintenance
- Deferred maintenance tasks will be completed
- A review and update of relevant sections of the Parks and Open Space Master Plan will have been concluded. The update/review will also include:
 - A revised feasibility analysis of a Canby Park District. The revised feasibility analysis will include a community center/ sports complex element that identifies costs and potential funding mechanisms.
- The City Council will resolve the issue of park maintenance employees time being allocated to non- park maintenance activities.

Concurrent with the above activities, the Park and Recreation Advisory Board recommends moving forward with the following projects:

- ① Design and construct a Splash Pad. Identify the most appropriate location for a splash pad.
- ② Design and construct the park intended to serve the Auburn Farms subdivision (Simnitt property).

Mayor Hodson has challenged the Board with the need to be ready for the residential growth expected in Canby by 2050. Research confirms that quality parks are often the engines that drive tourism, attract businesses, and improve the livability of communities. Therefore, we must begin preparing our parks starting now. We cannot wait until it is too late.



City of Canby

PO Box 930 Phone: 503.266.4021
222 NE 2nd Ave Fax: 503.266.7961
Canby, OR 97013 www.canbyoregon.gov

MEMORANDUM

TO: *Honorable Mayor Hodson and City Council*
FROM: *Jennifer Cline, Public Works Director*
DATE: *July 25, 2018*
THROUGH: *Rick Robinson, City Administrator*

Issue: The City of Canby, Public Works budgeted to complete a street capital project to improve and reconstruct N. Maple Street between NE 10th Avenue and NE 15th Avenue. This staff report is to request Council's approval of engineering services for design and construction support throughout the project.

Recommendation: *Staff recommends the Council approve Ordinance No. 1491*

Fiscal Impact: \$103,200.00 for Engineering & Construction Services

Recommended: Pass Ordinance No. 1491

Motion: **"I move to approve Ordinance No. 1491: AN ORDINANCE AUTHORIZING THE CITY ADMINISTRATOR TO EXECUTE A CONTRACT WITH CURRAN-MCLEOD, INC. CONSULTING ENGINEERS FOR ENGINEERING SERVICES FOR NORTH MAPLE STREET RECONSTRUCTION; AND DECLARING AN EMERGENCY to come up for second reading on August 15, 2018."**

Attachments:

- Ordinance No. 1491
- Ordinance No. 1491 Exhibit A – N. Maple St., Curran-Mcleod Engineering Services Contract

ORDINANCE NO. 1491

AN ORDINANCE AUTHORIZING THE CITY ADMINISTRATOR TO EXECUTE A CONTRACT WITH CURRAN-MCLEOD, INC. CONSULTING ENGINEERS FOR ENGINEERING SERVICES FOR NORTH MAPLE STREET RECONSTRUCTION; AND DECLARING AN EMERGENCY

WHEREAS, CURRAN-McLEOD, INC. is the City’s Engineer of Record; and

WHEREAS, CURRAN-McLEOD, INC. has provided the Master Planning, preliminary engineering and cost estimates for engineering and construction of the North Maple Street Reconstruction; and

WHEREAS, the CITY OF CANBY anticipates the need to complete construction of the North Maple Street Reconstruction within the 2018-2019 Fiscal Year.

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

Section 1. The City Administrator is 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 CURRAN-MCLEOD, INC for engineering services in an amount not to exceed \$103,200.00. A copy of a contract with CURRAN-McLEOD, INC., 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 enact this ordinance as soon as possible due to events scheduled in late August, 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 regular meeting thereof on Wednesday, August 1, 2018, and ordered posted in three (3) public and conspicuous places in the City of Canby as specified in the Canby City Charter and scheduled for second reading before the City Council for final reading and action at a regular meeting thereof on Wednesday, August 15, 2018, commencing at the hour of 7:00 p.m. in the Council Meeting Chambers located at 222 NW 2nd Avenue, 1st Floor, Canby, Oregon.

Kimberly Scheafer, MMC
City Recorder

PASSED on second and final reading by the Canby City Council at a regular meeting thereof on the 15th day of August 2018, by the following vote:

YEAS _____

NAYS _____

Brian Hodson
Mayor

ATTEST:

Kimberly Scheafer, MMC
City Recorder

**CITY OF CANBY
NORTH MAPLE STREET RECONSTRUCTION
AGREEMENT FOR ENGINEERING SERVICES**

This Agreement is made this _____ day of _____, 2018, by and between the **CITY OF CANBY**, Oregon, hereafter referred to as the OWNER, and **CURRAN-McLEOD, INC. Consulting Engineers**, Portland, Oregon, hereafter referred to as the ENGINEER.

The OWNER intends to construct the North Maple Street Reconstruction for which the ENGINEER agrees to perform the various professional engineering services for the design and construction of said improvements.

WITNESSETH

That for and in consideration of the mutual covenants and promises between the parties hereto, it is hereby agreed:

SECTION A - ENGINEERING SERVICES

The ENGINEER shall furnish engineering services to accomplish the work identified above and as more specifically identified in the correspondence dated July 18, 2018, attached as Exhibit A:

1. The ENGINEER will attend conferences with the OWNER, representatives of the State, or other interested parties as may be required for completion of the work previously described.
2. After the OWNER directs the ENGINEER to proceed, the ENGINEER will perform the necessary alignment determination, accomplish the detailed design of the projects, prepare construction Drawings, Specifications and Contract Documents, and prepare a final cost estimate based on the final design. It is also understood that if additional subsurface explorations (such as borings, soil tests, rock soundings and the like) are required, the ENGINEER will furnish coordination of said explorations without additional charge, but the costs incident to such explorations shall be paid for by the OWNER as set out in Section D hereof.

Statements of probable construction costs and detailed cost estimates prepared by the ENGINEER represent his best judgment as a design professional familiar with the Construction Industry. It is recognized, however, that neither the ENGINEER nor the OWNER has any control over the cost of labor, materials or equipment, over the Contractor's method of determining bid prices, or over competitive bidding or market conditions. Accordingly the ENGINEER cannot and does not guarantee that bids will not vary from any statement of probable construction cost or other cost estimate prepared by the ENGINEER.

3. The Contract Documents furnished by the ENGINEER under Section A-2 shall include the State of Oregon Prevailing Wage Rates or the Federal Davis Bacon Prevailing Wage Rates as applicable, and OWNER, funding agency, and state requirements as appropriate.
4. Prior to the advertisement for bids, the ENGINEER will provide for each Construction Contract, not to exceed 10 copies of detailed Drawings, Specifications, and Contract Documents for use by the OWNER, and for appropriate Federal, State, and local agencies from whom approval of the project must be obtained. The cost of such drawings, Specifications, and Contract Documents shall be included in the basic compensation paid to the ENGINEER. The OWNER pays the cost of permits and review fees as provided in Section F-2 of this Agreement.
5. The drawings prepared by the ENGINEER under the provisions of Section A-2 above shall be in sufficient detail to permit the actual location of the proposed improvements on the ground. The ENGINEER shall prepare and furnish to the OWNER without any additional compensation, three copies of a map(s) showing the general location of needed construction easements and permanent easements and the land to be acquired. Property surveys, property plats, property descriptions, abstracting and negotiations for land rights shall be provided by the OWNER, unless the OWNER requests, and the ENGINEER agrees to provide those services. In the event the ENGINEER is requested to provide such services, the ENGINEER shall be additionally compensated as set out in Section D hereof, unless this task is identified and included in the proposed scope of work herein.
6. The ENGINEER will furnish additional copies of the Drawings, Specifications and Contract Documents as required by prospective bidders, materials suppliers, and other interested parties, but may charge them for the reasonable cost of such copies. Upon award of each contract, the ENGINEER will furnish to the OWNER three sets of the Drawings, Specifications and Contract Documents for execution. The cost of these sets shall be included in the basic compensation paid to the ENGINEER. Drawings and Specifications as instruments of service are and shall remain the property of the ENGINEER whether the project for which they are made is executed or not. They are not to be used by the OWNER on other projects or extensions to this project except by agreement in writing and with appropriate compensation to the ENGINEER.
7. The ENGINEER will require prospective contractors to file an approved Pre-qualification Form with the Oregon Department of Transportation and will require a Bid Bond not to exceed 10% in the Bidding Documents to secure the Bid.
8. The ENGINEER will attend the bid opening and tabulate the bid proposals, make an analysis of the bids, make recommendations for awarding contracts for construction.
9. The ENGINEER will assist in the Preconstruction Conference, and will review and approve, for conformance with the design concept, any necessary shop and working drawings furnished by Contractors.

10. The ENGINEER will interpret the drawings and specifications to protect the OWNER against defects and deficiencies in construction on the part of the Contractor. The ENGINEER will not, however, guarantee the performance of any Contractor. Planning and design of the project and construction engineering services shall be accomplished with due diligence and in conformance with accepted industry standards of the practice of professional engineering.
11. The ENGINEER will provide general engineering review of the work of the contractors as construction progresses to assure conformance with the design concept.
12. The ENGINEER will establish baselines and grades for locating the work together with a suitable number of bench marks adjacent to the work as shown in the Contract Documents.
13. The ENGINEER, as representative of the OWNER during the construction phase, shall advise and consult with the OWNER and all of the OWNER'S instructions to the Contractor shall be issued through the ENGINEER. The ENGINEER shall have the authority to act on behalf of the OWNER to the extent provided in this Agreement.
14. Unless otherwise requested by the OWNER in writing, the ENGINEER will not provide Resident Construction Inspection. The ENGINEER'S undertaking construction inspection hereunder shall not relieve the Contractor of Contractor's obligation to perform the work in conformity with the Drawings and Specifications and in a workmanlike manner; shall not make the ENGINEER an insurer of the Contractor's performance; and shall not impose upon the ENGINEER any obligation to see that the work is performed in a safe manner.
15. The ENGINEER will review the Contractor's applications for progress and final payment and, when approved, submit same to the OWNER for payment.
16. The ENGINEER will prepare and review necessary contract Change Orders on a timely basis for consideration of approval by the OWNER.
17. The ENGINEER and a representative of the OWNER will make an inspection of the project or project element to determine the status of completion. The ENGINEER may issue a Certificate of Substantial Completion consistent with the General Conditions of the Construction Contract Documents.
18. The ENGINEER will provide the OWNER with one set of record drawings on electronic media and three sets of prints at no additional cost to the OWNER. Such drawings will be based upon construction records provided by the Contractor during construction, as specifically required in the Construction Contract, and reviewed by the ENGINEER, and from the ENGINEER'S construction data.

19. If State statutes require notices and advertisements of final payment, the ENGINEER shall assist in their preparation.
20. The ENGINEER will be available for site visits to furnish engineering services and consultations necessary to correct unforeseen project operation difficulties for a period of one year after the date of the Certificate of Substantial Completion of the facility. The ENGINEER will assist the OWNER in performing a review of the project during the 11th month after the date of initiation of the 12 month warranty period.

SECTION B - COMPENSATION FOR ENGINEERING SERVICES

1. The OWNER shall compensate the ENGINEER for services in accordance with the following schedule:

Design Phase Engineering:

- Thirty-Seven Thousand Six Hundred and No/100 Dollars (\$37,600)

Construction Phase Engineering:

- Thirty-One Thousand Eight Hundred and No/100 Dollars (\$31,800)

2. The compensation for the above Engineering Services shall be as follows:
 - a. Preliminary and Design Phase Services shall include items A-1 through A-5.
 - b. Billings shall be submitted monthly by the ENGINEER for Preliminary and Design Phase Services during the previous month. Payments shall be made for these billings within 30 days. Billings shall be based on percent of completion for Preliminary and Design Phase Services.
 - c. Construction Engineering Services and Construction Inspection shall include items A-6 through A-20 and shall be billed by the ENGINEER on an hourly basis. The total shall not exceed the budget figures under Article B.1 above without the express written authorization of the OWNER.
 - d. Where hourly rates are used, they shall be in accordance with the Standard Hourly Rate Schedule, attached herewith and referenced Exhibit B.
 - e. In the event of multiple construction contracts, the ENGINEER may negotiate revised figures under Article B.1.

SECTION C - RESIDENT CONSTRUCTION INSPECTION

If the OWNER requests the ENGINEER to provide Resident Construction Inspection, the ENGINEER will, prior to the Preconstruction Conference, submit a resume of the Resident Inspector's qualifications, anticipated duties and responsibilities for approval by the OWNER. The OWNER agrees to pay the ENGINEER for such services in accordance with the "Inspector" rate schedule set out in Exhibit B. The ENGINEER will render to OWNER for such services performed hereunder during such period, the same to be due and payable by the OWNER to the ENGINEER on or before the 10th day of the following period. A separate agreement shall be negotiated for Resident Construction Inspections Services setting out estimated hours required and maximum estimated fees and charges.

SECTION D - ADDITIONAL ENGINEERING SERVICES

In addition to the foregoing being performed, the following services may be provided UPON WRITTEN AUTHORIZATION OF THE OWNER.

1. Financial feasibility or other special studies.
2. Record boundary surveys or other similar surveys, excepting surveys required to locate the construction project, or as identified in the scope of work.
3. Laboratory tests, borings, specialized geological, soil, hydraulic, or other studies recommended by the ENGINEER.
4. Record property surveys, detailed descriptions of sites, maps, drawings, or estimates related thereto; assistance in negotiating for land and easement rights.
5. Necessary data and filing maps for storm water discharge permits, water rights, adjudication, and litigation.
6. Redesigns not initiated by the ENGINEER after final Plans and Specifications have been approved by the OWNER, except redesigns to reduce the project cost to within the funds available.
7. Appearances before courts or boards on matters of litigation or hearings related to the project and providing services as an expert witness in connection with any public hearing, arbitration proceeding, or the proceedings of a court of record.
8. Preparation of Environmental Assessments or Environmental Impact Statement (E.I.S.).
9. Performance of detailed staking necessary for construction of the project in excess of the control staking set forth in Section A-12.
10. Preparing documents for alternate bids requested by the OWNER.

11. Providing consultation concerning replacement of any work damaged by fire or other cause during construction, and furnishing professional services of the type set forth as previously mentioned in this Agreement as may be required in connection with the replacement of such work.
12. Providing professional services made necessary by the default of the Contractor in the Construction Contract.
13. Providing construction engineering and inspection services after the construction contract time has been exceeded.

Unless identified as included in the proposed scope of work herein, payment for the services specified in this Section D shall be as agreed in writing prior to commencement of the work. The ENGINEER will render to OWNER for such services an itemized bill, once each month, for compensation for services performed hereunder during such period, the same to be due and payable by OWNER to the ENGINEER within 30 days.

SECTION E - OWNER'S RESPONSIBILITIES

1. The OWNER shall provide full information regarding his requirements for the project.
2. The OWNER shall designate, when necessary, a representative authorized to act in his behalf with respect to the project. The OWNER or his representative shall examine documents submitted by the ENGINEER and shall render decisions pertaining thereto promptly, to avoid unreasonable delay in the progress of the ENGINEER'S work.
3. The OWNER shall furnish all pertinent existing mechanical, chemical or other laboratory tests, inspections and reports as required by law or the Contract Documents, and which may impact the design.
4. The OWNER shall furnish such legal, accounting and insurance counseling services as may be necessary for the project, and such auditing services as he may require to ascertain how or for what purposes the CONTRACTOR has used the moneys paid to him under the Construction Contract.
5. If the OWNER observes or otherwise becomes aware of any fault or defect in the project or non-conformance with the Contract Documents, he shall give prompt oral notice with written confirmation thereof to the ENGINEER.
6. The OWNER shall furnish information required of him as expeditiously as necessary for the orderly progress of the work.

SECTION F - SPECIAL PROVISIONS

The following is agreed to by both parties:

1. That the OWNER reserves the right to request replacement of any Resident Inspector(s) furnished by the ENGINEER or to furnish the Resident Inspector(s) from the OWNER'S own forces, subject to the approval of the ENGINEER regarding the qualifications of the Resident Inspector(s). If the OWNER furnishes the Resident Inspector(s), the OWNER agrees that the Resident Inspector(s) will be under the direction and supervision of the ENGINEER.
2. That the OWNER shall pay for advertisement for bids, building or other permits, licenses, technical review fees, etc., as may be required by local, State or Federal authorities, and shall secure the necessary land easements and rights-of-way.
3. The ENGINEER will endeavor to assure compliance of his work with applicable State and Federal requirements.
4. That insofar as the work under this Agreement may require, the OWNER shall furnish the ENGINEER all existing maps, field survey data, grades and lines of streets, pavements, and boundaries, rights-of-way, and other surveys presently available, which will be returned upon project completion. ENGINEER will provide the OWNER a copy of survey notes establishing bench marks and location of improvements.
5. That if the engineering work covered in this Agreement has not been completed on or after the expiration of a twenty-four month period from the date of execution of this Agreement, the OWNER or ENGINEER may, at the option of either, on written notice, request a renegotiation of Sections B, C, and D (providing for the compensation to be paid the ENGINEER for services rendered) to allow for changes in the cost of services. Such new schedule of compensation is to apply only to work performed by the ENGINEER after delivery date of such written notice.
6. That this Agreement is to be binding on the heirs, successors and assigns of the parties hereto and is not to be assigned by either party without first obtaining the written consent of the other. At least fifteen (15) days shall be allowed for such consent.
7. Attorney's fees: In the event a suit, arbitration or other legal action is required by either the OWNER or the ENGINEER to enforce any provision of this Agreement, the prevailing parties shall be entitled to all reasonable costs and reasonable attorney's fees upon litigation or upon appeal.
8. Termination
 - a. This Agreement may be terminated in whole or in part in writing by either party in the event of substantial failure by the other party to fulfill its obligations under this Agreement through no fault of the terminating party, provided that no termination may be effected unless the other party is given (1) not less than ten

- (10) calendar days' written notice (delivered by certified mail, return receipt requested) of intent to terminate, and (2) an opportunity for consultation with the terminating party prior to termination.
- b. The Agreement may be terminated in whole or in part in writing by the OWNER for its convenience, provided that the ENGINEER is given (1) not less than ten (10) calendar days' written notice, (delivered by certified mail, return receipt requested) of intent to terminate, and (2) opportunity for consultation with the terminating party prior to termination.
 - c. If termination for default is effected by the OWNER an equitable adjustment in the price provided for in the Agreement shall be made, but (1) no amount shall be allowed for anticipated profit on unperformed services or other work, and (2) any payment due to the ENGINEER at the time of termination may be adjusted to cover any additional costs to the OWNER because of the ENGINEER'S default. If termination for default is effected by the ENGINEER, or if termination for convenience is effected by the OWNER, the equitable adjustment shall include a reasonable profit for services or other work performed. The equitable adjustment for any termination shall provide for payment to the termination, in addition to termination settlement costs reasonably incurred by the ENGINEER relating to commitments which had become firm prior to the termination.
 - d. Upon receipt of a termination action under paragraphs a. or b. above, the ENGINEER shall (1) promptly discontinue all affected work (unless the notice directs otherwise), and (2) deliver or otherwise make available to the OWNER reproducible data, drawings, specifications, reports, estimates, summaries and such other information and materials as may have been accumulated by the ENGINEER in performing this Agreement whether completed or in process.
 - e. Upon termination under paragraphs a. or b. above, the OWNER may take over the work and may award another party a contract to complete the work under this Agreement.
 - f. If, after termination for failure of the ENGINEER to fulfill contractual obligations, it is determined that the ENGINEER had not failed to fulfill contractual obligations, the termination shall be deemed to have been for the convenience of the OWNER. In such event, adjustment of the Agreement price shall be made as provided in paragraph c. of this clause.
9. The ENGINEER agrees to hold harmless and indemnify the OWNER against all claims, damages, losses and costs, including costs of defense, arising out of the negligent performances of engineering services under this Agreement. OWNER may make claim under applicable law against ENGINEER or ENGINEER'S insurance carriers for any loss, damage or cost arising out of ENGINEER'S negligent performance of services under this Agreement.

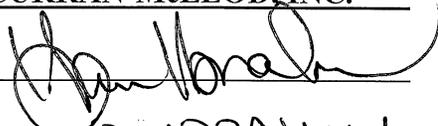
10. The ENGINEER agrees to acquire and maintain for the duration of this Agreement, Professional Liability Insurance in the nominal amount of \$1,000,000 per occurrence and \$2,000,000 aggregate.
11. The ENGINEER further agrees to obtain and maintain, at the ENGINEER'S expense, such insurance as will protect the ENGINEER from claims under the Worker's Compensation Act and such comprehensive general liability insurance as will protect the OWNER and the ENGINEER from all claims for bodily injury, death, or property damage which may arise from the performance by the ENGINEER or by the ENGINEER'S employees or agents.
12. The ENGINEER will not discriminate against any employee or applicant for employment because of race, color, religion, sex or national origin. The ENGINEER will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin, such action shall include, but not be limited to the following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; lay off or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship.
13. ENGINEER covenants that he presently has no interest and shall not acquire interest, direct or indirect, which would conflict in any manner or degree with the performance of his services under this Agreement. Any interest on the part of the ENGINEER or his employees must be disclosed to the OWNER.
14. INDEPENDENT CONTRACTOR. It is agreed that ENGINEER is providing the services hereunder as an independent contractor and not as an employee of OWNER.

OWNER shall have no right to control the manner of the performance of the services, but may place restrictions on ENGINEER relating to use of OWNERS premises. As an independent contractor, ENGINEER shall not be eligible to receive benefits otherwise provided to employees of the OWNER.

15. The records and documents with respect to all matters covered by the Agreement shall be subject at all times to inspection, review or audit by the OWNER, County, Federal or State officials so authorized by law during the performance of this contract. Required records shall be retained for a period of three (3) years after termination of this Agreement
16. No member or delegate to the Congress of the United States and no Resident Commissioner or City Official shall be admitted to any share or part of this Agreement or to any benefit that may arise hereunder.
17. This CONTRACT shall be construed according to the laws of the State of Oregon. Any litigation between the OWNER and the ENGINEER or out of work performed under this CONTRACT shall occur in the Clackamas County Court having jurisdiction thereof, and if in the federal courts, in the United States District Court for the District of Oregon.

18. This Agreement, including Exhibits A and B, represents the entire integrated agreement between the OWNER and the ENGINEER and supersedes all prior negotiations, representations or agreements, either written or oral. This Agreement may be amended only by written instrument signed by both the OWNER and ENGINEER.

IN WITNESS WHEREOF, the parties hereto have executed, or caused to be executed by their duly authorized officials, this Agreement in duplicate on the respective dates indicated below.

OWNER: <u>CITY OF CANBY</u>	ENGINEER: <u>CURRAN-McLEOD, INC.</u>
SIGNATURE: _____	SIGNATURE: 
NAME: _____	NAME: <u>HASSAN IBRAHIM</u>
TITLE: _____	TITLE: <u>PRINCIPAL ENGINEER</u>
DATE: _____	DATE: <u>7-19-2018</u>

CURRAN-McLEOD, INC.
CONSULTING ENGINEERS

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

July 18, 2018

Ms. Jennifer Cline, P.E.
Public Works Director
City of Canby
P.O. Box 930
Canby, OR 97013

EXHIBIT "A"

**RE: CITY OF CANBY
N MAPLE STREET RECONSTRUCTION
PROJECT SCOPE AND COST ESTIMATE**

Dear Jennifer:

We appreciate the opportunity to provide the City of Canby an estimate for the design and construction administration on the above noted project, for your review and approval in order to proceed with the work.

This street is identified in the City TSP as a local street. To match the TSP and Public Works Standards, the improvements will include reconstruction of the street to 34' curb to curb, which allows parallel parking plus curbs and sidewalks on each side of the street. The improvements will include drywells for stormwater disposal, installing cleanouts on the sanitary sewer services, coordination with private utility providers for needed relocations, and coordination with Canby Utility for water meter and hydrant relocations. If water and franchise utility providers want to upgrade their systems, they can be accommodated as a component of the work before placement of the final asphalt paving.

The total project frontage length between NE 10th Avenue and NE 14th Avenue is approximately 1,300 lineal feet. The existing right-of-way width is generally 40 feet except where prior developments have occurred, and 5' to 10' of right of way dedications were attained. A 3 to 3.5-foot sidewalk easements will be needed from 13 property owners to accommodate the proposed sidewalk improvements and to provide adequate ADA access around existing obstructions.

The following is an estimate of cost for the project, including an ENR escalation of 1.5% for construction in 2019. No costs are included in the estimates for easement purchases.

Item No.	Description	Quantity	Unit	Unit Price	Total
A. Site Preparation					
A.1	Mobilization (5% of the total cost)	All	LS	\$20,650.00	\$20,650.00
A.2	Traffic Protection & Direction of Traffic	All	LS	5,000.00	5,000.00
A.3	Erosion Control	All	LS	2,000.00	2,000.00
A.4	Clearing & Grubbing, Tree and Landscape Protection and Site Restoration	All	LS	10,000.00	10,000.00
A.5	Common Excavation (15" depth)	1,000	CY	20.00	20,000.00
A.6	Subgrade/ Trench Stabilization	50	CY	35.00	1,750.00
A.7	Sawcut Asphalt/ Concrete Pavement	200	LF	2.00	400.00
Subtotal					\$59,800.00
B. Paving and Surfacing					
B.1	1"-0" Crushed Rock (12" deep)	2,000	SY	12.00	24,000.00
B.2	Type "C" Concrete Curb	2,600	LF	15.00	39,000.00
B.3	6" Concrete Driveway w/2" Leveling rock	400	SY	55.00	22,000.00
B.4	4" Concrete sidewalk w/ 2" Leveling Rock	1,200	SY	50.00	60,000.00
B.5	ADA Cast-in-Place Truncated Dome Mats	4	Each	350.00	1,400.00
B.6	½" Dense Mix Asphalt Pavement (4" deep)	900	Tons	85.00	76,500.00
B.7	Pavement Striping	All	LS	2,000.00	2,000.00
Subtotal					\$224,900.00
C. Storm Drainage					
C.1	12" Diameter HDPE w/Trench Excavation and Rock Backfill	400	LF	40.00	16,000.00
C.2	Type G-2 Catch Basins	8	Each	1,250.00	10,000.00
C.3	48" Diameter Sedimentation Manhole	3	Each	3,500.00	10,500.00
C.4	48" Diameter Drywells	3	Each	15,000.00	45,000.00
Subtotal					\$81,500.00
D. Sanitary Sewer					
D.1	6" Cleanouts, All Depths	20	Each	1,500.00	30,000.00
Subtotal					\$30,000.00
E. Utilities					
E.1	Utility Trenching including Shading and Rock or Sand Backfill (Single Trench)	600	LF	10.00	6,000.00
E.2	Excavate, Prep Rock Pad and Rock Backfill	4	Each	1,000.00	4,000.00

	Vaults/ Transformers				
E.3	Excavate and Rock Backfill for Street Light Poles	6	Each	800.00	4,800.00
Subtotal					\$14,800.00
Construction Cost					\$411,000.00
ENR Increase (1.50%)					\$7,000.00
Canby Utility Cost					\$35,000.00
Engineering Design & Construction Phase Cost (20%)					\$86,000.00
Contingency (20%)					\$86,000.00
TOTAL PROJECT COST					\$625,000.00

Engineering work will require approximately 90 days to prepare plans and specifications; soliciting bids and the award process will take 60 days, and construction approximately 90 days, depending upon the utility provider's work scope. The design can be completed this fall/winter and construction completed in the spring/summer 2019. Estimated costs of engineering work is listed below:

Design Phase Engineering Cost Estimate:

Field Research & Preliminary Layout	\$ 4,500
ODOT Prospectus Preparation	2,500
Easement Revisions (13)	1,000
Roadway Horizontal & Vertical Design	7,500
Utility Design, Storm, Electrical Conduits	3,000
Base Maps & Plan Sheet Graphics, 8 sheets	14,600
Contract Documents & Specifications	<u>4,500</u>
Total Design Phase Engineering	<u>\$37,600</u>

Construction Phase Engineering Cost Estimate:

Bid Procedure	\$ 4,800
Construction Staking	8,200
Geotechnical & Field Testing	4,200
Contract Administration, As-builts	5,600
Project Closeout	2,000
Field Inspection, est. 55 hrs.	<u>7,000</u>
Total Construction Phase Engineering	<u>\$31,800</u>

The cost for the design survey and easements preparation was billed separately and is not included in this proposal. All costs prior to your approval of this contract will be billed on Time and Material basis.

Ms. Jennifer Cline, PE
July 18, 2018
Page 4

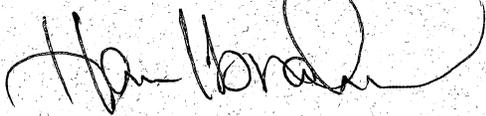
We have attached for your review a copy of the Engineering Services Contract. The design engineering phase cost will be billed based on a lump sum and billed as percent complete while the construction engineering phase will be billed hourly, as needed, based on the standard hourly rates schedule, not to exceed the estimated budget.

Excluded from our estimates are the costs of publishing in the Daily Journal of Commerce and BOLI fee. Those expenses will be billed directly to the City and are estimated at approximately \$2,500.

If you have any concerns or questions, please call.

Sincerely,

CURRAN-McLEOD, INC.

A handwritten signature in black ink, appearing to read 'Hassan A. Ibrahim', written over the company name.

Hassan A. Ibrahim, PE

Enclosure: Engineering Services Contract

STANDARD HOURLY RATES

Effective January 1, 2018

Senior Principal Engineer	\$ 135.00
Principal Engineer	125.00
Project Engineer/Manager	120.00
Design Engineer/Manager	120.00
Design Technician/Inspector	85.00
Graphics Technician	75.00
Word Processing	65.00

REIMBURSABLE EXPENSES

Reproduction expenses are at cost.

Auto expenses reimbursed at 54¢ per mile.

Meals and Lodging at cost.