

PLANNING COMMISSION
Meeting Agenda
Monday – November 22, 2010
7:00 PM - Regular Meeting
City Council Chambers – 155 NW 2nd Avenue

Chair Dan Ewert – Vice Chair Janet Milne
Commissioners Sean Joyce, Charles Kocher, John Proctor, Misty Slagle and Randy Tessman

1. CALL TO ORDER

2. CITIZEN INPUT ON NON-AGENDA ITEMS

3. PUBLIC HEARINGS

a. The applicant is requesting a Conditional Use Permit, Site and Design Review and Lot Line Adjustment to construct a new 9,470 square foot, 16-resident Memory Care Community. The proposed building is mostly one story with a 8,700 square foot footprint with an small upper level at the corner of 2nd and Fir which will be used for storage and administrative office spaces. **DR 10-02/CUP 10-01/LLA 10-05 – Staff – Markus Mead, Associate Planner** **Page 2**

b. **Transportation System Plan (TSP)** – Request for Recommendation to City Council for a Comprehensive Plan and Land Development and Planning Ordinance Amendment pertaining to adoption of the 2010 Transportation System Plan. The TSP identifies existing and future transportation needs to guide future transportation investment in the City and determine how land use and transportation decisions can build on one another. It identifies specific transportation improvement projects and programs needed to 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. **TA 10-02/CPA 10-01 Staff – Matilda Deas, AICP** **Page 52**

4. NEW BUSINESS

5. FINAL DECISIONS

Note: These are final, written versions of previous oral decisions. No public testimony.

a. **DR 10-01/CUP 10-01/LLA 10-05 – Countryside Living**

6. MINUTES

September 27, 2010 **Page 98**

7. ITEMS OF INTEREST/REPORT FROM STAFF

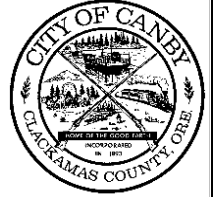
8. ITEMS OF INTEREST/GUIDANCE FROM PLANNING COMMISSION

9. ADJOURNMENT

The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for person with disabilities should be made at least 48 hours before the meeting to Jill Thorn at 503-266-7001.

*A copy of this agenda can be found on the City's web page at www.ci.canby.or.us
City Council and Planning Commission Meetings are broadcast live and can be viewed on OCTS Channel 5.
For a schedule of the playback times, please call 503-263-6287.*

**STAFF REPORT TO THE
PLANNING COMMISSION
FOR THE CITY OF CANBY, OREGON**



SECTION I. APPLICATION SUMMARY

CASE NAME: Countryside Living South Residential Memory Care Community
CASE NO.: Site & Design Review DR10-02, Lot Line Adjustment LLA 10-05 and Conditional Use Permit CUP 10-01

PROPOSAL: A new 9,470 square foot, 16 resident Memory Care Community. The proposed building is mostly one story with a 8,700 SF footprint with a small upper level at the corner of 2nd and Fir which will be used for storage and a few administrative office spaces.

APPLICANT: Operators; Country Side Living or 2937 G Street
PO box 6 Hubbard OR 97032
Hubbard, OR 97032 Contact: Erik Berkey
Phone: 503-310-8004

PROPERTY OWNER: Erik Berkey

LOCATION: 406 NW 2nd Avenue

REPRESENTATIVE: LRS Architects, Inc.
720 NW Davis Str. Suite 300,
Portland OR. 97209
Contact: Cynthia Schuster
Phone: 503.221.1121
Fax: 503.221.2077
Email; cschuster@lrsarchitects.com

ZONE: C-1 Downtown Commercial Zone; Core Commercial sub area of the Downtown Canby Overlay Zone (DCO).

COMPREHENSIVE PLAN DESIGNATION: LDR – Low Density Residential

**APPLICABLE
REVIEW CRITERIA:**

Canby Comprehensive Plan
Land Use Element, Policies 1-6
Environmental Concerns Element
Transportation Element, Policies 1, 4 and 6
Public Facilities And Services Element, Policy 1

Canby Municipal Code Sections
12.32 Tree Regulations
13.16.015.B.13 Prohibited Discharge Standards
16.08.070 Illegally Created Lots
16.08.090 Sidewalks Required
16.08.110 Fences
16.10.10 Off Street Parking Exception
16.22.20 C-1 Downtown Commercial Zone Conditional Uses
16.41Downtown Overlay Zone
16.49. Site and Design Review
16.50.010 Authorization To Grant Or Deny Conditional Uses
16.58. Lot Line Adjustment Designated
16.89.050 Application And Review Procedures Type III Decision

STAFF:

Bryan Brown, Planning Director, City of Canby
Markus Mead, Associate Planner, City of Canby

SECTION II. STAFF RECOMMENDATION

Based upon the findings in this Staff Report, and without benefit of testimony at a public hearing, Staff recommends that the Planning Commission **APPROVE Site & Design Review DR10-02, Conditional Use Permit CUP10-01 and Lot Line Adjustment LLA10-05** pursuant to the conditions presented in this Staff Report.

SECTION III. BACKGROUND INFORMATION

A Conditional Use Permit is typically pursued for uses that are potentially uncomplimentary to the surrounding area and/or have a potential for significant impacts to the surrounding area including air and noise pollution, traffic increases, vibration, odors etc. According to the City of Canby Code, the Planning Commission weighs the proposed conditional use's positive and negative features that would result from authorizing the particular development at the location proposed (Canby Municipal Code Section 16.50.010). In permitting a new conditional use or the alteration of an existing conditional use, the Planning Commission may impose conditions that it finds necessary to avoid a detrimental impact and to otherwise protect the best interests of the surrounding area or the community as a whole. (Canby Municipal Code Section 16.50.040). These conditions are intended to mitigate the development's impacts to the surrounding neighborhood, the city and citizenry.

SECTION IV. PROCESS

This application is being reviewed through a Type III process. This is due to the applicant's request to use alternative methods to meet the intent of the site and design review standards of the Downtown Overlay and the inclusion of a Conditional Use Permit request; which is also reviewed through a Type III process. The alternative method provision is further described in Canby Municipal Code Section 16.49.035, Application for Site and Design Review:

- A. For projects in the Downtown Canby Overlay Zone, applicants may choose one of the following two processes:*
- 1. Type II - If the applicant meets all applicable site and design review standards set forth in Chapters 16.41 and 16.49, applicant shall submit a Type II application for approval pursuant to the approval criteria set forth in 16.49.040.5; or*
 - 2. Type III - If the applicant proposes the use of alternative methods or materials to meet the intent of the site and design review standards set forth in Section 16.41.070, the applicant shall submit a Type III application for approval pursuant to the approval criteria set forth in 16.49.040.6. The applicant must still meet all applicable requirements of Chapter 16.49.*

This provision allows an applicant to meet the design review standards directly through a Type II procedure that does not require a public hearing. The applicant may also choose to meet the design review standards using "alternative methods" which require additional review to assure they are consistent with the intent of the Downtown Overlay. This is done through a Type III procedure with a public hearing and Planning Commission consideration.

According to the Canby Municipal Code (CMC) Table 16.89.020, a Conditional Use Permit is reviewed as a Type III procedure. Type III decisions are made by the Planning Commission after a public hearing, with appeals reviewed by the City Council. Type III procedures generally use discretionary approval criteria (16.89.020.C). The proposed development requires Conditional Use Permit approval and Site and Design Review approval prior to construction. The Planning Commission reviews both of these applications as a Type III process, which requires that a public hearing be held before the Planning Commission makes its decision to approve, approve with conditions, or deny the applications. The public hearing for each of these applications may be held concurrently. The applicant held a pre-application meeting with City Staff on October 15, 2009. The applicant held a neighborhood meeting concerning the

application on September, 30, 2010. Public notice in conformance with CMC 16.89.050 was provided for the public hearing.

In making the decision on this application, the Planning Commission shall issue a final written order containing findings and conclusions that approve, approve with conditions, or deny the application. The written decision shall explain the relevant criteria and standards, state the facts relied upon in rendering the decision, and justify the decision according to the criteria, standards, and facts. The written findings shall be sent to any person who submits a written request to receive notice, provides written comments during the application review period, or provides written or oral testimony in the public hearing, the applicant and owner of the subject property and relevant government agencies.

The Planning Commission's decision on a Type III decision may be appealed to the City Council within 10 days of the date the Notice of Decision was mailed.

Notice of this application and this hearing was mailed to owners of lots within 500 feet of the subject properties on October 28, 2010. The comment period was extended by four days to end on November 12, 2010 to allow time for mailing and the Veteran's Day holiday. As of the date of this Staff Report, no public comments were received by City of Canby Planning Staff.

SECTION V. STAFF REPORT APPROACH

This Staff Report includes the applicant's narrative as findings to describe compliance for applicable regulations found in Section VIII, Review for Conformance With Applicable Approval Criteria. This narrative is found in Exhibit A of this Staff Report. Each criterion has findings that identify the associated narrative sections.

There are additional criteria that are not part of the applicant's narrative. Staff has prepared findings for these criteria.

SECTION VI. APPLICABLE CRITERIA

Canby Comprehensive Plan

Land Use Element, Policies 1-6
Environmental Concerns Element
Transportation Element, Policies 1, 4 and 6
Public Facilities And Services Element, Policy 1

Canby Municipal Code Sections

12.32 Tree Regulations
13.16.015.B.13 Prohibited Discharge Standards
16.08.070 Illegally Created Lots
16.08.090 Sidewalks Required
16.08.110 Fences
16.10.10 Off Street Parking Exception
16.22.20 C-1 Downtown Commercial Zone Conditional Uses
16.41 Downtown Overlay Zone
16.49. Site and Design Review
16.50.010 Authorization To Grant Or Deny Conditional Uses
16.58. Lot Line Adjustment Designated
16.89.050 Application And Review Procedures Type III Decision

SECTION VII. REVIEW FOR CONFORMANCE WITH APPLICABLE APPROVAL CRITERIA

Canby Comprehensive Plan

LAND USE ELEMENT

GOAL: To guide the development and uses of land so that they are orderly, efficient, aesthetically pleasing and suitably related to one another.

Applicable Policies:

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

Findings: The property is located in zone C-1, Downtown Commercial and is with-in the Core Commercial (CC) sub area of the Downtown Canby Overlay Zone (DCO). A Memory Care Facility is an “institutional use” and is described by the CMC in Section 16.41.030.A.6 as: “a Nursing home, convalescent home, home for the aged, board and care home, foster care home, etc;”. This use is allowed in a C-1 zone with an approved conditional use permit. This application contains a conditional use permit request.

According to CMC 16.41.010.A, the purpose of the Downtown Canby Overlay (DCO) zone is to: *encourage more intense development in the Core Commercial area...and...create a pedestrian friendly environment in the Core Commercial (subsection B), ensure that building sizes reflect desired uses in the Core Commercial (subsection C), maintain an attractive, visually pleasing environment (subsection E) and ensure adequate accessibility to and within sites by a variety of travel modes (subsection F).* The only verbiage in the Section’s Purpose statement that discusses uses is that they be “desired” in the DCO. The

remainder of the purpose statement describes building function and form for the public and transitioning into the downtown periphery. This suggests that the intent's priority is the downtown environment with uses being secondary. Because the use is listed on the Conditionally-Approved list of the DCO, it is assumed that this use is somewhat desired in Canby's Downtown, pursuant to design, function considerations and nearby property impact analysis.

As further described in this Staff Report, the design and function of this proposal are consistent with the Downtown Plan and the DCO, provides for the public function and environment and is visually consistent with the Downtown area and Plan. Additionally, nearby property impacts are minimal and have been identified and mitigated by the proposal as described in this Report's findings. Staff concludes in this report that this use is not significantly conflicting or incompatible with the Downtown Area, the Subareas, or nearby properties. Additionally, this proposal groups uses (the existing memory care facility across the street) further minimizing impacts and meeting this policy. Therefore, this policy is met by this proposal.

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

Findings: This application increases the intensity of use on this site and in the Downtown Core. Specifically, five employees and twelve residents will occupy one lot that is currently constructed for one dwelling unit. Therefore, this policy is met by this proposal.

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

Findings: According to the applicable service providers, there is existing capacity to serve this proposal's service needs. Therefore, this policy is met by this proposal.

Policy #4: Canby shall limit development in areas identified as having an unacceptable level of risk because of natural hazards.

Findings: This proposal does not affect a special management area designated in the Comprehensive Plan. Therefore, no natural hazard-related Comprehensive Plan policies are directly affected or applicable to this proposal and this policy is not applicable by this proposal.

Policy #5: Canby shall utilize the land use map as the basis of zoning and other planning or public facility decisions.

Findings: As further described in this Staff Report, this proposal is consistent with the list of desired uses in this base and overlay zone. Additionally, according to the applicable service providers, there is existing capacity to serve this proposal's service needs. Therefore, this policy is met by this proposal.

Policy #6: Canby shall recognize the unique character of certain areas and will utilize the following special requirements, in conjunction with the requirements of the land development and planning ordinance, in guiding the use and development of these unique areas.

Findings: As further described in this Staff Report,

- This proposal does not affect a special management area.
- This proposal is consistent with the list of desired uses in this base and overlay zone.
- Additionally, according to the applicable service providers, there is existing capacity to serve this proposal's service needs.

Therefore, this the applicable elements of this policy is met by this proposal

ENVIRONMENTAL CONCERNS ELEMENT

Goals:

- ***To protect identified natural and historical resources.***
- ***To prevent air, water, land, and noise pollution.***
- ***To protect lives and property from natural hazards.***

Findings: This proposal does not affect a special management area designated in the Comprehensive Plan. Additionally, it does not affect the urban growth boundary, develop agricultural land, would have air, water or land impacts, is a sand/gravel operation, is a historic site, is within in a designated scenic area, is open space, affects fish and wildlife resources, impacts a designated wetland, is within a designated flood area, is in an area of expansive soils, high water tables, or shallow topsoil. Therefore, no Environmental Concerns Comprehensive Plan policies are directly affected or applicable to this proposal.

TRANSPORTATION ELEMENT

Goal: To develop and maintain a transportation system which is safe, convenient and economical.

Applicable Policies:

Policy #1: Canby shall provide the necessary improvements to City streets, and will encourage the County to make the same commitment to local County roads in an effort to keep pace with growth.

Findings: This proposal has committed to construct the designated right-of-way improvements including pedestrian amenities and infrastructure, stormwater infrastructure, parking striping as well as paving pursuant to the DCO standards and as described in the conditions of approval of this Staff Report. There is no County road impacts or needs with this application. Therefore, the applicable portions of this proposal are met.

Policy #4: Canby shall work to provide an adequate sidewalk and pedestrian pathway system to serve all residents.

Findings: This proposal has committed to construct the designated right-of-way improvements including pedestrian amenities and infrastructure. This includes awnings, benches and planters, sidewalk width increases to the DCO and C-1 Zone standard of 11 feet with certain allowances, curb extensions for pedestrian safety, lighting and vegetation including street trees. These amenities are consistent with the DCO and the existing downtown amenities.

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

Findings: According to the applicable service providers, there is existing capacity to serve this proposal's service needs. This proposal is in an existing urbanized area with sufficient road access to the site. The Canby Fire Marshall did not indicate any concerns with access to the site or to the structure. Therefore, this policy is met by this proposal

PUBLIC FACILITIES AND SERVICES ELEMENT

Goal: To assure the provision of a full range of public facilities and services to meet the needs of the residents and property owners of Canby.

Applicable Policies:

Policy #1: Canby shall work closely and cooperate with all entities and agencies providing public facilities and services.

Findings: According to the applicable service providers, there is existing capacity to serve this proposal's service needs. This proposal is in an existing urbanized area with sufficient road access to the site.

CONCLUSION REGARDING CONSISTENCY WITH THE POLICIES OF THE CANBY COMPREHENSIVE PLAN

Staff has reviewed the goals, policies, and implementation measures of the Comprehensive Plan and concludes that the proposed conditional use is consistent with the applicable policies and goals of Canby's Comprehensive Plan.

Canby Municipal Code

12.32 Tree Regulations

Findings: This Staff Report incorporates Section A8 of the applicant's narrative as findings. Staff finds that the applicant narrative is sufficient for the purposes of this staff report and the criterion is met.

13.16.015.B.13 Prohibited Discharge Standards

Specific prohibitions (C.F.R. 403.5 (b)). No user shall introduce or cause to be introduced into the [Publicly Owned Treatment Works] the following pollutants, substances, or wastewater: Storm water, surface water, groundwater, artisan well water, roof runoff, subsurface drainage, swimming pool drainage, condensate, deionized water, cooling water and unpolluted industrial wastewater, unless specifically authorized by the Public Works Manager.

Findings: This code section allows the Public Works Manager to authorize stormwater generated on private property to enter the public system. The Public Works Director has provided a letter which authorizes private stormwater from this development to enter the public right-of-way, combining stormwater from the public sidewalk, and into the stormwater swales at the 25-year storm event with public catch basins accepting overflow events. This letter is attached to this Staff Report as Exhibit 5.

The current Public Works Design Standards (Revised 2000) for stormwater design guidance is contradictory to this Code provision; it does not allow for Manager discretion to allow stormwater from private property to be discharged to the public facilities. (See Figure 1 below).

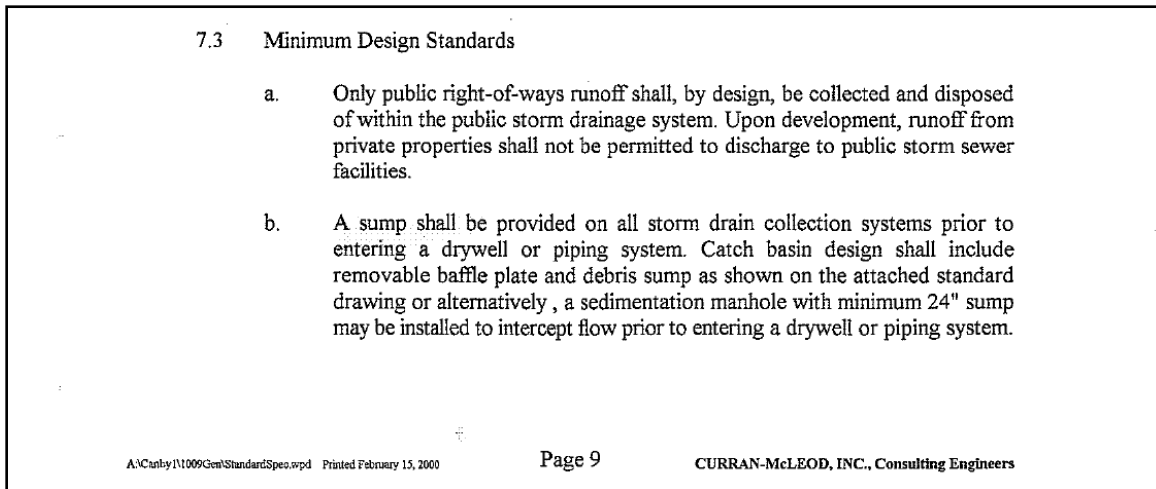


Figure 1: City of Canby Public Street Improvements Design Manual and Standard Specifications Revised February, 2000

For additional guidance, Staff reviewed the draft City Of Canby Public Facility Improvements Design Manual And Standard Specifications Revised June, 2010 Chapter 4 – Storm Drainage Design: Section 4.113 (see text below). This standard allows for roof drain water to be accepted into the public right-of-way in special circumstances with approval from the City Engineer; akin to the provision in CMC Section 13.16 above. This language is intended to compliment Low Impact Development and account for stormsewer infrastructure capacity limitations that exist within the city. As of the composition of this Staff Report, the City of Canby City Council has passed Code text amendments incorporating Low Impact Development (LID) Standards that passed through a full public review process. As the Draft Design Manual has not been adopted, it cannot be officially used to make a conclusion, but it can be used for decision-making guidance to reference a future condition or a trend. Thus it is inferred from the updated Public Works Standards and the revised LID Code Text that reception of private stormwater into the public system is an acceptable condition with the appropriate review and under certain circumstances.

***City Of Canby Public Facility Improvements Design Manual
And Standard Specifications Revised June, 2010 Chapter 4 –
Storm Drainage Design: Section 4.113:***

Only public right-of-ways runoff shall, by design, be collected and disposed of within the public storm drainage system. Upon development, runoff from private properties shall not be permitted to discharge to public storm sewer facilities. Drainage from roofs, footings, and downspouts may drain directly to a street through the curb when on-site disposal is not practical and with the City Engineers approval.

The 2010 Draft Public Works Standards Manual indicate that roof drainage may drain to street when not practical to be retained on-site. According to the applicant, due to the designed roof dimensions and pitch, roof drain laterals are required for drainage along the public right-of-way of NW 2nd Avenue and N Fir Street. This water cannot practically be taken back to the landscape area along the northwest corner of the site. Even if this were possible, it could not be done without piping private water into the public right-of-way since the majority of the proposed building abuts the property line.

Based on an agreement between the City and the applicant, Roof runoff (stormwater) from the proposed Canby Memory Care can be captured (detained) through infiltration using swales both in the public right-of-way and on the site. The public right-of-way facilities are proposed to be covered swales located in NW 2nd Avenue and N Fir Streets. The on-site facility is located at the northwest corner adjacent to the existing public alley. All infiltration swales will have overflow laterals connecting to the City storm sewer mainline in the event an overflow occurs in the planters during a storm of greater intensity than the 25-year design event. Runoff generated by City sidewalks will also be captured by the covered swales in the right-of-way. Both public and private stormwater is being captured and detained by the facilities constructed by the applicant.

The submitted plans show a sawtooth design swale along the curb line (See Exhibit 5). This approach of the private property disposing of stormwater in the public right-of-way was accepted by Staff throughout the application process. However, the specific sawtooth design created several concerns including street maintenance by the street sweeper vehicle, swale maintenance and vehicle occupants accessing the sidewalk through the swale. The applicant's engineer has agreed to eliminate the sawtooth design in favor of a design that addresses these concerns. The swales would be rectangular in shape and be covered and deepened. No vegetation would be in them, which addresses some of the Public Works maintenance concerns. The covering would be solid and walkable to allow pedestrian access. There is a similar design on along the sidewalk at the Movie Theater on NW 2nd Avenue adjacent to the parking lot. The covering would assure the roof drain didn't splash soil or mud onto the sidewalk. The radius tree well design better addresses the turning radius needs of the City's street sweeper vehicle, reducing maintenance time. Lastly, this design would reduce the frequency of overflow to the public system via the catchbasin by increasing the swale's volume capacity.

Note: The shown tree-well radius is 15 feet. According to Public Works maintenance Staff, this radius is still insufficient for the mechanical street sweeper. The street sweeper's specified turning radius is over 20 feet. Public Works does have a smaller sweeper machine with a 17-foot radius, which is still larger than the shown radius. The radius in this proposal was selected with Public Works staff input. However, it is advised that future projects increase this radius and/or the Downtown Plan be officially amended.

Also influencing this analysis is the City's stormwater capacity in the downtown area and to accept newly-generated stormwater volume from this proposed development. The City Engineer has supplied an opinion of the system's capacity and ability to accommodate the newly-generated stormwater. This letter is attached as Exhibit 3 to this Staff Report. This letter cites considerations such as "surcharging" which is flooding, and maintenance. The opinion of the City Engineer is that the "limited capacity" of this system should "not influence the decision to allow additional connections to the [public] system". Thus, the City Engineer assesses the proposed development's stormwater contribution to be low enough that the existing system can accommodate this new input. Thus, if the Public Works Director agrees with this assessment, the applicant would have the choice of using the City's infrastructure or using the infiltration approach as proposed.

In protecting the public interest, and without benefit of empirical analysis of the stormsewer capacity, City Staff disagrees with the City Engineer's assessment and the connection to the city stormsewer system. Staff advises a precautionary approach and utilization of on-site (or in this case, near-site) LID best management practices (BMP)s that would accommodate the site's stormwater without exacerbating flooding in the catchment area. Currently, there are several documented flood-prone areas of downtown-area Canby during moderate rain events. There is no analysis of current stormwater system capacity, nor of how much marginal impact this development would have on the flooding events in general, or in terms of flood duration, height or impact. Public storm sewer infrastructure can be built to increase capacity in this catchment area. However, the 2nd Avenue and Fir Street stormwater Capital Improvement Projects are not currently funded. Therefore, the flooding

effects, however small they may be, that this proposal creates will not be addressed in the immediate future from potential infrastructure construction. Additionally, the swale designed as proposed, does not preclude the opportunity of future “tie-in” options for this property to the City stormsewer system when it is upgraded. Therefore, Staff advises to use the existing infiltration approach until the capacity can be determined or new capacity is constructed.

Regarding design, the applicant’s design maintains the intent of the Downtown Plan streetscape. The general triangular tree well shape extending into the parking stalls is retained. In the Downtown Plan, brick or stamped concrete at the back-of-curb add texture to the sidewalk. The proposed covered swales add the same texture.

In analysis, City Staff determines that the City, citizens or policies would not be adversely affected by accepting the applicant’s design proposal of discharging 60% of its roof drain water into the infiltration areas in the public right-of-way. The flooding magnitude will not be increased with this proposal. There is policy guidance allowing this arrangement. The Public Works Director has indicated his approval of this arrangement. Some City benefit is gained by the sidewalk stormwater being accommodated by these swales and the opportunity to connect to an improved system in the future is retained. Regarding maintenance, the applicant will enter into a maintenance agreement with the City to assure the facilities are maintained. The proposed design would better meet the City’s street maintenance needs.

Therefore, this criterion is met.

Division III Zoning

16.08.070 Illegally Created Lots

In no case shall a lot which has been created in violation of state statute or city ordinance be considered as a lot of record for development purposes, until such violation has been legally remedied. (Ord. 740 section 10.3.05(G), 1984)

Findings: This lot was recorded by survey in July 1870 and is a legal lot of record for development purposes. Therefore, this criterion is met.

16.08.090 Sidewalks Required

Findings: This Staff Report incorporates Section A5 of the applicant’s narrative as findings. Staff finds that the applicant narrative is sufficient for the purposes of this staff report and the criterion is met.

16.08.110 Fences

Findings: This Staff Report incorporates Section A6 of the applicant’s narrative as findings. Staff finds that the applicant narrative is sufficient for the purposes of this staff report and the criterion is met.

16.10.010 Off Street Parking Exception

Findings: This Staff Report incorporates Section A7 of the applicant's narrative as findings. Staff finds that the applicant narrative is sufficient for the purposes of this staff report and the criterion is met.

16.22.020 Conditional Uses

Findings: This Staff Report incorporates Section B1-B6 of the applicant's narrative. Staff finds that the applicant's narrative contains appropriate information and incorporates it by reference into this staff report with the following findings.

The property is located in zone C-1, Downtown Commercial and is with-in the Core Commercial (CC) sub area of the Downtown Canby Overlay Zone (DCO). A Memory Care Facility is an "institutional use" and is described by the CMC in Section 16.41.030.A.6 as: "a Nursing home, convalescent home, home for the aged, board and care home, foster care home, etc;". This use is allowed in a C-1 zone with an approved conditional use permit. This application contains a conditional use permit request.

Because the use is listed on the Conditionally-Approved list of the DCO, it is assumed that this use is somewhat desired in Canby's Downtown, pursuant to design, function considerations and nearby property impact analysis.

As further described in this Staff Report, the design and function are consistent with the Downtown Plan and the DCO, provides for the public function and environment and is visually consistent with the Downtown area and Plan. Additionally, nearby property impacts are minimal and have been identified and mitigated by the proposal as described in this Report's findings. Staff finds that this use is not significantly conflicting or incompatible with the Downtown Area, the Sub areas, or nearby properties. Additionally, this proposal groups two uses (the existing memory care facility across the street) further minimizing impacts and meeting this policy. Therefore, this criterion is met by this proposal.

Downtown Canby Overlay Zone

16.41.010 Purpose

Findings: This Staff Report incorporates Section D1 of the applicant's narrative as findings. Staff finds that the applicant's narrative contains appropriate information and incorporates it by reference into this Staff Report with the following findings.

According to 16.41.010.A, the Downtown Canby Overlay Zone (DCO): The purpose of the Downtown Canby Overlay (DCO) zone is to:

- A. *encourage more intense development in the Core Commercial area(subsection A)and ..*
- B. *create a pedestrian friendly environment in the Core Commercial (subsection B),*
- C. *ensure that building sizes reflect desired uses in the Core Commercial (subsection C),*
- E. *maintain an attractive, visually pleasing environment and screen equipment/ service areas (subsection E) and*
- F. *ensure adequate accessibility to and within sites by a variety of travel modes (subsection F).*

As further described in this Staff Report, the design and function of this proposal are generally consistent with the Downtown Plan, and provides for the public function and environment with the inclusion of the conditions of approval listed in this Staff Report.

- A. This proposal proposes to increase the use intensity on the lot from a single-family dwelling unit to 16 residents and six staff members. It will also increase the use intensity from residential to commercial. This purpose statement is further met by the proposal's design elements of massing the bulk of the structure (the two-storey area) at the corner and the street, having no setback/bringing the structure to the street which sets it back from the adjacent residential uses and creates a more downtown streetscape.
- B. The applicant has agreed to augment the Downtown Plan's pedestrian –friendly environment by constructing 1/2-street improvements including pedestrian amenities including:
 - Curb extensions (these shorten the distance that pedestrians are vulnerable to vehicles in crosswalks, make pedestrians more visible to automobiles and provide visual amenities with color and texture as well as street lights and planters). Specifically to this proposal, curb extensions provide for Memory Care staff safety as staff will be crossing the street numerous times per day delivering food and during the course of their duties.
 - Sidewalk extensions, expanding the width and functionality and capacity of the sidewalks for pedestrians.
 - Street trees that add physical separation from motor vehicles to pedestrians as well as buffer noise and exhaust.
 - Awnings (as a condition of approval) that are called for in the Downtown Plan and provide protection from summer sun and winter rain and help encourage pedestrian traffic.
 - Additional public benches.

- C. The building size and footprint is appropriate to the Core Commercial area. The proposed size is below the 40,000 square foot maximum standard and the footprint exceeds the Floor Area Ratio standard that requires at least 80% of the site being part of the structure.
- E. According to the applicant's narrative: "All of the buildings services will be located off of the alleyway. Mechanical units will be mounted in the attic or on flat roof areas behind the crest of the ridge. They will be fully screened from 2nd Street and Fir Avenue."
- F. This proposal creates a pedestrian-oriented design with accessibility by a variety of travel modes. Pedestrian amenities and sidewalks are described above in this section. Bicycle racks will be provided in the public right-of-way by the applicant, promoting this travel mode. Street trees and public planters pursuant to the Downtown Plan are being provided by the applicant, creating more green area, making it more attractive and enhancing human and environmental health.

Therefore, the intent as described in this code section of the Downtown Overlay is met by this proposal.

16.41.020, Applicability. 16.41.040 Conditional Uses, 16.41.050 Development Standards, 16.41.060 DCO Site and Design Review Guidelines and 16.41.070 DCO Site And Design Review Standards.

Findings: This Staff Report incorporates Sections D1-D4 of the applicant's narrative as findings. Because the applicant is proposing "alternative methods" to meet the design standards, there is no matrix score needed to review the proposed design standards in 070 of this section. Staff finds that the applicant narrative is sufficient for the purposes of this staff report and these criteria met.

16.49.035, .040, .050.065.070 Site and Design Review

Findings: This Staff Report incorporates Sections C1-C5 of the applicant's narrative as findings. Staff finds that the applicant narrative is sufficient for the purposes of this staff report. Additionally, Staff finds that the alternative methods of meeting the design standards are appropriate for the site and meet the intent and function of the DCO. These criteria are met.

16.50.010 Authorization to Grant or Deny Conditional Uses

A conditional use listed in this title shall be permitted, altered, or denied in accordance with the standards and procedures of this chapter. In the case of a use existing prior to the effective date of the ordinance codified in this title as a conditional use, a change in the use, or reduction in lot area, or an alteration of the structure, shall require the prior issuance of a conditional use permit. In judging whether or not a conditional use permit shall be approved or denied, the Planning Commission shall weigh the proposal's positive and negative features that would result from authorizing the particular development at the location proposed and to approve such use, shall find that the following criteria[A, B, C and D below] are either met, can be met by observance of conditions, or are not applicable.

Findings: For the purposes of this section, this Staff Report incorporates Sections B1-5 of the Applicant's narrative as findings. Staff finds that the applicant narrative is sufficient for the purposes of this staff report and the applicable criteria are met.

A. The proposal will be consistent with the policies of the Comprehensive Plan and the requirements of this title and other applicable policies of the City.

Findings: For the purposes of this section, this Staff Report incorporates Section B2 of the Applicant's narrative as findings. In addition to the conditions stated in Sections XIII and XIV in this Staff Report, Staff finds that the applicant narrative is sufficient for the purposes of this staff report and the criterion is met.

Criteria B. The characteristics of the site are suitable for the proposed use considering size, shape, design, location, topography, existence of improvements and natural features;

Findings: For the purposes of this section, this Staff Report incorporates Section B3 of the Applicant's narrative as findings. In addition to the conditions stated in Sections XIII and XIV in this Staff Report, Staff finds that the applicant narrative is sufficient for the purposes of this staff report and the criterion is met.

Criteria C. All required public facilities and services exist to adequately meet the needs of the proposed development;

Findings: For the purposes of this section, this Staff Report incorporates Section B4 of the Applicant's narrative as findings. In addition to the conditions stated in Section Sections XIII and XIV in this Staff Report, Staff finds that the applicant narrative is sufficient for the purposes of this staff report and the criterion is met.

Criteria D; The proposed use will not alter the character of the surrounding areas in a manner which substantially limits, or precludes the use of surrounding properties for the uses listed as permitted in the zone. (Ord. 740 section 10.3.75 (A), 1984).

Findings: For the purposes of this section, this Staff Report incorporates Sections B5 of the Applicant's narrative as findings. In addition to the conditions stated in Sections XIII and XIV in this Staff Report, Staff finds that the applicant narrative is sufficient for the purposes of this staff report and the criterion is met.

Chapter 16.58 Lot Line Adjustment

16.58.030 Review by Planner and Engineer

The city planner and city engineer shall review the proposed lot line adjustment and shall determine whether the following criteria have been met:

- 1. Each of the remaining parcels and any structures located thereon shall be in full compliance with all regulations of this title, including the setback requirements of Division III of the City of Canby Municipal Code. Except, however, that lot line adjustments are permitted on non-conforming lots and lots with non-conforming structures provided that the non-conforming lots and structures will be no less in conformity as a result of the lot line adjustment.*

Findings: The purpose of the lot line adjustment application is to consolidate two originally platted lots so that they may permanently eliminate one of the property lines to allow the proposed building. As determined in this Staff Report, the proposal meets all City of Canby development standards and does not affect any City of Canby Comprehensive Plan Policies. The subject lots are not non-conforming and the proposal would not create a non-conforming situation. Therefore, all applicable elements of this criterion are met.

- 2. No new lots or parcels will be created as a result of the lot line adjustment without receiving approval as a partition or subdivision.*

Findings: No additional lots will be created with this proposal. Therefore, this criterion is met.

- 3. If the city planner or city engineer deems it necessary to assure the accuracy of recorded information, a survey may be required of the applicant. Such will be at the applicant's cost.*

Findings: The City Planner requests a survey to be completed. The applicant is aware of this requirement and a survey will be provided as part of the final approval. The Clackamas County Surveyor may require that the lots be surveyed and/or replatted in accordance with Clackamas County and ORS Chapter 92 statutes, in order to complete the lot line adjustment process. The applicants have been advised that this survey will need to be completed for full approval. Therefore, this criterion is and will be met.

- D. Lot line adjustments shall not be permitted where the result will be the creation of additional building sites in known hazardous locations or where the appropriate development or extension of public facilities will be impaired as a result. (Ord. 740 section 10.4.20(B), 1984)*

Findings: The subject property is not identified in the Hazards section of the Environmental Concerns Element of the Canby Comprehensive Plan. There is no evidence that additional building sites in known hazardous locations will be created by the lot line adjustment. Public facilities providers were notified of the lot line adjustment request, and indicated no concerns with the proposal. There is no evidence that appropriate development or extension of public facilities will be impaired as a result of the lot line adjustment. Therefore, this criterion is met.

16.89.050 Type III Decision

Findings: This code section establishes the timeline and procedure for public notice, hearings and appeal of a Type III procedure. As described in Section IV of this Staff Report, these procedures and timelines have been met.

CONCLUSION REGARDING CONSISTENCY WITH THE STANDARDS OF THE CANBY MUNICIPAL CODE:

Staff has reviewed the standards and intent of the applicable portions of the Canby Municipal Code and concludes that, with the proposed conditional use and site and design applications is consistent with the applicable criteria of Canby's Municipal Code Standards.

SECTION IX PUBLIC TESTIMONY

As of the composition date of this Staff Report, no comments have been received from the public.

SECTION X COMMENTS SUMMARY

Comments were received from the following agencies/departments:

- City of Canby Bike and Pedestrian Committee
- City of Canby Public Works
- Canby Telcom
- Canby Disposal
- City of Canby Police
- City of Canby Water
- City Engineer
- Canby Fire

City Engineer Comment Summary:

1. The existing drywell must be decommissioned in accordance with the Department of Environmental Quality (DEQ) requirements.
2. The preliminary plans show the existing sanitary sewer lateral will not be used to serve the new building. It must dug and capped at the mainline as part of the developer proposed improvements.
3. The new sanitary sewer service shall terminate with a clean out at the public right-of-way.

4. The roof drainage from the new building shall be disposed on-site and should be directed to multiple locations along the building frontage to facilitate dispersing the flow. However, overflow devices will be allowed to discharge heavy storms into the City public storm system. The on-site stormwater loading rates shall be designed to convey the 10-yr, 24-hr return interval design storm. This equates to a rainfall intensity of 3-inches per 24 hours. Design engineer will be required to provide drainage analysis with the final construction plans submittal.
5. The developer will be required to execute an agreement with the City for assuming maintenance of the storm drainage infiltration planters on N. Fir Street and NW 2nd Avenue.
6. All on-street parking stalls shall have a minimum of 2-foot wide all weather access to the sidewalk.
7. The developer will be required to construct a concrete driveway approach at the alley with N. Fir Street. The alley shall be reconstructed with an inverted crown for the entire site frontage. The reconstruction shall be in accordance with the City public works standards.
8. Extend a 12" pipe public storm drainage line in the alley to the west boundary of the project and terminate with a clean out. Connect the overflow lateral with a "Tee" connection.
9. N. Fir Street and NW 2nd Avenue improvements shall be constructed to have a crushed base equivalence (CBE) of 19 equating to 3 1/2" of asphalt mix and 12" of crushed base rock as required by the City public works and City engineer. The improvements shall include street lights, landscaping, sidewalks, utilities and storm drainage. The improvements shall be subject to the approval of the City Engineer and City Public Works in conformance with City of Canby Municipal Code, chapter 16.64 and downtown area plan.
10. A Demolition and Erosion Control Permits will be required from the City prior to removing the existing house.
11. All private utility services to the new building will be constructed at the sole expense of the Developer/s.
12. Any encroachment into the public right-of-way should be resolved with the City Planning and Public Works Department.

Canby Public Works Comment Summary

1. Moving the curb back approximately five feet would allow for planter expansion and possibly allow for a square or diamond shaped tree well. The current design for the tree wells is under sized, as are all the tree wells along Second St. By omitting the

infiltration planters and moving the curb out a few feet it would make it much easier to maintain and sweep the street.

2. The current sanitary sewer lateral needs to be dug up and capped at the property line. Call Public Works for inspection. This needs to take place before a Demolition permit is approved. The new sanitary sewer lateral will be terminated at the property line with a minimum 4 inch cleanout and covered with a brooks box with a metal lid marked "C/O or SEWER".
3. Trees planted in the tree wells must be approved by the Public Works supervisor.
4. Before resurfacing the alley a storm line needs to be installed to the West property line for future expansion if needed. It may be deemed necessary to install a catch basin at this point.
5. Dyed and stamped concrete rather than brick. This would cut down on maintenance issues such as moss removal, sign replacement etc.
6. A commercial concrete approach will be required at the alley, minimum 8 inch in depth with wire mesh. This approach will then have to match existing concrete walkways.
7. The Waste Water Treatment crew has taken an active approach to minimizing grease and fats in the sanitary sewer lines. Not knowing how much the kitchen will be used, at a minimum we are requesting an under sink grease trap be installed. If the under sink trap proves to be inadequate a larger in ground system will need to be installed.

SECTION XI CONCLUSION

1. Staff concludes that the conditional use is in conformance with the City's Comprehensive Plan and the Zoning Ordinance.
2. Additionally, Staff finds that the alternative methods of meeting the design standards are appropriate for the site and meeting the intent and function of the DCO.
3. Staff concludes that the site can accommodate the proposed use.
4. Staff concludes that public service and utility provision to the site is available or can be made available through future improvements.
5. Staff concludes that the conditional use will not alter the character of the surrounding areas in a manner which substantially limits or precludes the use of surrounding properties for the uses listed as permitted in the zone.

SECTION XII RECOMMENDATION

Based on the application submitted and the facts, findings and conclusions of this report, but without benefit of a public hearing, staff recommends that the Planning Commission **APPROVE** Site and Design Review DR 10-02, Conditional Use Permit CUP 10-01 and Lot Line Adjustment LLA 10-05 pursuant to the conditions presented in this Staff Report in Section XIII.

SECTION XIII CONDITIONS OF APPROVAL

Prior to Issuance of Building Permit the following must be completed:

1. The applicant may submit the civil construction drawings separate from the building permit submittal package for final preconstruction conference sign-off approval.
2. Garbage placement area and/or type and size of receptacles shall be identified on the final plans and abide by regular placement and consistent style of the Downtown Area.
3. The property owner shall provide pedestrian awnings on NW 2nd Avenue and one on NW Fir Street as described in the Downtown Canby Plan and in alternating location from the proposed street tree locations so as to not interfere with tree canopies.
4. The property owner shall provide at least one public bench whose location and type shall be approved by the Public Works and Main Street Manager on NW 2nd Avenue and one on NW Fir Street as described in the Downtown Canby Plan.

5. A Pre-Construction Conference with sign-off on all final plans is required.
6. The preliminary plans show the existing sanitary sewer lateral will not be used to serve the new building. It must be dug and capped at the mainline as part of the developer proposed improvements.
7. The property owner's design engineer shall provide 3 copies of the final Storm Drainage Report detailing infiltration and drainage analysis to the 25-year storm event with the final construction plans submittal.
8. A Demolition and Erosion Control Permits will be required from the City prior to removing the existing house.
9. The current sanitary sewer lateral needs to be dug up and capped at the property line. Call Public Works for inspection. This needs to take place before a Demolition permit is approved. The new sanitary sewer lateral will be terminated at the property line with a minimum 4 inch cleanout and covered with a brooks box with a metal lid marked "C/O or SEWER".
10. Street trees planted in the tree wells must be an approved variety and approved by the Public Works supervisor and or arborist. Black Tupelo street trees are currently identified in the applicant's narrative to be planted. These are an approved variety.
11. The areas proposed as "brick sidewalk" shall be dyed and stamped concrete rather than brick and shall be noted as such on the public construction improvement plans.

Prior to Issuance of Occupancy Permit the following must be completed:

12. The applicant shall sign a maintenance agreement with the City of Canby for maintenance of the drainage infiltration swales located within the public right-of-way and such agreement shall contain provisions to pay cost recovery should it become necessary for Canby employees to perform necessary maintenance following notice to the owner to do so.
13. The existing drywell must be decommissioned in accordance with the Department of Environmental Quality (DEQ) requirements.
14. The new sanitary sewer service shall terminate with a clean out at the public right-of-way.
15. The property owner shall construct a concrete driveway approach at the alley with N. Fir Street. The alley shall be reconstructed with an inverted crown for the entire site frontage. The reconstruction shall be in accordance with the City public works standards. A commercial concrete approach will be required at the alley, minimum

8 inch in depth with wire mesh. This approach will then have to match existing concrete walkways.

16. N. Fir Street and NW 2nd Avenue improvements shall be constructed to have a crushed base equivalence (CBE) of 19 equating to 3 ½" of asphalt mix and 12" of crushed base rock as required by the City public works and City engineer. The improvements shall include street lights, landscaping, sidewalks, utilities and storm drainage. The improvements shall be subject to the approval of the City Engineer and City Public Works in conformance with City of Canby Municipal Code, chapter 16.64 and downtown area plan.
17. The Waste Water Treatment crew has taken an active approach to minimizing grease and fats in the sanitary sewer lines. The property owner shall install an under sink grease trap. If the under sink trap proves to be inadequate a larger in ground system could be required by the City to be installed at the owner's expense in the future.

Exhibits:

1. Applicant narrative
2. Site plan and vicinity map
3. City Engineer Letter
4. Draft Streetscape Plan
5. Public Works Director Letter Authorizing This Development to Discharge Stormwater into The Public Right-of-Way

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Exhibit A: Applicant Narrative

Countryside Living
South
Residential Memory Care
Community

406 NW 2nd Ave
Canby, Oregon

**Conditional Use & Site Plan
Design Review – Type III**

*Submittal to the City of Canby, Oregon October 7th,
2010*

Table of Contents

ADDITIONAL INFORMATION PROVIDED SEPARATELY:	20
A: GENERAL PROVISIONS	21
A1. DEVELOPMENT TEAM	21
A2 CURRENT SITE AND SURROUNDING USE SUMMARY - GENERAL STATEMENT	22
A3. SUMMARY OF PROPOSED USE – GENERAL STATEMENT	22
A4. ZONING USE OVERVIEW	23
A5. SIDEWALKS REQUIRED – SECTION 16.08.090	23
A6. FENCES – SECTION 16.08.110	24
A7. OFF STREET PARKING EXCEPTION – SECTION 16.10.010.....	24
A8. – TREE REGULATIONS; SECTION 12.32	25
B: CONDITIONAL USE PERMIT	26
B1 STANDARDS AND APPROVAL CRITERIA – TYPE III PROCESS	26
B2. CONDITIONAL USE APPROVAL CRITERIA A. - SECTION 16.50.010.....	26
B3. CONDITIONAL USE APPROVAL CRITERIA B. - SECTION 16.50.010	27
B4. CONDITIONAL USE APPROVAL CRITERIA C. - SECTION 16.50.010.....	27
B5. CONDITIONAL USE APPROVAL CRITERIA D. - SECTION 16.50.010.....	29
B6. COMPLIANCE WITH STANDARDS GOVERNING -	30
C: SITE AND DESIGN REVIEW	31
C1. DOWNTOWN CANBY OVERLAY – 16.49.035 TYPE III PROCESS	31
C2 CRITERIA AND STANDARDS– SECTION 16.49.040	31
C3 - PROPOSED DEVELOPMENT SECTION 16.49.050.....	31
C4 - BICYCLE AND PEDESTRIAN FACILITIES 16.49.065	31
C5 - DEVELOPMENT STANDARDS FOR LANDSCAPING - 16.49.070.....	32
C6 GENERAL PROVISIONS FOR LANDSCAPING.....	32
D. DCO – STANDARDS SUMMARY	32
D1 INTENT AND APPLICABILITY - SECTION 16.41.010 & 16.41.020.....	32
D2 USE CLASSIFICATION – 16.41.040	32
D3 DEVELOPMENT STANDARDS 16.41.050.....	33
D4 DCO GUIDELINES AND STANDARDS 16.41.060 & 16.41.070	34
E. APPLICATION CHECKLISTS	ERROR! BOOKMARK NOT DEFINED.
F. NEIGHBORHOOD MEETING- PUBLIC NOTICE	ERROR! BOOKMARK NOT DEFINED.
G. TITLE REPORT AND ASSESSORS MAP	ERROR! BOOKMARK NOT DEFINED.

H. REDUCED SCALED DRAWINGS **ERROR! BOOKMARK NOT DEFINED.**

 SURVEY **ERROR! BOOKMARK NOT DEFINED.**

 C101 EXISTING SITE PLAN A1.1 SITE PLAN **ERROR! BOOKMARK NOT DEFINED.**

 A1.1 SITE PLAN **ERROR! BOOKMARK NOT DEFINED.**

 A401 STREET ELEVATIONS **ERROR! BOOKMARK NOT DEFINED.**

Additional Information Provided Separately:

1. (1) original copy of (2) Applications and Fee
2. (20) sets 24” x36” Folded Plans and Electronic Copy
3. (2) set of labels
4. (3) Copies of Storm water Calculations

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A: General Provisions

A1. Development Team

Owner/ Applicant:

Operators; Country Side Living
PO box 6
Hubbard, Or, 97032
or
2937 G Street
Hubbard Or, 97032
Contact: Erik Berkey
Phone: cell 503-310-8004
Email; www.hubbardchevrolet.com

Owners Representative / Architect:

LRS Architects, Inc.
720 NW Davis Str. Suite 300,
Portland OR. 97209
Contact: Cynthia Schuster
Phone: 503.221.1121
Fax: 503.221.2077
Email; cschuster@lrsarchitects.com

Civil Engineer:

Kittredge Engineers, LLC
6975 SW Sandburg St. Suite 310, Portland OR.
97223
Contact: Chris Kittredge
Phone; 503-620-7209
Fax; 503-620-7283

Landscape Architect:

Christopher Freshley, Landscape Architect.
1020 SW Taylor Street, Suite 355, Portland OR.
97205
Contact: Chris Freshley
Phone; 503.222.9881
Fax; 503.224.7069
Email; freshley@qwestoffice.net

A2 Current Site and Surrounding Use Summary - General Statement

The subject property is located at 406 NW 2nd Avenue in Canby, Oregon. Currently the site has an existing older home with a separate garage which is located off of alleyway. The existing home is a non conforming use with in the Commercial Downtown Core. The adjacent property to the West, North and East are currently single family residential homes. Across Second Street to the South is Country Side Living, a Memory Care Community. As you continue along 2nd Street away from the commercial core some of the neighboring older homes are currently being used for commercial purposes

A3. Summary of Proposed Use - General Statement

Erik Berkey Owner of Countryside Living proposes to build a new 9,470 square foot, 16 resident Memory Care Community. The proposed building is mostly one story with a 8700 SF footprint with an small upper level at the corner of 2nd and Fir which will be used for storage and a few administrative office spaces.

The building will be constructed to a type V-1 hour construction with fully sprinklers and fire alarm system. The building will have a masonry fire wall at the adjoining property line to the West. Under the State building code the use is considered an "Institutional Use/ Special Residence" since the residents require assistance to exit the building.

The facility will be licensed with the Oregon Department of Human Services as a Residential Care Facility with an Alzheimer's Endorsement. Mr. Berkey operates a similar facility directly across on Fir Street, Country Side Living. He proposes to increase his staff by 5 employees as detailed below. The new facility will share nurse supervision, administration and all meals for the new residents are prepared at the existing

facility.

Staffing for the new facility will be as follows;

6am-2pm daily, 2 fulltime caregiver and one activity person.

2-10pm daily, (2) fulltime caregiver and one activity person.

10pm -6am, (1) caregiver.

This site is located on the edge of the Commercial Core (CC) area between an older established residential neighborhood and the commercial district of the downtown. The proposed building is oriented close to the street with larger sized windows than you would normally see in a residential project. The exterior design maintains a quasi commercial/residential character which will fit in well with the existing neighborhoods and nearby businesses yet is appropriate for the group living residential use.

Providing a home like setting for the residents is the most important design feature of the these types facilities. The home environment is necessary for the health and well being of the residents. The program for the facility includes a dining room and two living rooms. Each resident has a bedroom which is either a private room with a bath or a semi-private room with a shared bath. Personal services, such as hair styling and on site laundry will be provided. A small home like kitchen will be used for resident activities. An fenced outdoor walking garden located on the Northwest corner on the site will be available to residents at all times.

A4. Zoning Use Overview

The property is located in zone C-1, Downtown Commercial and is with-in the Core Commercial (CC) sub area of the Downtown Canby Overlay Zone (DCO). A Memory Care Facility is an institutional use and falls under the City code as a home for the aged or board and care home. This use is allowed in a C-1 zone with an approved conditional use permit.

A5. Sidewalks Required - Section 16.08.090

Since the project is located in a commercially zoned area and exceeds

\$20,000 in costs, construction of new sidewalks and curbs (with appropriate ramps for the handicapped on the corner) is required and proposed.

The applicant requests that the new sidewalks and other work with in the public right of way be conditioned to be constructed prior to the certificate of occupancy.

The City has requested that the details for the new sidewalks, on street parking and tree planters match the City's details as currently install in front of City Hall. Also, proposed are landscaped storm water planters to infiltrate the street side roof drainage and public sidewalks. A new light pole planter will be provided at the corner. Pedestrian sidewalks will also be provided with building mounted lights at the corner. They are positioned to provide a consistent light along the entire length of the sidewalk to create a convenient and safe access to and from the new building to the on street parking.

A6. Fences - Section 16.08.110

A 7'-0" high white stained wood fence is proposed along on the West property line and along a portion of the alley. This exceeds the 6' maximum height. The fence is not located near any required vision triangles. The extra height of the fence is to keep residents safe from possible elopement and surrounds a resident walking yard.

A7. Off Street Parking Exception - Section 16.10.010

Per section 16.10.010.B states that off street parking shall not be required for any use permitted outright with in the C-1 zone. Through the conditional use / site plan design review process the applicant requests an exception to provide no off street parking. The proposed development plan to improve and replace the existing 8 on street parking spaces. We currently show 13 angled on street parking spaces and one short term (15 minute) parallel parking space.

A short term parking space is proposed so that it can provide a convenient parking space for small deliveries and a place to provide visitors (which are required by State Health) with limited mobility a safe place to be dropped off.

Under the use of " *Institutions - Convalescent Home*" the facility requires 1 space per every two residents and plus one per employee during peak times. Based on this requirement 10 parking spaces were required. We propose one van accessible parking space as required by Oregon Structural Specialty Code.

A8. - Tree Regulations; Section 12.32

The applicant requests permission to remove all existing street trees and replace with new street trees that are more appropriate for the required new public sidewalks. The Landscape plan show (6) new Black Tupelo Street trees

Automatic Irrigation system will be provided to all new landscape areas proposed in the public right of way.

B: Conditional Use Permit

B1 Standards and Approval Criteria - Type III process

Applicant request approval a conditional permit for "institutional use" which includes nursing homes, home for the aged or board and care home.

The applicant proposal has intent to show both positive and negative features that would result from authorizing the particular development at the location proposed.

B2. Conditional Use Approval Criteria A. - Section 16.50.010

Criteria A. The proposal will be consistent with the policies of the Comprehensive Plan and the requirements of this title and other applicable policies of the city;

This new facility will have little or no impact on the Urban Growth Policy's and the proposed use is consistent with the City's desire to accommodate and encourage controlled growth of population within the City limits by increasing the urban density and uses. The residents more than likely will come from within the City itself or within the Urban Growth Boundary thus the residents will be relocating from an nearby existing residence.

Per the Comprehensive plan DOWNTOWN COMMERCIAL is generally distinguished by businesses catering to foot traffic within the City's established core area, but also includes incidental attached residential units, which are pre-existing uses of various sorts.

The site, situated near the developed commercial core of the City of Canby, yet to the North West of the site is residential neighborhood. The proposed development although quasi commercial yet residential in use and nature is an "Institutional Use" and but the intent of the development is to provide a home and service for the aging sector of the community.

The development will bring visitors and new employees to the downtown core thus reinforcing and increasing the need for nearby services and shopping and will stimulate and create local jobs.

The residents themselves will not require or burden transportation system as the residents are confined to the facility. Thus residents will have no impact on public schools or other public property.

Statements of Serviceability of service has been provided as detailed in Criteria C below.

The proposed development is not located with in any of the City of Canby's special areas of concerns noted in the comprehensive plan.

The property is not located near or with in any notable hazards and does not intrinsically have any significant use or notable natural resource.

B3. Conditional Use Approval Criteria B. - Section 16.50.010

Criteria B. The characteristics of the site are suitable for the proposed use considering size, shape, design, location, topography, existence of improvements and natural features;

The site is flat and does not impose any special challenges or negative impacts on the functionality or livability for the new residents of the proposed development.

B4. Conditional Use Approval Criteria C. - Section 16.50.010

Criteria C. All required public facilities and services exist to adequately meet the needs of the proposed development;

Water: Water is available from the City water system via Canby

Utility. According to Canby Utility the entire City water system is a pump system and averages about 72 psi in the location of the Canby Memory Care project. It is our intention to use 60 psi for design purposes. A new 8" water main will be constructed northward up N Fir Street from the NW 2nd Ave intersection to the existing public alleyway. A new 2" blow off and tee will be placed at the end of the new 8" water main in N. Fir Street where it intersects with the public alleyway, just north of the proposed Memory Care site. At this location, a proposed 4" fire line will be constructed to the backside of the building in the public alleyway from the new 8" water main in N. Fir Street. A 1-½" domestic water meter will be connected to the new 2" water line that runs into the backside of the building in the public alley. The new meter will require a traffic rated box and lid. A 4" double check and 1 ½" backflow assembly for fire and domestic water will be placed inside the building in the fire room. A hydrant test is forth coming. Bryan Brown with Canby Planning has been informed.

Storm Sewer: Roof runoff from the proposed Canby Memory Care will be infiltrated for the 25 Year design storm event through infiltration planters located in NW 2nd Ave and N Fir Streets. One additional infiltration planter will be located on-site at the northwest corner of the Canby Memory care property adjacent to the existing public alley. All infiltration planters will have overflow laterals connecting to the City storm sewer mainline in the event an overflow occurs in the planters during a storm of greater intensity than the 25 year design event. City sidewalks will also contribute flows to the infiltration planters in the public ROW.

Sanitary Sewer: A new 6" storm sewer lateral will be connected to the existing 8" mainline that runs east and west in the public alley located directly north of the Canby Memory Care property.

Power: The serving electrical utility has indicated that a new pole will need to be set off of the existing alley in order to provide a mounting location for an overhead transformer bank. Secondary services laterals are proposed to be underground, and will be routed from the pole to the power service demark location at the building.

The electrical service is proposed to be 800 amp @ 120/208-volt,

three-phase, and four-wire. The utility metering cabinet and service meter will be exterior mounted on the Northeast corner of the building facing into the alley. The main electrical distribution board will be located within the building in the Fire Sprinkler / Backflow Room, and will be installed on the interior side of the same wall section as the utility metering cabinet.

The existing aerial power line passing over the West property boundary is proposed for removal. The serving electrical utility has indicated that underground conduits might be necessary in order to relocate the aerial power line to an underground installation.

Telephone & CATV: Canby has two serving utilities one is Canby Telcom and they have provided information stating they will require a 4" Schedule 40 PVC conduit connecting to the pedestal at the NW corner of the building. In coming service for both phone and CATV will be fiber optics. They are requesting a 4'x8'x3/4" backboard with a 15amp outlet on or adjacent to the backboard and a #6 ground wire.

The other provider is Wave Broadband and they use a separate infrastructure than Canby Telcom to provide service. At this point I do not have any information from them so it is not clear if they will follow the electrical service routing (typical) or feed from the same area as the Canby Telcom in the NW corner.

Gas, Water & Waste: The existing gas line is located on N. Fir street. NW Natural will bring the gas line to the property line at the NE corner of the building. The meter will be located on the North side of the building to the left of the grid line 4 in the corner. The meter is proposed to be approximately 800 Mbh. The gas pressure into the building will be 2 psig.

The water service to the building will be 2" with 1-1/2" meter located at the NE corner of the building. 4" line will be connected to the existing 8" line on the N. Fir Street. The waste line is proposed to be 4" and connected to the existing waste line on the North side of the building in the alley.

B5. Conditional Use Approval Criteria D. - Section 16.50.010

Criteria D; The proposed use will not alter the character of the surrounding areas in a manner which substantially limits, or precludes the use of surrounding properties for the uses listed as permitted in the zone. (Ord. 740 section 10.3.75 (A), 1984).

With the exceptions to the existing Countryside Living facility the proposed development is immediately adjacent to single family homes currently in use a residences. The scale and design and materials used on the building consist of common elements that are used both in commercial and or residential developments. The scale and presence of the proposed building increases towards the corner intersection providing the main entry with a clear identity.

B6. Compliance with Standards Governing -

A conditional use permit shall ordinarily comply with the standards of the zone for uses permitted outright, except as specifically modified by the Planning Commission in granting the conditional use permit.

Through the type III process we will be asking for some leniency of the design review guidelines to make the building design more suitable for the intended users of the Memory care Community. This type III application goal is to meet with intent or meet DCO requirements as detailed in part C of this narrative.

C: Site and Design Review

C1. Downtown Canby Overlay - 16.49.035 Type III Process

Because of the importance to provide a residential home like setting we are proposing some alternative methods or materials to meet the intent of the site and design review standards as set forth in Section 16.41.070, the applicant has submitted a Type III application for approval pursuant to the approval criteria set forth in 16.49.040.3.

C2 Criteria and Standards- Section 16.49.040

Type III Site and Design Review Application is in general compliance with the INTENT of the DCO site and design review standards as set forth in section 16.41.070 and as detailed in part D of this narrative.

C3 - Proposed Development Section 16.49.050

The applicant plans to start construction as soon as the land use application has been approved by the governing hearing. Construction should be completed with 6-7 months after obtaining the building permit.

C4 - Bicycle and Pedestrian Facilities 16.49.065

Pedestrian's sidewalks and pathways will be lit and positioned to create convenient and safe access to the proposed building. Sidewalks will also be designed to meet ADA requirements to insure barrier free movement.

A public bench and potted planters are proposed and located near the main entry. A new bike rack for 4 bikes is located within the right of way near the entry because of the minimum set back requirements

Lit internal pathways in the interior courtyard are provided with alley access and will be provided with low glare lighting. All lighting in these areas will be low voltage type pathway lights.

C5 - Development Standards for Landscaping - 16.49.070

Retention and protection of existing trees is not possible as they are located within or near the new building footprint. The entire site will be redeveloped with new trees and plants. Along the West property new trees will provide the walking yard protection from the afternoon sun and will replace the overgrown laurels.

C6 General Provisions for Landscaping

The minimum area requirement for landscaping for developments is seven and one-half (7.5) percent for the Downtown-Commercial zone. The proposed development as designed has 10.6 % of the site landscaped. Refer to the L101 plan for a details on the plants and trees species proposed. All Landscaped areas shall be provided with automatic irrigation system.

D. DCO – Standards Summary

D1 Intent and Applicability - Section 16.41.010 & 16.41.020

The intent of the design is to provide a fit with in the current context of existing older residential homes yet, will be timeless as the neighboring properties are redeveloped to meet the Cities needs and requirements for the commercial core area. Cohesive architectural elements such as large tall windows with mullions, generous wood trim and banding, natural stoned and wood like siding create a human-scale environment that can still be perceived as residential in nature, yet commercial.

All of the buildings services will be located off of the alleyway. Mechanical units will be mounted in the attic or on flat roof areas behind the crest of the ridge. They will be fully screened from 2nd Street and Fir Avenue.

D2 Use Classification - 16.41.040

Zone C-1
Allowed Conditional Any use listed as conditional use in the R-1 zone.
Uses

R-1

Section 16.16.020 Low Density Residential Zone Conditional uses

E. Nursing home, convalescent home, home for the aged, board and care home, foster care home, etc.;

D3 Development Standards 16.41.050
(NA indicates: Not Applicable)

Building	C1	Required	Provided
Setbacks:			
Minimum		0'	0 (from Stone finish)
Maximum from Street lot line		10'	2'
Side:		0'	10"
Minimum setback % Street frontage		60% at 0'	2nd Ave – 44.75% Fir St – 42% Alley – 10.8%
Setbacks at 0-10'	0'-3'	2nd Ave – 53% Fir St – 48.75 % Alley – 60%	

Lot Dimension	Required	Existing Site Area
Min Lot Area	None	11,500 SF (.26 acres)
Max lot width	None	115
Min Lot depth	None	100'

Site Area Requirement;	SF	Min. FAR	SF Proposed
Max. Building Coverage,	30,000 sf max	.8 = 9200 sf min.	9470 sf
Surface Parking Lots and Drives	NA		
Landscape Area	7.5%	862.50 sf	10.06 % 1230 sf

Pedestrian Standards:	Required:	Proposed:
	Connections to all main entrances w/ connected internal walkways.	All building exits lead through connecting pathways to public ways.

Parking Spaces:	Use:	Min Required:	Proposed Min.
	Institutional	1/ 2 beds 1 per employee at peak	8 2

ADA Parking Spaces: Standard Van w/ aisle	Special Requirements Signage/ ramp	Required 1	Provided 1
Screening: Trash collection, equipment Roof top and ground mounted Equipment		Required	Proposed Inside Back side of roof
Bicycle Parking: 33.266.200		Req Qty	Provided
Total Bicycle:		4	4
Off-Street Loading:		Required: "NA	

D4 DCO Guidelines and Standards 16.41.060 & 16.41.070

It is the intent of the type III application to provide some flexibility with in the DCO standards while still meeting the intent of the standards for the commercial core area.

The proposed design provides a sense character and detail that maintains the scale and character of the intended use and identity of the existing adjacent and near by properties.

The main entry is identified with an arched canopy. Located near the intersection it provides weather protection. The two story mass at the corner provides the new building with a landmark identity that will be noticed and perceived from some blocks away.

(NA indicates: Not Applicable)

A. Pedestrian Oriented Ground Floor Design Standards

1. Ground Floor	CC	Required	Provided
Windows: a. Visible Transmittance	.	.6 or higher	The project proposes a .57 double glazed with clear low E glass. This is to meet the required U values for the energy codes.

b. Primary Street	60% ground level LF and % of wall area up to 10'	96.5 LF of wall= (916.75 WA)	Does not meet standard of 60%. In order to meet the new energy codes a max of 30% glazing is required overall.
			491f (50%)
		57.9 LF of glass	290sf (31%)
		x 9.5' = 550 SF	
c. Secondary Street	50% ground level LF and % of wall area up to 10'	108.5' LF of wall = (1030.75 WA)	Does not meet standard of 50%. In order to meet the new energy codes a max of 30% glazing is required overall.
			52' 1f (48 %)
		54 LF of glass	300 sf (29%)
		515 SF of glass	
d. Alley Facing Facade	50% ground floor LF	67' LF of wall (636.6 WA)	Does not meet standard of 50%. In order to meet the new energy codes a max of 30% glazing is required overall.
	25% of OWA	33.5 LF of glass	23' 1f (34%)
		159 SF of glass	93 sf (15%)

2. Building Entries & Doors:	CC Required	Provided
Orientation		Complies
Transparency	40% glass	Complies

Flanking and transom window Design features	3	Comply with at least three	Complies 1. Recessed Entry 2. Canopy 3. Prominent architectural feature.
---	---	----------------------------	---

3. Transition areas	CC	Required	Provided
Buildings that space >75% of a city block	NA		

4. Residential Buildings	CC	Required	Provided
	NA		

B. Cohesive Architectural Elements Standards

1. Architectural Bays	CC	Required	Provided
a. Bay Divisions no more than	'	30'	Complies
b. Height of bays	NA		
c. Design Elements		At least 3	Complies 1. Transom over doorways 2. Belt course 3. Bulkheads 4. Engaged columns or piers

d. Decorative Accents

At least 3

Complies

1. Horizontal and Vertical window mullions
2. Building Lighting
3. Blade Sign

C. Integrated Building Facade Standards

1. Distinct base middle and top	CC	Required	Provided
a. Changes in color / materials		1) Horizontal bands 8" high w/ at least 3/4" projection. 2) setbacks or projections greater than 3"	Complies upper band Complies at stone
2. Ground Floor Elements	CC	Requirement	Provided
a. Ground floor of the building		12' -16' in height 3 distinct areas, base middle and top	Complies The projecting bays have transom window that are 12' high. Complies
b. Ground floor bulkhead/base elements	2	Base that extend from bottom of window sill to sidewalk grade. Must have 1)Projected window sill 12-24" 2)Bulkhead with brink stone or concrete	1. Non compliant; Projected sill is at varies from 24" -30" 2. Complies; Stone bulkhead
c. Ground Floor Middle elements	2	Windows and 1) Integrated Horizontal and Vertical mullions. 2) Light fixtures	Complies Complies

d. Ground Floor "top" elements	3	Projecting Blade sign Sign Freeze Storefront Canopy Storefront Cornice or belt Transom Window	1) Complies 2) Complies 3) Complies 4) Complies 5) Complies
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3. Middle of Building Design Elements	CC	Required	Provided
a. Middle differentiated from the top and bottom. Elements	2	Windows oriented vertical at a 2; 1 ratio. Balcony Step Back Signage Band	1) Complies 2) Complies

4. Top of Building design elements	CC	Required	Provided
a. Roof Forms		Flat or sloped	Complies, roof is sloped.
b. Flat Roofs	NA		
c. Sloped Roofs		1) 1' overhang 2) All sloped roof shall have a min slope of 4:12	Complies Complies. roof slopes 5/12 or 6/12 at bays

D. Corner Intersection Standards

1. Corners	CC	Required	Provided
Address the corner	1	Employ prominent architectural element within 25' of the corner. Such as increased building height.	Complies; Massing of the two story town at the corner

E. Material Standards

Primary Materials	CC	Required	Provided
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Wall area excluding windows	70 %	1138 SF req Brick stone stucco	Does not Comply 522 SF (48%) Stone base
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Secondary Materials	CC	Required	Provided
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Wall areas excluding windows	25 %	Hardy Plank	Complies
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Accent Materials	CC	Required	Provided
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Wall areas excluding windows	10 %	Wood trim	Complies
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Roof Materials	CC	Required	Provided
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Sloped Roof		Metal Wood shingles	not compliant. We feel that wood shingles will be a maintenance issue. Proposing charcoal asphalt shingles.
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F. Color Palette

Intent	Required	Provided
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Use colors that generally are compatible with Canby's business area	Most neighboring buildings are gray and or beige painted concrete or wood siding.	Complies. Colors proposed are a gray moss green, and Beige/brown tone with off white trim.
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Exhibit 2: Vicinity Map

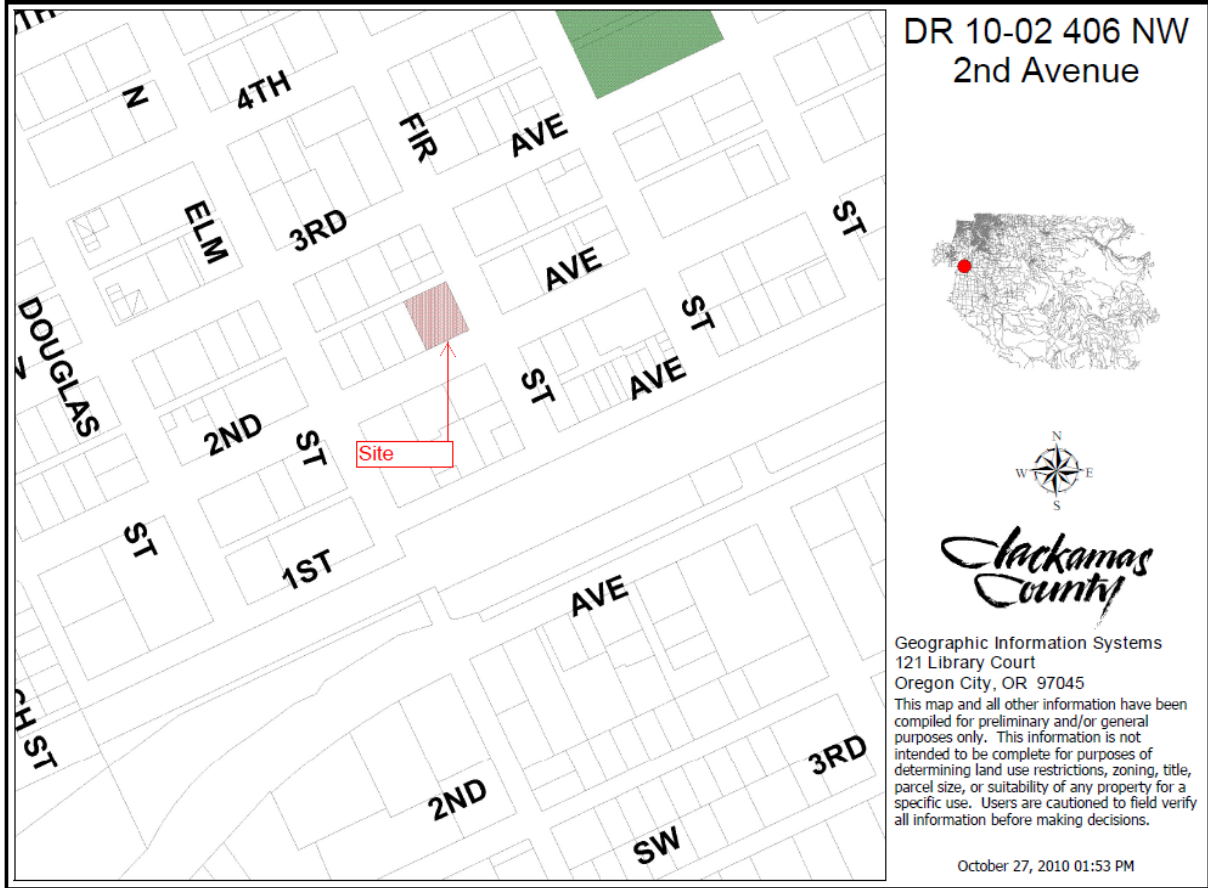


Exhibit 3: Stormwater Capacity Letter

November 2, 2010

CURRAN-McLEOD, INC.
CONSULTING ENGINEERS
6655 S.W. HAMPTON STREET, SUITE 210
PORTLAND, OREGON 97223

Mr. Markus Mead
City of Canby
182 North Holly Street
Canby, OR 97013

**RE: CITY OF CANBY
DOWNTOWN STORM WATER SYSTEM CAPACITY**

Dear Markus:

As we discussed, we wanted to clarify the capacity constraints on the downtown storm water collection system. This system serves the north-side downtown corridor primarily between Cedar and Juniper Streets, and from First to Fourth Avenues, also with a line extending north on North Grant Street to Knights Bridge Road and continuing on Holly street to NW 9th, and a second line on North Ivy extending to North Sixth Avenue.

It is well known that this system has limited capacity and causes surcharging problems in several specific areas, including the worst being the intersection of Holy and Knights Bridge Road, the library corner at 3rd and Holly and North Ivy Street at 6th Avenue. The lines extending to these areas are small and the flooding problems are aggravated by leaves and debris, and mandate more frequent cleaning than the remainder of the system.

Although this system has limited capacity, this should not influence the decision to allow additional connections to the system. Storm drainage is more subjective than water or wastewater, and limited capacity can be tolerated with minimal impacts. The most variable component of the system performance is the magnitude of the storm and when the system was last maintained. Excessive storms or infrequent maintenance will cause temporary surcharging, which is acceptable, and will occur at the periphery of the collection system. Specific to the proposed Country Living facility, their contribution will be negligible in the overall basin runoff, and is estimated to be approximately 0.2% of the impervious area in this collection basin.

The Oregon Department of Environmental Quality has taken a special interest in Canby and will continue to do so until we become fully compliant with the UIC requirements. Allowing the downtown commercial zone to discharge directly into the storm system should not impact our work with DEQ. Currently their concerns are on our UIC's, but someday we expect they will be concerned about our surface discharges. At that time, we anticipate regional facilities on NW 3rd Avenue and north of Territorial Road to provide centralized locations for storm water sedimentation ponds. Treating all storm water at a regional facility will be more efficient than dispersed rain gardens and bioswales, and much more easily monitored and maintained.

C:\CJM\CANBY\1009Gen\Mead Storm Capacity.wpd
PHONE: (503) 684-3478

E-MAIL: cmi@curran-mcleod.com

FAX: (503) 624-8247

Mr Markus Mead
November 2, 2010
Page 2

Our master planning has always included a new collection system to resolve the limited capacity problems. Subsequent to the development of the downtown improvements, the master planning has evolved to include installing a parallel system on NW 3rd Avenue to take the load off the N 2nd Avenue collection system. This project is very feasible, will eliminate any capacity concerns and can be completed anytime funding is available.

Let me know if you have questions or any concerns, or if you need anything additional.

Very truly yours,

CURRAN-McLEOD, INC.



Curt J. McLeod, P.E.

cc: Mr. Darwin Tramel

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Exhibit 4
Draft Streetscape Plan

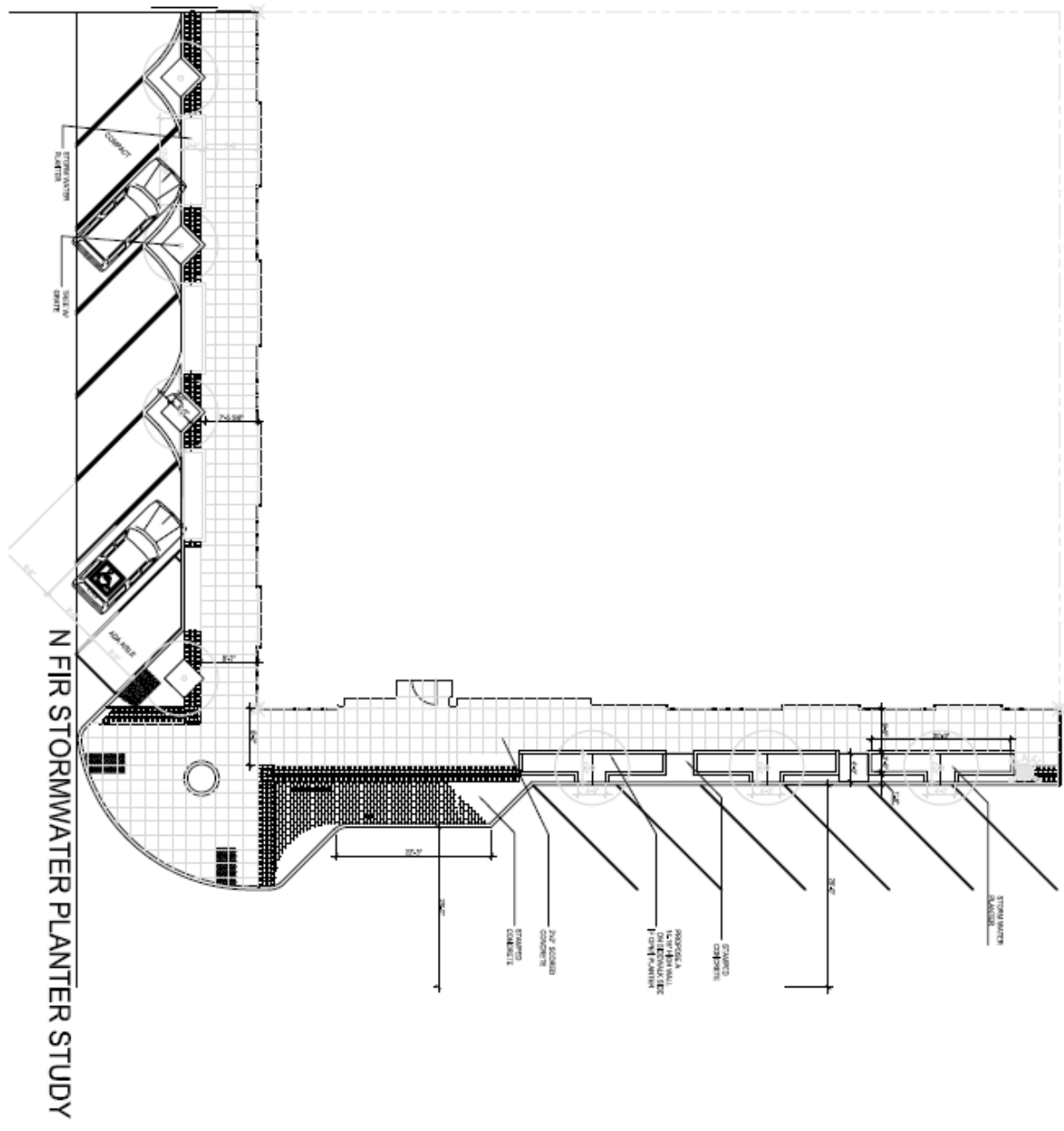
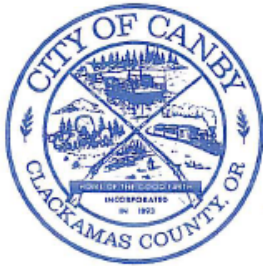


Exhibit 5
Public Works Director Letter Authorizing This Development to Discharge Stormwater
into The Public Right-of-Way



City of Canby

November 10, 2010

Eric Berkey
Countryside Living South
406 NW 2nd Avenue
Canby, Oregon 97013

Dear Eric:

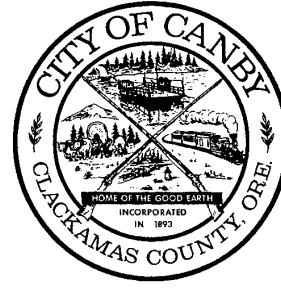
This letter will serve as an agreement and confirmation that the Public Works Director authorizes Countryside Living South to dispose of its stormwater in the public right-of-way. The applicant will be allowed to discharge Roof runoff (stormwater) from the proposed Countryside Living South to be captured (detained) through infiltration covered swales both in the public right-of-way and on the site. The public right-of-way facilities are covered swales located in NW 2nd Ave and N Fir Streets. The on-site facility is located at the northwest corner adjacent to the existing public alley. All infiltration swales will have overflow laterals connecting to the City storm sewer mainline in the event an overflow occurs in the planters during a storm of greater intensity than the 25 year design event. Runoff generated by City sidewalks will also be captured by the infiltration covered swales in the right-of-way. Therefore, both public and private stormwater is being captured and detained by the facilities constructed by the applicant.

Sincerely,

A handwritten signature in blue ink that reads "Darwin Tramel".

Darwin Tramel
Interim Public Works Director
City of Canby
PO Box 930
Canby, OR 97013

182 North Holly • PO Box 930 • Canby, Oregon 97013 • Phone 503-266-4021 • Fax 503-266-7961



- STAFF REPORT -

APPLICANT:

City of Canby
182 N. Holly Street
Canby, OR 97013

FILE NO.:

CPA 10-01/TA 10-02
(Transportation System Plan Update)

OWNER:

Not Applicable

STAFF:

Matilda Deas, AICP
Long Range Planner

LEGAL DESCRIPTION:

Not Applicable

DATE OF REPORT:

November 12, 2010

LOCATION:

City wide

DATE OF HEARING:

November 22, 2010

COMP. PLAN DESIGNATION:

Not Applicable

ZONING DESIGNATION:

Not Applicable

I. APPLICANT'S REQUEST:

The applicant is requesting that the Planning Commission and City Council approve the adoption of an update to the City's Transportation System Plan.

II. APPLICABLE REGULATIONS

City of Canby General Ordinances:

- 16.88.160 Amendments to text of title
- 16.88.180 Comprehensive Plan Amendments (Legislative)

III. MAJOR APPROVAL CRITERIA

Section 16.88.160 Amendments to Text of Title

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

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

Section 16.88.180 Comprehensive Plan Amendments

This is a legislative land use application. The application covers current and potential Transportation facilities throughout the City Limits and Urban Growth Boundary. In judging whether a legislative plan amendment shall be approved, the Planning Commission and City Council shall consider:

- A. The remainder of the Comprehensive Plan of the City, as well as the plans and policies of the county, state or any local school or service districts which may be affected by the amendment;
- B. A public need for the change;
- C. Whether the proposed change will serve the public need better than any other change which might be expected to be made;

- D. Whether the change will preserve and protect the health, safety and general welfare of the residents in the community;
- E. Statewide planning goals.

IV. FINDINGS

A. Background and Relationships

The Transportation System Plan (TSP) for the City of Canby was developed in 1994 and updated in 1999. The Oregon Transportation Planning Rule requires cities in Oregon to adopt TSP's to promote orderly and efficient development of municipal transportation systems. The TSP serves as the transportation element of the comprehensive plan.

The TSP identifies existing and future transportation needs to guide future transportation investment in the City and determine how land use and transportation decisions can build on one another. It identifies specific transportation improvement projects and programs needed to 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.

This update was prepared with public and agency participation, and received direct input and direction from two advisory committees:

- Technical Advisory Committee (TAC) comprised of agency staff from ODOT, City of Canby (including on call traffic engineer and civil engineer), and Canby Area Transit.
- Citizen Advisory Committee (CAC) comprised of citizen representatives from the City Council and Planning Commission, neighborhood associations, bike and pedestrian advisory committee, and other volunteers.

This comprehensive plan amendment will allow the City to begin using the plan update as the official standard for the development of the City's transportation system.

Cities review and update Transportation System Plans as necessary, but usually within a 7-10 year cycle.

B. Comprehensive Plan Consistency Analysis

ii. URBAN GROWTH

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

Policy #1: Canby shall coordinate its growth and development plans with Clackamas County.

Analysis: The plan update addresses the present and future transportation needs for the City of Canby. Several of the roads within the Canby Urban Growth Boundary are under Clackamas County jurisdiction. Clackamas County's traffic analyst participated in the discussions of the Technical Advisory Committee for the TSP update and has been involved in the policy direction. It is important to continue close cooperation with the County on projects that impact both jurisdictions.

iii. LAND USE ELEMENT

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

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

Analysis: A safe and efficient transportation system is an integral part of the quality of life in a community. The plan update considers the current zoning and comprehensive plan designations and designs a street network and street classifications that relate to these uses. For example, neighborhoods are served by local streets and neighborhood routes. The TSP provides appropriate connections between uses.

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

or services.

Analysis: The TSP update creates a street system which is adequate to serve developments reasonably forecast to occur in the various zoning districts.

iv. TRANSPORTATION ELEMENT

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

Policy #1: Canby shall provide the necessary improvements to city streets, and will encourage the County to make the same commitment to local county roads, in an effort to keep pace with growth.

Analysis: The Transportation System Plan update identifies a number of street projects and improvements which will be completed over time. Street improvements are prioritized and a number of projects are completed each year. This includes sidewalk projects, signalization, and street widening, upgrades, and maintenance. The TSP also identifies County projects and stresses cooperation with the County on street improvements.

Policy #2: Canby shall work cooperatively with developers to assure that new streets are constructed in a timely fashion to meet the city's growth needs.

Analysis: The Canby staff and Canby Planning Commission require developers to make the necessary improvements to existing streets when applicable. If new streets are required to serve a development, the Planning Commission requires developers to construct streets to meet standards and specifications. These streets are then made public through the platting or dedication process.

Policy #3: Canby shall attempt to improve its problem intersections in keeping with its policies for upgrading of new construction of roads.

Analysis: The TSP update identifies problem intersections in Canby and recommends financially constrained solutions. In some cases the plan recommends both short term solutions and long range solutions. Some of these projects will be financed by developers, others through SDC's or

other sources.

Policy #4: Canby shall work to provide an adequate sidewalk and pedestrian pathway system to serve all residents.

Analysis: The TSP update includes a pedestrian plan which identifies areas in need of sidewalk improvements. Additionally, sidewalks are required along with all developer-sponsored projects. Canby has an additional resource in the Molalla Forest Road (Logging Road). The Logging Road provides an excellent opportunity for a traffic-free pedestrian walkway and bike path system which spans much of the city limits from north to south. The plan requires new developments which abut the logging road to provide a pedestrian and bicycle connection to the path if there is no such connection within 300' of the development.

Policy #5: Canby shall actively work toward the construction of a functional overpass or underpass to allow for traffic movement between the north and south side of town.

Analysis: Two overpasses are included in the preferred solutions package: Berg Parkway Overpass which would connect N. Baker Drive at NE 3rd Avenue to OR 99E via a grade separated RR crossing, and Otto Rd Overpass which would provide access from OR 99E to Canby Pioneer Industrial Park to the south, and to a future frontage road along the north side of OR 99E which would connect to NE 4th Avenue and provide access to Clackamas County Fair and Event Center and Canby's Downtown Commercial District.

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

Analysis: The street cross sections and functional classifications are designed to accommodate emergency vehicles. The recommended overpasses would provide for the only grade separated RR crossings in Canby and would greatly benefit emergency responders.

Policy #7: Canby shall provide appropriate facilities for bicycles and, if found to be needed, for other slow moving, energy efficient vehicles.

Analysis: The TSP Update provides an extensive and functional bike plan. The TSP identifies roads which will require bike lanes, those which can be

bike routes, and those with shared vehicle and bicycle traffic (sharrows). Arterials and collectors are the primary streets with identified bike lanes. The Logging Road is also utilized as an effective connector for bikes. A bike and pedestrian path is planned adjacent the UPRR to connect Downtown to the Logging Rd Bridge, and a new ramp is also planned to connect the Logging Rd Bridge to the sidewalks on OR 99E. These projects will enhance bicycle and pedestrian experiences in Canby and will facilitate pedestrian and bicycle access between the Downtown, Clackamas County Fair and Events Center, and the commercial businesses located near the Fred Meyer shopping complex and adjacent to OR 99E.

Policy #8: Canby shall work cooperatively with the state department of transportation and the Southern Pacific railroad company in order to assure the safe utilization of the rail facilities.

Analysis: The TSP identifies intersections which have geometric deficiencies as a result of the railroad. These intersections are earmarked to be improved and reconstructed. In addition, the TSP mentions the need for continued coordination with Union Pacific and Oregon Pacific (formerly Southern Pacific) and the state rail division to maintain safety and the movement of goods. Grade separated crossings are the safest for traffic movement. The Berg Parkway and Otto Road overcrossings included in the preferred solutions package would provide for safe traffic movement across the rail road.

Policy #10: Canby shall work to expand mass transit opportunities on both a regional and an intra-city basis.

Analysis: Canby Area Transit (CAT) is in the process of preparing a Transit Master Plan which should be referred to for the latest information. CAT provided information which is included in the TSP. The information includes the Plan's goals and objectives, existing transit issues and a summary of key findings. Some key findings are:

- A new larger Transit Center is needed*
- Additional and improved bus stops with shelters are needed along OR 99E and several other key locations*
- A park and ride facility is needed*
- Two new routes are proposed: Canby to Salem and Canby to Clackamas Town Center*

Policy #12: Canby shall actively promote improvements to state highways and connecting county roads which affect access to the city.

Analysis: The City has a very good relationship with representatives of Clackamas County and the Oregon Department of Transportation. As mentioned, representatives of both of these groups have been involved in the development of the TSP. All jurisdictions are committed to cooperating on street development projects.

v. **PUBLIC FACILITIES AND SERVICES ELEMENT**

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

Policy #1: Canby shall work closely and cooperate with all entities and agencies providing public facilities and services.

Analysis: Street projects in the City of Canby are a cooperative effort between the Public Works Department, the Planning Department, the City Civil Engineer, the City Traffic Engineer, and other service providers. The collective efforts of all these City groups are joined with County and State interests when appropriate.

Policy #2: Canby shall utilize all feasible means of financing needed public improvements and shall do so in an equitable manner.

Analysis: Street projects in Canby are financed through the following methods, when applicable: System Development Charges, advanced financing districts, local improvement districts, Urban Renewal, Street Maintenance Fee, State Highway Fund (gas taxes), Federal Fund Exchange, local gas tax, construction excise tax, street repair fees and erosion control fees, interest revenue, private financing, and grants. A combination of these sources is typically utilized in the completion of improvements to the transportation system.

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

Staff concludes that the proposed Comprehensive Plan Amendment and text amendments are consistent with the policies of the Comprehensive Plan. Adoption of the 2010 Transportation System Plan Update will help to guide the efficient and effective development of the City's transportation system.

V. **CONCLUSION**

Criteria for Legislative Comprehensive Plan Amendment/Text Amendment

- A. The remainder of the Comprehensive Plan of the City, as well as the plans and policies of the county, state or any local school or service districts which may be affected by the amendment;**

The commentary under section B of the staff report addresses the remainder of the Comprehensive Plan. Representatives of the State Department of Transportation, the Department of Land Conservation and Development, Clackamas County, Canby School District and the Canby Bicycle and Pedestrian Committee were involved in the development of this document and all relevant plans were considered.

- B. A public need for the change;**

As Canby grows in the residential, commercial, and industrial sectors, the need for effective transportation planning is vital. The Transportation Systems Plan considers growth patterns over the next 20 years in the development of a functional street system. Improvements to the development code will create better neighborhood streets, streetscapes, and street safety. Bicycle and pedestrian modes of travel will also be promoted by the TSP. All of these elements combine to have a positive impact on the public. The Canby citizenry must be assured of a functional transportation system for all modes of travel and the TSP update moves toward that goal.

- C. Whether the proposed change will serve the public need better than any other change which might be expected to be made;**

Staff believes that the proposed update to the Transportation Systems Plan is an excellent planning document which will effectively guide the City's transportation services planning. Due to Canby's growth and changing needs an update to the TSP was necessary. Staff believes the proposed plan will serve the public's need for a functional transportation system.

- D. Whether the change will preserve and protect the health, safety and general welfare of the residents in the community;**

A well-planned network of properly functioning streets will preserve the health, safety, and welfare of Canby residents. Additionally, streetscape improvements will lead to more livable neighborhoods, and street

improvements, widening, and sidewalks will promote public safety.

E. Statewide planning goals.

The TSP and a descriptive memorandum were supplied to the Department of Land Conservation and Development (DLCD) prior to the initiation of the adoption process. The DLCD will review the plan and check the goals of the plan against the statewide planning goals. The TSP directly impacts two statewide planning goals; each are discussed below.

Goal 1: Citizen Involvement.

A total of 17 public meetings 12 individual stakeholder meetings were held to discuss the Transportation Systems Plan. A Technical Advisory Committee (TAC) and a Citizen Advisory Committee (CAC) was formed to guide the process.

Goal 12: Transportation

The TSP update addresses all statewide directives with respect to transportation. The TSP update addresses multiple travel modes, creates functional classifications for streets, updates streetscapes, and creates positive connections between land use and transportation. The TSP update also includes code language which addresses compliance with the Oregon Transportation Planning Rule.

VI. RECOMMENDATION

Based on the findings and conclusions presented in this report, and without benefit of a public hearing, staff recommends that the Planning Commission advance a recommendation of approval on to the City Council on CPA 10-01/TA 10-02, an application to approve the 2010 update of the Transportation Systems Plan.

Exhibits:

1. Draft 2010 Transportation System Plan



Chapter 1. Executive Summary

The City of Canby has recently completed a thorough review of its transportation system with this 2030 Transportation System Plan (TSP). This plan is aimed at fulfilling Oregon Transportation Planning Rule (TPR) requirements for comprehensive transportation planning in Oregon cities.

The TSP identifies existing and future transportation needs to guide future transportation investment in the City and determine how land use and transportation decisions can build on one another. It identifies specific transportation improvement projects and programs needed to 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.

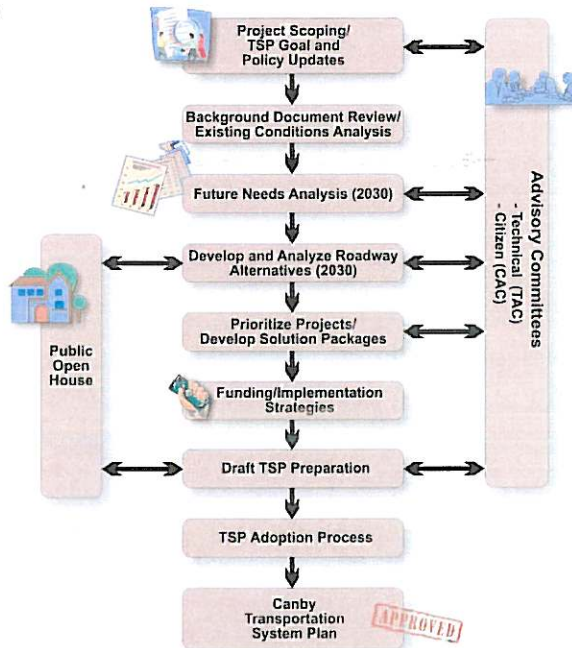
Public and Agency Participation

This plan was prepared with public and agency participation. It was developed in close coordination with City of Canby and ODOT staff and received input and direction from two advisory committees:

- **Technical Advisory Committee (TAC)** comprised of agency staff from Oregon Department of Transportation (ODOT), City of Canby (including on-call traffic engineer and civil engineer), and Canby Area Transit (CAT)
- **Citizen Advisory Committee (CAC)** comprised of citizen representatives from the city council and planning commission, neighborhood associations, pedestrian/bicycle advocate groups, and other volunteers

These two committees held five meetings each to review methods and findings, provide input and feedback throughout the alternatives selection process, and assist in reaching consensus on new recommendations.

In addition, two public open houses, four neighborhood meetings, one downtown area focus meeting, over and 12 individual stakeholder briefings, and multiple public work sessions and hearings with the Planning Commission and City Council were also held to allow citizens to comment on the plan, make suggestions, voice concerns, and provide



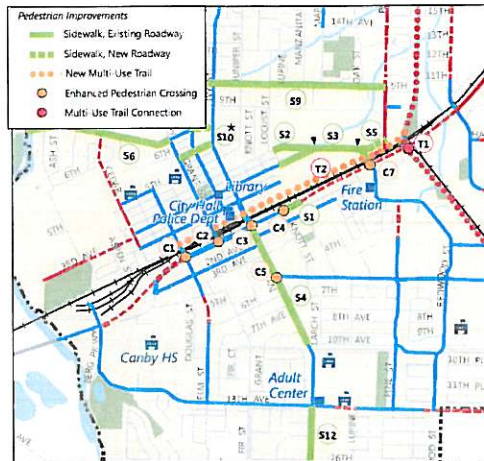
Transportation Plans

The Canby Transportation System Plan includes the highest priority pedestrian, bicycle, and motor vehicle improvements projects that are feasible for the City to fund using existing revenue streams. Complementary plans, design standards, and implementing code and policies are also identified for each travel mode.

Pedestrian Plan (Chapter 5)

The recommended pedestrian facility improvements include constructing new sidewalks, filling in gaps in the sidewalk network, upgrading intersections and railroad crossings for safer pedestrian crossings, expanding and improving the connectivity of the shared-use path network, and other programs to encourage walking, such as Safe Routes to School.

Key projects include filling the sidewalks gaps along South Ivy Street and also along NE 4th Avenue from downtown to the fairgrounds.



Segment of Pedestrian Improvements Figure (see Figure 5-1)

Bicycle Plan (Chapter 6)

Bicycle improvements in Canby are aimed at closing the gaps in the bicycle network along arterial and collector roadways and providing multi-modal links to improve livability. Facility improvements include constructing and/or striping bike lanes, improving railroad crossings, expanding and improving the connectivity of the shared-use path network, and other programs to encourage bicycling, such as Safe Routes to School.

Key projects include providing bike lanes in Northeast Canby along Knights Bridge Road and North Holly Street, providing a multi-use trail along the railroad corridor, and as well as converting a portion of North Holly Street into a Bicycle Boulevard. Improvements to pavement conditions at the railroad crossings near downtown are also planned.



Segment of Bicycle Improvements Figure (see Figure 6-1)

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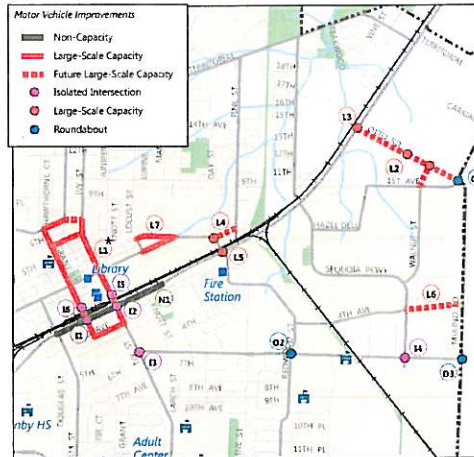
Motor Vehicle Plan (Chapter 7) and Financial Plan (Chapter 9)

The recommended motor vehicle improvements increase the capacity and connectivity of the transportation system and include roadway and intersection improvements. Because the entire

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city transportation network must work together as a whole, all improvements included in the Financially-Constrained Solutions Package are important components of the package.

The three primary locations of most critical motor vehicle improvement projects are along South Ivy Street, near the Clackamas County Fairgrounds, and in northeast Canby in the vicinity of Otto Road. These projects will improve safety, capacity, and connectivity in order to help Canby prepare for future growth. is the conversion to one-way streets along sections of Ivy Street, Grant Street, Knights Bridge Road, and SW 2nd Avenue. Key benefits include improved operations at the OR 99E/Grant Street and OR 99E/Ivy Street intersections and improved safety at the adjacent Union Pacific Railroad at-grade crossings. In addition, the conflicts that currently occur at the North Ivy Street/North 1st Street and North Grant Street/NW 1st Street intersections due to atypical traffic control (i.e., three-way stops) would be eliminated. In addition, multiple roundabouts are planned on the east side of the City and that will enhance both roadway capacity and the aesthetic value of the Canby Pioneer Industrial Area.



Segment of Motor Vehicle Improvements Figure (see Figure 7-10)

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The city is also requesting ODOT designation of a Special Transportation Area (STA) for the downtown segment of OR 99E to promote pedestrian and bicycle and commercial activity. This designation will also allow more flexible design and mobility standards.

The Financially-Constrained Solutions Package would cost approximately \$369.31 million. It is expected that this package could be fully funded if the City slightly increases revenue streams. For example, the City could amend its transportation system development charge (SDC) methodology so that funds can be used for all modes and increases their SDC fee rates from \$2,500 to approximately \$2,8510 per p.m. peak hour trip. Other options include development exactions and grant opportunities.

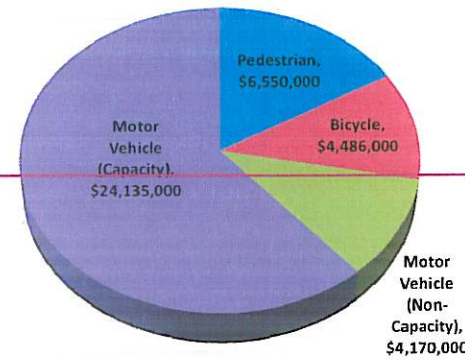
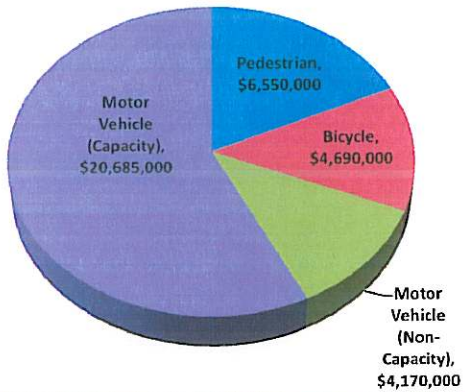
**Financially-Constrained Solutions Package
Planning Level Costs (see Table 9-6)**

Transportation Mode	Planning Level Cost
Non-Capacity Improvements	
Pedestrian	\$6,550,000

Bicycle	\$4,486,690,000
Motor Vehicle (Non-Capacity)	\$4,170,000
Total	\$15,206,410,000
Capacity Improvements	
Motor Vehicle (Capacity)	\$204,136,850,000
TOTAL	\$396,344,095,000

North Grant Street, North Ivy Street, and 4th Avenue. Therefore on North Grant Street and North Ivy Street at the Union Pacific Railroad tracks. Therefore, significant queuing may occur during peak periods as the City reaches forecasted development levels in the future, the City of Canby can expect significant queuing in the downtown area as Canby continues to grow.

One drawback Another drawback to the Financially-Constrained Solutions Package is that not all intersections in the City would operate at desired levels through the year 2030. Specifically, the Ivy Street, Pine Street, and Sequoia Parkway, and Otto Road traffic signals along OR 99E would exceed ODOT operating standards, and the realigned NE 4th Avenue/North Pine Street intersection would be overcapacity and experience high delays. The City may work with ODOT to pursue an Alternate Mobility Standard for OR 99E to address how this issue impacts long-term development potential.



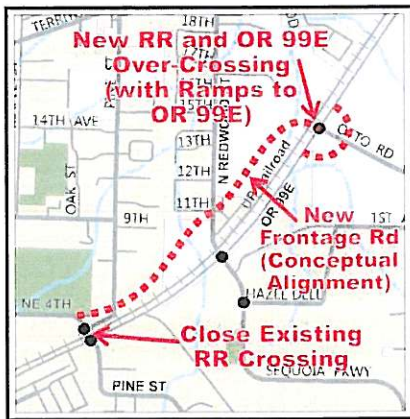
**Financially-Constrained Solutions Package
Proportion of Project Costs by Mode**

The Preferred Solutions Package would mitigate improve traffic conditions these concerns at several locations by implementing two key roadway projects. First, it and includes two key projects: the Otto Road overcrossing (over OR 99E and the Union Pacific Railroad) and a frontage road connection to North Pine Street. It also includes the Berg Parkway Extension that would include a grade-separated railroad crossing from OR 99E to 3rd Street. However, it this package would cost approximately \$88.5.2 million, which is about \$50 million higher than the Financially-Constrained Solutions Package.

However, while the Preferred Solutions Package is an improvement for roadway operating conditions over the Financially-Constrained Solutions Package, it still does not address the downtown queuing issues during peak periods. The downtown queuing should be monitored by the City of Canby and additional capacity or

One limitation of the Financially-Constrained Solutions Package is that it doesn't fully address the bottlenecks from the downtown area trying to cross the railroad tracks to access OR 99E at

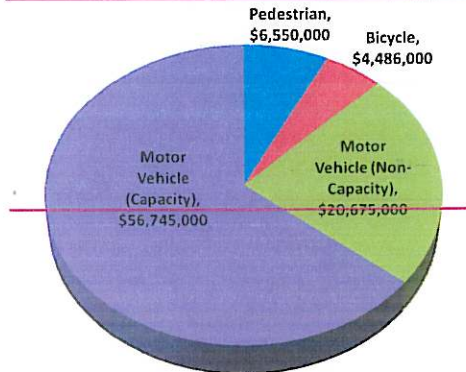
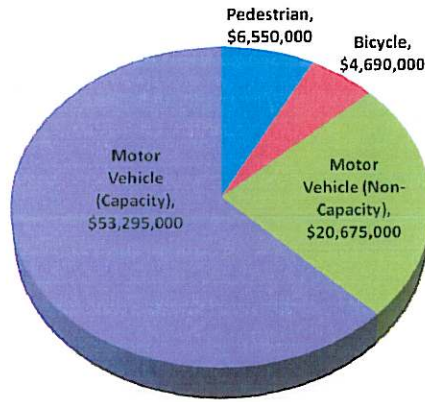
traffic management improvements may be desired to alleviate congestion in the long-term.



Additional Otto Road Improvements in Preferred Solutions Package (see Figure 7-12)

To afford the higher costs, the City would need to increase revenue streams. One way to do so would be to more than double SDC rates to approximately \$6,30050 to be more comparable to nearby communities. Other options include State and County contributions, City sources (e.g., increased taxes or Urban Renewal District funds), grants, and debt financing.

Total	\$31,744915,000
Capacity Improvements	
Motor Vehicle (Capacity)	\$563,74295,000
TOTAL	\$885,456210,000



Preferred Solutions Package Proportion of Project Costs by Mode

In addition, while the Preferred Solutions Package is an improvement over the Financially-Constrained Solutions Package, it does not fully address the bottlenecks North Grant Street and North Ivy Street at the Union Pacific Railroad tracks. Therefore, the City of

Preferred Solutions Package Planning Level Costs (see Table 9-7 Table 9-7)

Transportation Mode	Planning Level Cost
Non-Capacity Improvements	
Pedestrian	\$6,550,000
Bicycle	\$4,48690,000
Motor Vehicle (Non-Capacity)	\$20,675,000

Canby can expect significant queuing in the downtown area as Canby continues to grow.

Additional Pedestrian, Bicycle, and Motor Vehicle Projects

Additional pedestrian, bicycle, and motor vehicle improvements projects that are not included in the solutions packages are documented in the Transportation Solutions Report (Appendix K). These project lists are a resource for selecting additional improvements as additional funding sources (such as grants, State or County contributions, or Urban Renewal District funds) become available.

Other Travel Modes (Chapter 8)

Other travel modes include transit, rail, water, air, and pipeline. Canby Area Transit (CAT) is currently engaged in a separate process of preparing a Transit Master Plan. The rail plan includes the pedestrian, bicycle, and motor vehicle improvement projects that were identified in each of their respective plans.

Implementation (Chapter 10)

The City of Canby has been provided with regulatory language that will implement the updated Transportation System Plan (TSP) and ensure consistency with the Oregon Transportation Planning Rule (TPR).

Canby Transportation System Plan

(Continued) **Table 5-1: Pedestrian Projects with Planning Level Costs (Financially-Constrained)**

Location	Pedestrian Project	Planning Level Cost
Sidewalks (Cont.)		
Otto Rd (OR 99E to Mulino Road)	S104 Install sidewalks, crosswalks, ramps	\$0 ^a
S Ivy St (S 13 th Ave to S 16 th Ave)	S112 Fill in sidewalk gaps	\$100,000
S Township Rd (OP RR to Sequoia Pkwy)	S123 Install sidewalks	\$200,000
SE 4 th Ave (Sequoia Pkwy to Mulino Rd)	S134 Install sidewalks	\$0 ^a
Enhanced Pedestrian Crossing		
OR 99E and UPRR (at Elm St)	C1 Improve crosswalk and ramps	\$40,000
OR 99E and UPRR (at Grant St)	C2 Improve crosswalk and ramps, install pedestrian refuge island	\$30,000
OR 99E and UPRR (at Ivy St)	C3 Improve crosswalk and ramps, install pedestrian refuge island	\$30,000
OR 99E (between Ivy St and Locust St)	C4 Install pedestrian refuge island	\$0 ^a
S Ivy St (north leg at Township Rd)	C5 Install crosswalk and ramps	\$0 ^a
Township Rd (at Sequoia Pkwy)	C6 Provide crosswalk	\$0 ^a
OR 99E and UPRR (at Pine St)	C7 Improve crosswalk and ramps	\$0 ^a
<u>S Ivy St (south leg at SW 3rd Ave)</u>	C8 <u>Install crosswalk, ramps, and pedestrian refuge island (remove crosswalk striping on north leg)</u>	<u>\$0^a</u>
Multi-Use Trail		
OR 99E and Molalla Forest Rd Trail	T1 Connect multi-use trail to sidewalks on south side of OR 99E	\$360,000
Parallel Route to OR 99E (between Elm St and Molalla Forest Rd Trail)	T2 Construct multi-use trail along rail corridor	\$0 ^c
Program Strategy		
Safe Routes to School (yearly funding)	P1 Prepare initial plan and provide yearly funding (\$50,000 per year)	\$1,050,000
ADA Improvements (yearly funding)	P2 Prepare initial plan and provide yearly funding (\$50,000 per year)	\$1,050,000
TOTAL		\$6,550,000

^a Cost accounted for with an associated motor vehicle project.

^b The eastern portion of the project is already underway and its funding is already accounted for. This cost accounts for the remaining portion of the project.

^c Projects identified in both pedestrian and bicycle improvement lists, but costs provided in bicycle list.

^d Project S10 consists of sidewalks on either NW 6th Ave or the Knights Bridge Road Extension, depending on which roadway is chosen for Motor Vehicle Project L1.

Complementary Pedestrian Policies

To fully implement and utilize the pedestrian network identified in this Pedestrian Plan, supporting policies and standards are needed. In addition to the road cross-sections (discussed in Chapter 7) and code policies (discussed in Chapter 10), the following sections describe recommendations for ADA accessibility, sidewalk design standards, and a pedestrian crossing enhancement toolbox.

ADA Accessibility

Americans with Disabilities Act (ADA) accessibility was a pedestrian need that was identified, including the need to provide ADA accessible curb cuts for all downtown streets and destinations (e.g. schools, hospital, and shopping). A citywide ADA audit within Canby is needed to provide a comprehensive evaluation of areas that do not currently meet ADA standards. After an audit is completed, an ADA improvement program can be developed. The priority locations will be determined after the inventory has been conducted. A phased construction plan, with specific priority given to key downtown locations, would be included as part of the program. The list may be updated over time depending on current funding availability, but will provide a starting point for project selection. The funding for this effort is included in the Financially-Constrained Solutions Package, as listed in Table 5-1.

Sidewalk Design Standards

Sidewalks shall be built to the City's current design standards and in compliance with the Americans with Disabilities Act (at least four feet of unobstructed sidewalk).³¹ Wider sidewalks may be constructed in commercial districts or on arterial streets. On OR 99E, the minimum sidewalk width allowed must be at least as wide as ODOT's design standards require.

Sidewalks shall also be sized to meet the specific needs of the adjacent land uses. Guidance to assess capacity needs for pedestrians can be found in the *Highway Capacity Manual*.³² Typically, the base sidewalk sizing for local streets should be six feet (clear of obstruction). The critical element is the effective width of the walkway. Because of street utilities and amenities (i.e. benches), a six-foot walkway can be reduced to three feet of effective walking area. Obstructions are the greatest capacity constraint to pedestrian flow.

As functional classification of roadways change, so should the design of the pedestrian facilities. Specific sidewalk width ranges are included as part of the roadway cross-section standards provided in "Chapter 7: Motor Vehicle Plan." Wider sidewalks may be necessary depending upon urban design needs and pedestrian flows (e.g. adjacent to storefront retail).

³¹ *Americans with Disabilities Act*, Uniform Building Code.





³² *Highway Capacity Manual*, Transportation Research Board, 2000; Chapter 18.

Canby Transportation System Plan

Pedestrian Crossing Enhancement Toolbox

Multiple recommended pedestrian projects involved the installation of a pedestrian crossing enhancement (see Projects C1 through C7 in Table 5-1). [Table 5-2](#) summarizes several potential crossing enhancements that can be applied for these projects within the City of Canby. Each crossing location should be reviewed to determine the appropriate combination of improvements. For example, curb extensions are effective for reducing crosswalk lengths and exposure to conflicting vehicles, but these are only reasonable where on-street parking is provided because the curb extension ‘shadows’ the parked cars. Another example includes pedestrian countdown timers, which can only be applied at existing or new traffic signal controlled crossings. The examples shown in [Table 5-2](#) represent a toolbox of solutions for pedestrian enhancements.




Table 5-2: Potential Crossing Enhancement Tools

Improvement	Description	Illustration	Cost Range
Marked Crosswalk	White, thermoplastic markings at street corner. Alternative material could include non-white color or textured surfaces.		\$500 to \$1,000 each crossing
Raised Crosswalk	Crosswalks that are level with the adjacent sidewalks, making pedestrians more visible to approaching traffic.		\$4,000
New Corner Sidewalk Ramp	Construct ADA compliant wheelchair ramps consistent with city standards		\$3,000 to \$5,000 each corner
Median Refuge	Construct new raised median refuge area. Minimum width 6 feet, and minimum length of 30 feet. Curb can be mountable to allow emergency vehicles to cross, if required.		\$3,000 to \$10,000 depending on overall length and amenities.

[Table 5-2](#) continued on next page.

Canby Transportation System Plan

(Continued) **Table 5-2: Potential Crossing Enhancement Tools**

Improvement	Description	Illustration	Cost Range
Pedestrian Count Down Timer Signal	Install supplemental pedestrian signal controls to indicate the time remaining before crossing vehicles get 'green' signal indication.		\$500 each signal head
Curb Extensions	Construct curb extension on road segments with on-street parking. Reduces pedestrian crossing area, and exposure to vehicle conflicts.		\$5,000 to \$8,000 depending on design amenities and aesthetic treatments.
Mid-Block Pedestrian Signal and Crossing	Construct new pedestrian signal that is synchronized with major street traffic progression to reduce interruption of through traffic. Appropriate near high pedestrian generators.		\$100,000 to \$150,000

Canby Transportation System Plan

Table 6-1: Bicycle Projects with Planning Level Costs (Financially-Constrained)

Location	Bicycle Project	Planning Level Cost
Railroad Crossing Improvements		
UPRR (at Elm St)	R1 Improve rail crossing (fill in gaps adjacent to rails)	\$100,000
UPRR (at Grant St)	R2 Improve rail crossing (fill in gaps adjacent to rails)	\$100,000 \$0 ^a
UPRR (at Ivy St)	R3 Improve rail crossing (fill in gaps adjacent to rails) Provide rail crossing	\$100,000 \$0 ^a
UPRR (at Pine St-NE 4 th Ave)	R4 Provide rail crossing	\$0 ^a
OPRR (at Township Rd)	R5 Move guardrail and improve rail crossing (fill in gaps adjacent to rails)	\$100,000
Bike Lanes or Boulevards		
N Holly St (Knights Bridge Rd NW 6 th Ave to Multi-Use Trail ^d)	B1 Install enhancements to create a bicycle boulevard	\$307,000
N Ivy St (N 1st Ave to OR 99E)	B2 Stripe bike lanes	\$0^a
SW 2nd Ave (S Grant St to S Ivy St)	B3 Stripe bike lanes	\$0^a
Knights Bridge Rd (west edge of UGB to Grant-Holly St)	B24 Stripe bike lanes	\$3541,000
Knights Bridge Rd or NW 6th Ave (Grant St to Ivy St)^e	B5 Stripe bike lanes	\$0^a
N Holly St (NW 22 nd Ave to Knights Bridge Rd NW 6 th Ave)	B63 Stripe bike lanes (widen as needed)	\$658663,000
NE 3 rd Ave (Locust St to NE 4 th Ave) and NE 4 th Ave (Locust St to NE 3 rd Ave)	B74 Stripe bike lane (provide sufficient space for bike lane and sidewalks by converting roadways to one-way travel)	\$16,000
NE 4 th Ave (NE 3 rd Ave to Fairgrounds Entrance)	B85 Install bike lanes	\$105,000
Pine St (OR 99E to NE 4 th Ave)	B96 Install bike lanes	\$0 ^a
Otto Rd (OR 99E to Mulino Road)	B740 Install bike lanes	\$0 ^a
SE 4 th Ave (Sequoia Pkwy to Mulino Rd)	B844 Install bike lanes	\$0 ^a
Multi-Use Trail		
OR 99E and Molalla Forest Rd Trail	T1 Connect multi-use trail to sidewalks on south side of OR 99E	\$0 ^a
Parallel Route to OR 99E (between Elm St and Molalla Forest Rd Trail)	T2 Construct 12'-wide multi-use trail along rail corridor	\$3,435,000 ^c
TOTAL		\$4,690,486,000

Canby Transportation System Plan

- ^a Cost accounted for with an associated motor vehicle project.
- ^b Projects identified in both pedestrian and bicycle improvement lists, but costs provided in pedestrian list.
- ^c Projects identified in both pedestrian and bicycle improvement lists, but costs provided in bicycle list.
- ^d The multi-use trail (see Project T1) is a planned project located between NW 1st Avenue and the railroad tracks.
- ^e ~~Project B5 consists of striping bike lanes on either NW 6th Ave or the Knights Bridge Road Extension, depending on which roadway is chosen for Motor Vehicle Project L1.~~

Canby Transportation System Plan

Table 7-1: Roadway Classification Changes

Roadway	From	To	Change from Prior Classification
Arterials			
OR 99E	West City Limits	East City Limits	Was separate "Highway" classification
North Grant Street	OR 99E	Knights Bridge Road	Upgrade from collector
Knights Bridge Road	North Holly Street	North Ivy Street	New roadway (Financially-Constrained Package)
North Holly Street	NW 6th Avenue	Knights Bridge Road	Upgrade from collector
NW 6 th Avenue ^a	North Grant Holly Street	North Ivy Street	Upgrade from local street
SW 2nd Avenue	South Grant Street	South Ivy Street	Upgrade from collector
Otto Road Extension	OR 99E	Mulino Road	New roadway (Financially-Constrained Package)
Collectors			
North Ivy Street	Knights Bridge Road North 6th Avenue	North Territorial Road	Downgrade from arterial
South Grant Street	SW 2nd Avenue	OR 99E	Upgrade from local
NW Territorial Road	North Holly Street	North Ivy Street	Downgrade from arterial
NE Territorial Road	North Ivy Street	OR 99E	Downgrade from arterial
North Holly Street	NW Territorial Road	NW 22 nd Avenue	Downgrade from arterial
New frontage road	North Pine Street	OR 99E	New roadway (Preferred Package)
South Elm Street	SE 13 th Avenue	OR 99E	Downgrade from arterial
SW 13 th Avenue	South Berg Parkway	South Ivy Street	Downgrade from arterial
SE 13 th Avenue	South Ivy Street	South Mulino Road	Downgrade from arterial
SE 4 th Avenue	Sequoia Parkway	South Mulino Road	New roadway (Financially-Constrained Package)
South Berg Parkway	OR 99E	SW 13 th Avenue	Downgrade from arterial
North Berg Parkway	OR 99E	NW 3 rd Avenue	New roadway (Preferred Package)
Neighborhood Routes			
North Cedar Street	NW 3 rd Avenue	Knights Bridge Road	Downgrade from collector
North Holly Street	NW 1 st Avenue	NW 6th Avenue Knights Bridge Road	Downgrade from collector
NW 10 th Avenue	North Holly Street	North Ivy Street	Downgrade from collector
NW 10 th Avenue	North Ivy Street	North Pine Street	Downgrade from collector
NW 10 th Avenue	North Birch Street	North Grant Street	New roadway
Local Streets			
NW 1 st Avenue	North Douglas Street	North Ivy Street	Downgrade from collector

Canby Transportation System Plan

(Continued) Table 7-1: Roadway Classification Changes

Roadway	From	To	Change from Prior Classification
Local Streets (Continued)			
NE 2 nd Avenue	North Ivy Street	End of Roadway	Downgrade from collector
SW 2 nd Avenue	South Birch Street	South Grant Street	Downgrade from collector
North Birch Street	NW Territorial Road	North City Limits	Downgrade from neighborhood connector
North Maple Street	NE 10 th Avenue	North City Limits	Downgrade from neighborhood connector
North Cedar Street	NW 2 nd Avenue	NW 3 rd Avenue	Downgrade from collector
North Elm Street	NW 3 rd Avenue	NW 5 th Avenue	Downgrade from neighborhood connector
NW 5 th Avenue	North Cedar Street	North Elm Street	Downgrade from neighborhood connector
SE Territorial Road	OR 99E	Haines Road	Downgrade from arterial
South Pine Street	SE Township Road	SE 3 rd Avenue	Downgrade from neighborhood connector
SE 10 th Avenue	South Pine Street	South Redwood Street	Downgrade from neighborhood connector
South Teakwood Street	SE 13 th Avenue	SE Township Road	Downgrade from neighborhood connector
SW 6 th Avenue	South Elm Street	South Ivy Street	Downgrade from neighborhood connector

"If NW 6th Avenue is selected as the option to be included for Motor Vehicle Project L1, then it would need to be upgraded to an arterial roadway; otherwise it would remain a local street."

Criteria for Future Functional Classification Changes

The criteria used to assess functional classification have two components: the extent of connectivity and the frequency of the facility type. Maps can be used to determine regional, city/district, and neighborhood connections. The frequency or need for facilities of certain classifications is not routine or easy to package into a single criterion. While planning textbooks call for arterial spacing of a mile, collector spacing of a quarter to a half-mile, and neighborhood connections at an eighth to a sixteenth of a mile, this does not form the only basis for defining functional classification.

Changes in land use, environmental issues or barriers, topographic constraints, and demand for facilities can change the frequency for routes of certain functional classifications. While spacing standards can be a guide, they must consider other features and potential long term uses in the area (some areas would not experience significant changes in demand, where others will). It is acceptable for the city to re-classify street functional designations to have different naming conventions, however, the general intent and purpose of the facility, whatever the name, should be consistent with regional, state, and federal guidelines.

Roadway Standards

This section discusses the various roadway standards that are important to managing the transportation system. These standards include the following:

- Roadway Cross-Sections
- Industrial Area Roadway Cross-Sections
- Access Management
- Traffic Signal Spacing

Roadway Cross-Section Standards

Street cross-section standards consist of minimum, maximum, and/or typical cross-sections that are required for City roadways based on their functional classification. The purposes of the cross-section standards are to ensure that the City roadways can meet the multi-modal function and demand associated with their functional classification and to provide consistency throughout the City.

Because the actual design of a roadway can vary from segment to segment due to adjacent land uses and other factors (e.g., truck routes, bike routes, pedestrian corridors, etc.), flexibility has been built in to the standards; this is why ranges of required components are provided for each functional class. In addition, because physical limitations exist for some roadways due to prior construction, “low impact” standards were also developed and may be used at the City’s discretion when an existing roadway with physical limitations is being improved. Specific right-of-way needs will also need to be monitored continuously through the development review process to reflect current needs and conditions; specifically, more specific details may become evident during development review, thereby requiring improvements other than these outlined in this TSP.

Additional design considerations are required for OR 99E. The state highway design considerations are defined in the *Oregon Highway Plan (OHP)* and in the *Highway Design Manual (HDM)*. Any deviation from these standards requires approval of a design exception. [Design and future improvements to OR 99E must also address ORS 366.215 \(Reduction in Vehicle Carrying Capacity\) on this national freight network facility.](#) The City also intends to conduct a future OR 99E corridor plan that will refine the cross-sections, roadway features, and cost estimates for highway improvements in Canby.

The cross-section standards are provided in Figure 7-3 for OR 99E, Figure 7-4 for arterial streets, Figure 7-5 for collector streets, and Figure 7-6 for neighborhood routes and local streets. To ensure suitability for roadway improvements, final cross-section designs must be coordinated with City of Canby staff and are subject to City Staff approval; cross-sections of state highways are also subject to ODOT approval.

Canby Transportation System Plan

Table 7-6: Motor Vehicle Projects with Planning Level Costs (Financially-Constrained)

Location	Motor Vehicle Project	Planning Level Cost
Non-Capacity Improvements		
OR 99E from Elm St to Locust St ^a	N1 Construct multi-modal improvements (associated with STA designation) and repave highway (includes Pedestrian Projects S1 and C4)	\$3,770,000
All traffic signals on OR 99E within Canby city limits ^a	N2 Convert to adaptive signal system	\$400,000
Large-Scale Capacity Improvements		
Modified Downtown Circulation ^{a,b}	L1 Convert sections of Ivy Street, Grant Street, NW 6 th Avenue, and SW 2 nd Avenue to one-way streets; includes all associated railroad crossing, traffic signal, and endpoint improvements; the use of Knights Bridge Road on the north is an alternative to NW 6 th Avenue and would require an extension of Knights Bridge Road between Holly Street and Ivy Street	\$2,690,000
Otto Road Extension	L12 Construct new road between OR 99E Mulino Road (includes two roundabouts and Pedestrian Project S10 and Bicycle Project B7)	\$8,915,000
OR 99E/Otto Road ^a	L23 Install traffic signal (associated with Otto Road Extension)	\$300,000
NE 4 th Avenue/Pine Street	L34 Relocate intersection farther from Union Pacific Railroad track and construct so roadway runs east-west with south leg teeing into intersection (with the northbound approach allowed a free movement); this alignment accommodates potential future frontage road to the east (includes Pedestrian Project S5 and Bicycle Project B6)	\$1,255,000
OR 99E/Pine Street and Adjacent Union Pacific Railroad Crossing ^a	L45 Install westbound right-turn lane, convert southbound approach to two left turn lanes and a shared through-right lane (requires additional lane across railroad tracks), relocate southbound approach stop bar behind railroad tracks, and adjust signal timing to run with split phases for northbound and southbound approaches (includes Pedestrian Project C7 and Bicycle Project R4)	\$2,000,000
SE 4 th Avenue Extension	L56 Install two-lane collector roadway between Sequoia Parkway and Mulino Road (includes Pedestrian Project S13 and Bicycle Project B8)	\$3,140,000
NE 3 rd Ave (Locust St to NE 4 th Ave) and NE 4 th Ave (Locust St to	L67 Convert roadways to one-way travel (to provide sufficient space for bike lane and	\$0 ^{ab}

Canby Transportation System Plan

(Continued) **Table 7-6: Motor Vehicle Projects with Planning Level Costs (Financially-Constrained)**

Location	Motor Vehicle Project	Planning Level Cost
Isolated Intersection Capacity Improvements		
OR 99E/Grant Street ^a	I14 Install eastbound right-turn lane	\$500,000
OR 99E/Ivy Street ^a	I12 Install westbound right-turn lane	\$500,000
Township Road/South Ivy Street	I13 Install traffic signal (includes Pedestrian Project C5)	\$300,000
Township Road/Sequoia Parkway	I24 Convert to all-way stop and install eastbound and westbound left-turn lanes (includes Pedestrian Project C6)	\$510,000
North Ivy Street/North 1 st Avenue	I35 Prohibit eastbound/westbound through movements Remove southbound stop sign, restrict east leg to right-in/right-out, and install diverter on west leg to only allow southbound right turns	\$10,000
North Grant Street/NW 1 st Avenue	I46 Prohibit eastbound/westbound through movements Remove southbound stop sign	\$10,000
Knights Bridge Road/Cedar Street	I57 Restripe northbound approach to include a right-turn lane	\$5,000
South Grant Street/SW 2 nd Avenue	I6 ^c Install westbound right-turn lane	\$100,000
South Ivy Street/SW 2 nd Avenue	I7 ^c Install eastbound right-turn lane	\$100,000
South Ivy Street/SW 3 rd Avenue	I8 ^c Install partial diverter on west leg to close westbound receiving lane (includes Pedestrian Project C8)	\$40,000
TOTAL		\$24,830,500

^a ODOT approval required for implementation of all portions of projects on OR 99E. Engineering studies, signal warrant and traffic analysis, and conformance with ODOT standards will be evaluated as projects are developed.

^b Two options are available for one-way westbound travel on the north section of Project L1. NW 6th Ave is the preferred option over the construction of a Knights Bridge Road Extension and could be an interim choice regardless. However, a more detailed design process is needed to make a final determination.

^c Project L7 is identified in both pedestrian and bicycle improvement lists, with corresponding portions of total cost provided in each list (i.e., sidewalk costs in pedestrian list and bike lane costs in bicycle list).

^c Projects I6, I7, and I8 are intended to divert traffic from SW 3rd Avenue to SW 2nd Avenue and should be constructed together.

Traffic Volumes and Operations (Financially-Constrained Package)

Because the entire city transportation network must work together as a whole, traffic analysis was performed assuming the entire Financially-Constrained Solutions Package was implemented. The analysis was based on future 30th highest hour traffic volumes that were forecasted for the year 2030 at the TSP study intersections using the same methodology discussed in "Chapter 4: Future Needs." The future 30th highest hour traffic volumes for the Financially-Constrained Solutions Package are provided in Figure 7-11a/b.

Canby Transportation System Plan

Based on the projected volumes, the signalized, two-way stop controlled, and all-way stop controlled intersection operations were determined using the *2000 Highway Capacity Manual* methodology,³⁸ while roundabout operations were determined using methodology prepared by the National Cooperative Highway Research Program (NCHRP).³⁹ This methodology is currently being implemented by ODOT and will be utilized in the new *2010 Highway Capacity Manual (HCM)*, which has not yet been released.

The intersection operations resulting from the Financially-Constrained Solutions Package are listed in Table 7-7. As shown, most of the study intersections would meet applicable operating standards in 2030. The key operational-related findings associated with the Financially-Constrained Solutions Package include the following:

- None of the study intersections on OR 99E between Locust Street and Elm Street would only meet operating standards assuming unless this section of OR 99E obtains an STA designation. Even with the STA designation, however, the intersection of OR 99E/Ivy Street would still not meet operating standards.
- Of the four signalized intersections that do not meet standards, one is outside of the City's jurisdiction (OR 99E/S Barlow Road) and the others (OR 99E/Ivy Street, OR 99E/Pine Street, and OR 99E/Sequoia Parkway, and OR 99E/Otto Road) still provide sufficient capacity to meet demand (i.e., v/c's are less than 1.0).
- Of the five two-way stop controlled intersections that do not meet standards, one is outside of the City's jurisdiction (OR 99E/Haines Road) and the others experience high side street delays. However, this is not considered critical because for when the each intersection's whose, the worst movement, has a v/c ratio does not exceed less than 0.90.

Table 7-7: 2030 Operating Conditions (Financially-Constrained Solutions Package)

Intersection	Jurisdiction	Mobility Standard	Intersection Performance		
			Delay	LOS	V/C
Signalized					
OR 99E/S Barlow Rd	ODOT	≤ 0.75	6069.0	E	1.1307
OR 99E/Berg Pkwy	ODOT	≤ 0.85	46318.8	B	0.794
OR 99E/Elm St	ODOT	≤ 0.95	46739.6	D	0.900.84
OR 99E/Grant St	ODOT	≤ 0.95	15433.6	BC	0.790.86
OR 99E/Ivy St	ODOT	≤ 0.95	28958.7	GE	0.750.96
OR 99E/Pine St	ODOT	≤ 0.85	52450.1	D	0.944
OR 99E/Sequoia Pkwy	ODOT	≤ 0.75	37.84.6	GD	0.810
OR 99E/Otto Rd	ODOT	≤ 0.75	43.19	D	0.758
OR 99E/Territorial Rd	ODOT	≤ 0.75	17619.3	B	0.676

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³⁸ *2000 Highway Capacity Manual*, Transportation Research Board, Washington DC, 2000.

³⁹ See NCHRP Report 572.

Canby Transportation System Plan

(Cont.) Table 7-7: 2030 Operating Conditions (Financially-Constrained Solutions Package)

Intersection	Jurisdiction	Mobility Standard	Intersection Performance		
			Delay	LOS	V/C
Signalized (Continued)					
Knights Bridge Rd/S Arndt Rd	Clackamas Co.	LOS D	40.811.9	B	0.790.80
S Township Rd/S Ivy St	Clackamas Co.	LOS D	15.412.3	B	0.6574
SE 13 th Ave/S Ivy St	Clackamas Co.	LOS D	16.3	B	0.700.69
All-way Stop Controlled					
SE 13 th Ave/S Mulino Rd	Clackamas Co.	LOS D	27.516.5	DC	0.940.73
NE Territorial Rd/N Holly St	City of Canby	LOS D	40.912.7	B	0.5244
S Township Rd/Sequoia Pkwy	City of Canby	LOS D	20.09	C	0.736
SE 4 th Ave/Sequoia Pkwy	City of Canby	LOS D	22.218.3	C	0.7886
SE 1 st Ave/S Walnut St	City of Canby	LOS D	13.012.8	B	0.60
Knights Bridge Rd/N Holly St	City of Canby	LOS D	8.010.1	AB	0.3826
Roundabout					
S Township Rd/S Mulino Rd	Clackamas Co.	LOS D	25.916.8	DC	0.830.71
SE 1 st Ave/S Mulino Rd/Otto Rd	Clackamas Co.	LOS D	16.810.4	GB	0.720.55
S Township Rd/S Redwood St	City of Canby	LOS D	34.315.8	DC	0.860.74
Two-way Stop Controlled					
OR 99E/Haines Rd	ODOT	≤ 0.70	>50	DC/F	>2.01.00
SE 2 nd Ave/S Ivy St	Clackamas Co.	LOS D	14.317.5	A/CB	0.302
NW 1 st Ave/N Grant St	City of Canby	LOS E	1.030.0	A/DA	0.354
NW 1 st Ave/N Ivy St	City of Canby	LOS E	11.82	A/B	0.307
Knights Bridge Rd/N Birch St	City of Canby	LOS E	>50	AB/F	0.8544
Knights Bridge Rd/N Cedar St	City of Canby	LOS E	44.032.2	A/DE	0.640.50
NW 3 rd Ave/N Cedar St	City of Canby	LOS E	13.02	A/B	0.256
NE 3 rd Ave/NE 4th Ave	City of Canby	LOS E	24.620.3	AG/C	0.813
NE 4 th Ave/N Pine St	City of Canby	LOS E	>50	A/F	0.776
NE Territorial Rd/N Redwood St	City of Canby	LOS E	>50	A/F	0.8074
S Hazel Dell Way/Sequoia Pkwy	City of Canby	LOS E	>50	A/F	0.94
SE 4 th Ave/S Redwood St	City of Canby	LOS E	20.417.5	A/C	0.440.35
SE 13 th Ave/Molalla Forest Rd	City of Canby	LOS E	10.016.4	A/C	0.226

Signalized and All-Way Stop Controlled Intersections:
 Delay = Average Stopped Delay per Vehicle (seconds) for Intersection
 LOS = Level of Service of Intersection
 V/C = Volume-to-Capacity Ratio of Intersection
 Bold values do not meet standards.

Two-Way Stop Controlled Intersections:
 Delay = Average Stopped Delay per Vehicle (seconds) for Worst Approach
 LOS = Level of Service of Major Street/Minor Street
 V/C = Volume-to-Capacity Ratio of Worst Movement (typically a major movement)
 Bold values do not meet standards.

Canby Transportation System Plan

Traffic Simulation and Queuing (Financially-Constrained Package)

In addition to considering intersection operations, sketch-level traffic simulation and queuing analysis were performed for the Financially-Constrained transportation network with the purpose of gaining a general understanding of congestion issues in the downtown area as a result of the high v/c ratios at OR 99E intersections. The analysis was performed in SimTraffic™ utilizing volumes directly from the travel forecast tool (post-processing at study intersections), and the purpose was to gain a general idea of likely queuing issues that may arise in the future under the given improvement scenario. Therefore While specific queue estimates lengths could not be obtained from this evaluation, -were not obtained, but the following general observations were made:

- Significant northbound queues are expected on South Ivy Street approaching OR 99E. Therefore, it is likely that northbound vehicles on South Ivy Street that intend to turn right onto OR 99E will use SE 2nd Avenue and Juniper Street to bypass the queues.
- Significant southbound queues are expected on both North Grant Street and North Ivy Street approaching the Union Pacific Railroad and OR 99E. These queues result from the bottleneck caused by having only two southbound lanes across the railroad track and the limited green time that the OR 99E/Grant Street and OR 99E/Ivy Street traffic signals can provide to their respective southbound approaches. Therefore, the higher volumes using the shared southbound through-right lanes are expected to queue back multiple city blocks into the heart-of downtown area.
- Significant eastbound queues are expected on NE 4th Avenue and NE 3rd Avenue approaching Pine Street due to heavy use of these roadways for exiting downtown and the high volume-to-capacity ratio of the OR 99E/Pine Street traffic signal.

Therefore, under the Financially-Constrained Solutions Package, the City of Canby can expect significant queuing in the downtown area in 2030. This is due to the high v/c ratios at the OR 99E/Grant Street, OR 99E/Ivy Street, and OR 99E/Pine Street traffic signals and the limitations on available southbound approach lanes to these intersection that are caused by the Union Pacific Railroad tracks.

Preferred Motor Vehicle Solutions Package

To resolve-address the majorsome of the operational volume-to-capacitycongestion concerns associated with the Financially-Constrained Solutions Package and allow all intersections-tobetter meet operating standards through the year 2030, a Preferred Solutions Package was also developed for Canby. The Preferred Solutions Package includes most of the same motor vehicle projects identified previously for the Financially-Constrained Solutions Package, with the following key differences:

Additional Improvements Included in the Preferred Solutions Package

- Install an overcrossing of OR 99E and the Union Pacific Railroad at Otto Road with ramps and traffic signals providing access to OR 99E on the south side of the

Canby Transportation System Plan

Table 7-8: Preferred Package Motor Vehicle Projects with Planning Level Costs

Location	Motor Vehicle Project	Planning Level Cost
Additional Preferred Solutions Package Projects		
OR 99E/Otto Road	L87 Install overcrossing of OR 99E and Union Pacific Railroad with ramps and traffic signals providing access to OR 99E on the south side of the overcrossing and a frontage road along the north side of OR 99E connecting Otto Road to Pine Street	\$32,360,000
OR 99E/Pine Street and Adjacent Union Pacific Railroad Crossing	L89 Close Union Pacific Railroad crossing and install gate that only allows service to emergency vehicles	\$250,000
Berg Parkway Extension	L940 Extend Berg Parkway to NW 3 rd Avenue via a grade-separated crossing of the Union Pacific Railroad	\$16,505,000
TOTAL ADDITIONAL COST FOR PREFERRED SOLUTIONS PACKAGE		\$49,115,000

While the Preferred Solutions Package is the recommended ultimate solution for 2030, there are two alternative approaches that may be taken by the City:

- The City could pursue the Preferred Solutions Package as a stand-alone package.
- The City could pursue the Financially-Constrained Package as an interim step with the Preferred Solutions Package as the ultimate improvement package.

The total costs associated with the two alternative approaches for pursuing the Preferred Solutions Package are provided in Table 7-9. As shown, if the Financially-Constrained Package is included as an interim step, the total Preferred Solutions Package cost would be approximately \$77.4.0 million. However, by pursuing the Preferred Solutions Package as a standalone package, the City could reduce overall costs to approximately \$75.1.7 million because it could avoid constructing the two Financially-Constrained Solutions Package improvements that are not included in the Preferred Solutions Package (i.e., OR 99E/Pine Street and OR 99E/Otto Road traffic signal projects identified as Projects L3 and L5, in Table 7-6).

Table 7-9: Total Preferred Package Costs (Two Alternatives)

Package Component	Planning Level Cost
Financially-Constrained Package as Interim Step	
Total Financially-Constrained Package Cost (see Table 7-6)	\$24,8,305,000
Additional Preferred Solutions Package Projects Cost (see Table 7-8)	\$49,115,000
TOTAL COST	\$73,97,420,000
Preferred Solutions Package as Standalone	
Total Financially-Constrained Package Cost (see Table 7-6)	\$24,8,305,000
Financially-Constrained Package Projects not Included in Preferred Package (sum of Projects L3 and L5, as shown in Table 7-6)	-\$2,300,000
Additional Preferred Solutions Package Projects Cost (see Table 7-8)	\$49,115,000
TOTAL COST	\$75,12,670,000

Canby Transportation System Plan

Another important consideration is that because of the significant nature of an Otto Road overcrossing and frontage road—and the length of time it may take to plan and construct it—it may be worth incurring the additional costs in order to have the improved operations in the short-term to allow continued growth within the City.

Intersection Operations (Preferred Solutions Package)

Similar to the Financially-Constrained Solutions Package analysis, traffic analysis was performed for the Preferred Solutions Package assuming all associated transportation alternatives are implemented. The same operations analysis methodologies were also used.

The intersection operations resulting from the Preferred Solutions Package are listed in Table 7-10. As shown, nearly all study intersections would meet applicable operating standards in 2030 (with the assumption that an STA designation would be ~~made-obtained~~ for OR 99E between Locust Street and Elm Street). ~~Two-Only one~~ signalized intersections would not meet ~~the applicable~~ standard, ~~and this intersections~~. ~~One~~ is outside of the City's jurisdiction (OR 99E/S Barlow Road), ~~and the other is OR 99E/Sequoia Parkway (which just slightly exceeds operating standards)~~. One of the unsignalized intersections (OR 99E/Haines Road) that does not meet standards is also outside of the City's jurisdiction. The other ~~two~~ unsignalized intersections that ~~does~~ not meet ~~the existing~~ standards (~~South Hazel Dell Way/Sequoia Parkway~~) experiences high side street delays, but this is not considered critical because ~~their~~the v/c ratio ~~of its worst movements~~ ~~does~~ not exceed 0.90.

Canby Transportation System Plan

Table 7-10: 2030 Operating Conditions (Preferred Solutions Package)

Intersection	Jurisdiction	Mobility Standard	Intersection Performance		
			Delay	LOS	V/C
Signalized					
OR 99E/S Barlow Rd	ODOT	≤ 0.75	58.064.7	E	1.083
OR 99E/Berg Pkwy	ODOT	≤ 0.85	19.622.1	BC	0.760.87
OR 99E/Elm St	ODOT	≤ 0.95	34.640.8	CD	0.832
OR 99E/Grant St	ODOT	≤ 0.95	19.961.6	BE	0.880.91
OR 99E/Ivy St	ODOT	≤ 0.95	24.957.3	CE	0.870.93
OR 99E/Pine St	ODOT	≤ 0.85	12.914.7	B	0.738
OR 99E/Sequoia Pkwy	ODOT	≤ 0.75	33.327.5	C	0.820.72
OR 99E/Otto Road (South)	ODOT	≤ 0.75	4.03.6	A	0.48
OR 99E/Otto Road (North)	ODOT	≤ 0.75	5.34.5	A	0.42
OR 99E/Territorial Rd	ODOT	≤ 0.75	21.44	C	0.629
Knights Bridge Rd/S Arndt Rd	Clackamas Co.	LOS D	16.915.1	B	0.854
S Township Rd/S Ivy St	Clackamas Co.	LOS D	11.510.7	B	0.629
SE 13th Ave/S Ivy St	Clackamas Co.	LOS D	25.916.0	GB	0.860.68
All-way Stop Controlled					
SE 13 th Ave/S Mulino Rd	Clackamas Co.	LOS D	14.8	B	0.68
NE Territorial Rd/N Holly St	City of Canby	LOS D	11.5	B	0.45
S Township Rd/Sequoia Pkwy	City of Canby	LOS D	15.4	C	0.65
SE 4 th Ave/Sequoia Pkwy	City of Canby	LOS D	16.0	C	0.74
SE 1 st Ave/S Walnut St	City of Canby	LOS D	14.3	B	0.64
Knights Bridge Rd/N Holly St	City of Canby	LOS D	10.9	B	0.50
Roundabout					
S Township Rd/S Mulino Rd	Clackamas Co.	LOS D	14.3	B	0.71
SE 1 st Ave/S Mulino Rd/Otto Rd	Clackamas Co.	LOS D	22.9	C	0.79
S Township Rd/S Redwood St	City of Canby	LOS D	12.1	B	0.67
Two-way Stop Controlled					
OR 99E/Haines Rd	ODOT	≤ 0.70	>50	C/F	1.73
SE 2nd Ave/S Ivy St	Clackamas Co.	LOS D	14.6	A/B	0.30
NW 1 st Ave/N Grant St	City of Canby	LOS E	28.4	A/D	0.36
NW 1 st Ave/N Ivy St	City of Canby	LOS E	11.9	A/B	0.30
Knights Bridge Rd/N Birch St	City of Canby	LOS E	>50	A/F	0.46
Knights Bridge Rd/N Cedar St	City of Canby	LOS E	36.7	A/E	0.56
NW 3rd Ave/N Cedar St	City of Canby	LOS E	12.9	A/B	0.30

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Canby Transportation System Plan

(Continued) Table 7-10: 2030 Operating Conditions (Preferred Solutions Package)

Intersection	Jurisdiction	Mobility Standard	Intersection Performance		
			Delay	LOS	V/C
All-way Stop Controlled					
SE 13 th Ave/S Mulino Rd	Clackamas Co.	LOS-D	20.7	G	0.83
NE Territorial Rd/N Holly St	City of Canby	LOS-D	10.1	B	0.39
S Township Rd/Sequoia Pkwy	City of Canby	LOS-D	18.4	G	0.74
SE 4 th Ave/Sequoia Pkwy	City of Canby	LOS-D	16.2	G	0.74
SE 1 st Ave/S Walnut St	City of Canby	LOS-D	11.9	B	0.53
Knights Bridge Rd/N Holly St	City of Canby	LOS-D	8.5	A	0.29
Roundabout					
S Township Rd/S Mulino Rd	Clackamas Co.	LOS-D	25.5	D	0.88
SE 1 st Ave/S Mulino Rd/Otto Rd	Clackamas Co.	LOS-D	34.4	D	0.89
S Township Rd/S Redwood St	City of Canby	LOS-D	18.9	G	0.80
Two-way Stop Controlled					
OR-99E/Haines Rd	ODOT	≤0.70	19.6	E/C	0.90
SE 2nd Ave/S Ivy St	Clackamas Co.	LOS-D	17.0	A/C	0.51
NW 1 st Ave/N Grant St	City of Canby	LOS-E	1.0	A/A	0.39
NW 1 st Ave/N Ivy St	City of Canby	LOS-E	18.2	A/C	0.42
Two-way Stop Controlled (Continued)					
Knights Bridge Rd/N Birch St	City of Canby	LOS-E	>50	A/F	0.40
Knights Bridge Rd/N Cedar St	City of Canby	LOS-E	>50	A/F	0.79
NW 3 rd Ave/N Cedar St	City of Canby	LOS-E	11.8	A/B	0.13
NE 3 rd Ave/NE 4 th Ave	City of Canby	LOS E	25.2 18.5	A/C/D	0.27 0.78
NE Territorial Rd/N Redwood St	City of Canby	LOS E	25.4 34.7	A/D	0.45 0.62
S Hazel Dell Way/Sequoia Pkwy	City of Canby	LOS E	>50 43.6	A/F/E	0.75 0.752
SE 4 th Ave/S Redwood St	City of Canby	LOS E	13. 8 7	A/B	0. 35 2
SE 13 th Ave/Molalla Forest Rd	City of Canby	LOS E	16.3 15.1	A/C	0.20 0.18

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Signalized and All-Way Stop Controlled intersections:
 Delay = Average Stopped Delay per Vehicle (seconds) for Intersection
 LOS = Level of Service of Intersection
 V/C = Volume-to-Capacity Ratio of Intersection
Bold values do not meet standards.

Two-Way Stop Controlled intersections:
 Delay = Average Stopped Delay per Vehicle (seconds) for Worst Approach
 LOS = Level of Service of Major Street/Minor Street
 V/C = Volume-to-Capacity Ratio of Worst Movement (typically a major movement)
Bold values do not meet standards.

Canby Transportation System Plan

Traffic Simulation and Queuing (Preferred Solutions Package)

Traffic simulation and queuing ~~sketch-level~~ analysis ~~were~~ was also performed for the Preferred Solutions Package in SimTraffic™. The ~~results~~ observations from ~~of the~~ analysis were very similar to the Financially-Constrained transportation network, with two key differences:

- No queuing issues occur on NE 4th Avenue and NE 3rd Avenue near Pine Street because of the closure of the Pine Street- NE 4th Avenue Union Pacific Railroad crossing.
- The closure of the Pine Street- NE 4th Avenue Union Pacific Railroad crossing also adjusts network travel patterns such that increased queuing is expected on the North Ivy Street southbound approach to OR 99E.

Therefore, while the Preferred Solutions Package improves ~~volume-to-capacity~~v/c ratios of the study intersections in Canby, it does not fully address queuing concerns, particularly on North Ivy Street and North Grant Street in downtown.

Canby Transportation System Plan

Rail Projects

Projects associated with the railroad (primarily at the crossings) were identified as part of the pedestrian, bicycle, and motor vehicle modal plans (see Chapters 5, 6, and 7). All of the pedestrian and bicycle improvements and the majority of the motor vehicle improvements associated with the railroad are included in the Financially-Constrained Solutions Package. There are also additional motor vehicle improvements affecting railroad crossings that are included in the Preferred Solutions Package. The railroad improvement projects included in each of the two solutions packages are discussed in the following sections.

Financially-Constrained Solutions Package

The railroad-related improvement projects included in the Financially-Constrained Solutions Package are listed in Table 8-3 (sorted by mode). For each project, the railroad-related component is identified. Various railroad crossings have multiple projects identified due to the separation of projects by mode. The crossings where improvements are identified include the Union Pacific Railroad crossings at Elm Street, Grant Street, Ivy Street, and Pine Street and the Oregon Pacific Railroad crossing at Township Road. There is also one project that is not related to a crossing but that runs along a rail corridor. This is the construction of the multi-use trail along the north side of the Union Pacific Railroad corridor between Elm Street and the Molalla Forest Road trail.

Table 8-3: Railroad-Related Improvement Projects (Financially-Constrained)

Location	Railroad-Related Project Component	
Pedestrian-Related Improvements (Enhanced Pedestrian Crossings)		
Elm Street Crossing of UPRR	C1	Improve section of crossing aligned with sidewalks
Grant Street Crossing of UPRR	C2	Improve section of crossing aligned with sidewalks
Ivy Street Crossing of UPRR	C3	Improve section of crossing aligned with sidewalks
Pine Street-NE 4 th Ave Crossing of UPRR	C7, S5	Improve section of crossing aligned with sidewalks
Bicycle-Related Improvements (Railroad Crossing Improvements)		
Elm Street Crossing of UPRR	R1	Improve rail crossing (fill in gaps adjacent to rails)
Grant Street Crossing of UPRR	R2	Improve rail crossing (fill in gaps adjacent to rails)
Ivy Street Crossing of UPRR	R3	Improve rail crossing (fill in gaps adjacent to rails)
Ivy-Pine Street Crossing of UPRR	R3R4, B6	Improve-Provide bicycle lanes over rail crossing (fill in gaps adjacent to rails)
Township Road Crossing of OPRR	R4R5	Improve rail crossing (fill in gaps adjacent to rails) and widen if needed to accommodate bike lanes
Multi-Use Trail Improvements		
North side of UPRR corridor between Elm Street and Molalla Forest Road Trail	T2	Construct multi-use trail

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Table 8-3 continued on next page.

Canby Transportation System Plan

(Continued) **Table 8-3: Railroad-Related Improvement Projects (Financially-Constrained)**

Location	Railroad-Related Project Component	
Motor Vehicle-Related Improvements (Large-Scale Capacity Improvements)		
Ivy Street and Grant Street Crossing of UPRR (Modified Downtown Circulation project)	L4	Convert Ivy Street Crossing of UPRR to accommodate one-way northbound traffic and Grant Street Crossing of UPRR to accommodate one-way southbound traffic by adjusting gate and flasher locations and configuration
Pine Street-NE 4 th Avenue Crossing of UPRR and Adjacent OR 99E/Pine Street Intersection	L5	Widen Pine Street-NE 4 th Avenue Crossing of UPRR from three travel lanes (two southbound, one northbound) to four travel lanes (three southbound, one northbound), relocate southbound approach stop bar so that is behind railroad tracks, adjust signal timing to run with split phases for northbound and southbound approaches, and prohibit southbound right-turn-on-red maneuvers

Preferred Solutions Package

The Preferred Solutions Package includes additional projects that affect railroad crossings. These projects are listed in Table 8-4.

Table 8-4: Railroad-Related Improvement Projects (Preferred Package)

Location	Railroad-Related Project Component	
Motor Vehicle-Related Improvements (Large-Scale Capacity Improvements)		
Otto Road Overcrossing of OR 99E and UPRR	Construct bridge over OR 99E and UPRR	
Pine Street-NE 4 th Avenue Crossing of UPRR	Close the crossing with a gate that only allows service to emergency vehicles (would be performed in conjunction with the Otto Road Overcrossing)	
Berg Parkway Extension between OR 99E and NW 3 rd Avenue	Construct grade-separated crossing of UPRR (either bridge or tunnel)	

Air Plan

Regional and international air service for passengers and freight is provided at the Portland International Airport (PDX), which is located approximately 20 miles north of Canby and is accessible via OR 99E and Interstate-205. The Aurora State Airport and Mulino Airport are located less than ten miles from Canby and provide local commercial service and private aircraft use. No additional facilities are considered necessary for Canby within the planning horizon.

Canby Transportation System Plan

Table 9-5: Projected Available Capital Improvement and Program Funds through 2030

Available Funds through 2030	21-Year Total (through 2030)
Calculation of Discretionary Funds	
Total Non-SDC Revenue (see Table 9-3)	\$30,240,000
- Total Expenditures (see Table 9-4)	- \$17,745,000
= Total Discretionary Funds	\$12,495,000
Calculation of Total Funds	
Total Discretionary Funds	\$12,495,000
+ Transportation System Development Charges (SDCs) (see Table 9-3)	+ \$23,520,000
= Total Available Funds	\$36,015,000

Financial Feasibility of Solutions Packages

The Financially-Constrained and Preferred Solutions Packages include pedestrian, bicycle, and motor vehicle projects. The associated projects are discussed in Chapters 5, 6, and 7, as well as in the Transportation Solutions Report (see Appendix K), and the total project costs by mode and the financial outlook for the Financially-Constrained and Preferred Solutions Packages are discussed in the following sections.

Financially-Constrained Package Cost Feasibility

Project costs were previously provided in Chapters 5, 6, and 7 for the pedestrian, bicycle, and motor vehicle projects that are recommended for inclusion in the Financially-Constrained Solutions Package. The overall costs by mode are summarized in Table 9-6. As listed, the total cost is estimated to be approximately \$36.19.3 million.⁴¹

Table 9-6: Planning Level Costs for All Modes (Financially-Constrained Package)

Transportation Mode	Planning Level Cost
Non-Capacity Improvements	
Pedestrian	\$6,550,000
Bicycle	\$4,690,486,000
Motor Vehicle (Non-Capacity Improvements)	\$4,170,000
Total	\$15,412,06,000
Capacity Improvements	
Motor Vehicle (Capacity Improvements)	\$20,685,4136,000
TOTAL	\$36,0959,344,000

⁴¹ As applicable, these motor vehicle costs include the construction of sidewalks and bike lanes on new roadways, the provision of curbs and crosswalks at new or upgraded intersections, and repaving costs on improved ODOT roadways.

Canby Transportation System Plan

Because the total Financially-Constrained Solutions Package costs exceed the total available revenue of \$36.0 million by approximately \$3-0.1 million, the City would need to obtain additional revenue in order to fund the entire Financially-Constrained Solutions Package. Some options include Urban Renewal Fund contributions, grants, developer contributions, or increasing transportation SDCs. Canby currently has transportation SDCs in the range of \$2,500 per p.m. peak hour trip. If Canby chooses to slightly increase their SDC fee rates by approximately \$10\$2,850 per p.m. peak hour trip, then they can bring in approximately \$3-30.1 million in additional funds. This would allow the City to have approximately \$36.19-3 million in total available funds, which equals the needed \$36.19-3 million identified in Table 9-6. However, a combination of slightly increased SDCs and developer contributions is likely to fulfill the funding gap.

In addition, there is also insufficient funding expected for non-roadway improvements due to limitations in the City's current SDC methodology. However, if the City amends its transportation SDC methodology so that funds can be used for all modes, then the City would be able to fund all improvements included in the Financially-Constrained Solutions Package using existing funding streams.

Preferred Solutions Package Cost Feasibility

Project costs were previously provided in Chapter 7 for the additional motor vehicle projects that are recommended for inclusion in the Preferred Solutions Package. Because the analysis in the Transportation Solutions Report (see Appendix K) regarding Berg Parkway indicates that the main benefits of this grade-separated railroad crossing are connectivity-related and that it does not have significant roadway capacity benefits, its estimate cost is included in the "non-capacity" section of Table 9-7.

The same pedestrian and bicycle project costs that were identified for the Financially-Constrained Solutions Package are also recommended for inclusion in the Preferred Solutions Package.

The overall Preferred Solutions Package costs by mode are summarized in Table 9-7. These costs assume the Financially-Constrained Package is an interim step, with the Preferred Solutions Package as the ultimate improvement package. As listed, the total cost for the Preferred Solutions Package is estimated to be approximately \$88-5.2 million.⁴²

Similar to the Financially-Constrained Solutions Package, there is insufficient funding available from existing revenue streams to fund the Preferred Solutions Package, and the City would need to obtain additional revenue. Some funding options include urban renewal funds, grants, developer contributions, and transportation SDCs. Transportation SDCs could fund the majority of the projects, with the main exception being the Berg Parkway

⁴² As applicable, these motor vehicle costs include the construction of sidewalks and bike lanes on new roadways, the provision of curbs and crosswalks at new or upgraded intersections, and repaving costs on improved ODOT roadways.

Canby Transportation System Plan

Extension, which would need to be funded using Urban Renewal funds, grants, developer contributions, or other sources.

Table 9-7: Planning Level Costs for All Modes (Preferred Package with Financially-Constrained Package as Interim Step)

Transportation Mode	Planning Level Cost
Non-Capacity Improvements	
Pedestrian	\$6,550,000
Bicycle	\$4, 690 486,000
<u>Motor Vehicle (Non-Capacity Improvements)</u>	<u>\$20,675,000</u>
Total	\$31,744915,000
Capacity Improvements	
Motor Vehicle (Capacity Improvements)	\$53,296,745,000
TOTAL	\$85,2108,456,000

Similar to the Financially-Constrained Solutions Package, there is insufficient funding available from existing revenue streams to fund the Preferred Solutions Package, and the City would need to obtain additional revenue. Some funding options include urban renewal funds, grants, developer contributions, and transportation SDCs. Transportation SDCs could fund the majority of the projects, with the main exception being the Berg Parkway Extension, which would need to be funded using Urban Renewal funds, grants, developer contributions, or other sources.

One way in which Canby could fund the remaining projects (i.e., all projects with the exception of the Berg Parkway Extension) would be to (1) amend their transportation SDC methodology so that funds can be used for all modes and (2) increase their SDC fee rates to approximately \$~~6,350~~000 per p.m. peak hour trip. This is more than double their existing rate of \$2,500 per p.m. peak hour trip, but it is more still comparable to nearby communities. By doing so, the City could bring in approximately \$36.2.9 million in additional funds, which would bring their total available funds to approximately \$68.9 million. When the Berg Parkway Extension (\$16.5 million) is not included in the project total, the remaining planning level project costs equal \$68.7 million.

Increasing its SDC rates is only one option available to the City of Canby for increasing its funding streams. It is likely that the City would be able to obtain contributions from ODOT, Clackamas County, and the City's Urban Renewal District (URD), as described in the following section. These contributions would offset needed increases in City SDCs. Therefore, the Preferred Solutions Package could be feasibly funded given the potential for increased funding streams.

Potential New Funding Sources

New transportation-related funding sources are important for the City of Canby in order to construct all of the motor vehicle, pedestrian, and bicycle projects identified in the Financially-Constrained and/or Preferred Solutions Packages. In addition, if the City obtains new funding sources, then they will be able to construct other motor vehicle, pedestrian, and bicycle projects (such as the non-financially-constrained pedestrian and bicycle projects identified in the Transportation Solutions Report [included as Appendix K](#)).

Any potential funding source is constrained based on a variety of factors, including the willingness of local leadership and the electorate to burden citizens and businesses, the availability of local funds to be dedicated or diverted to transportation issues from other competing City programs, and the availability and competitiveness of state and federal funds. Nonetheless, it is important for the City to consider all of its options and understand where its power may exist to provide and enhance funding for its Transportation programs. In most communities where time is taken to build a consensus regarding a transportation plan, funding sources can be developed to meet the needs of the community.

This section describes several potential sources, including State and County contributions, City sources (i.e., residents, businesses, and/or developers), grants, and debt financing. Many of these sources have been used in the past by other agencies in Oregon, and in most cases, these funding sources, when used collectively, are sufficient to fund transportation improvements for a local community.

State and County Contributions

Within Canby there are multiple roadways that are not under City jurisdiction but instead are the responsibility of either ODOT or Clackamas County. The City should seek contributions (i.e., funding partnerships) from ODOT and Clackamas for projects located on their respective roadways. In addition, direct appropriations are another optional funding source.

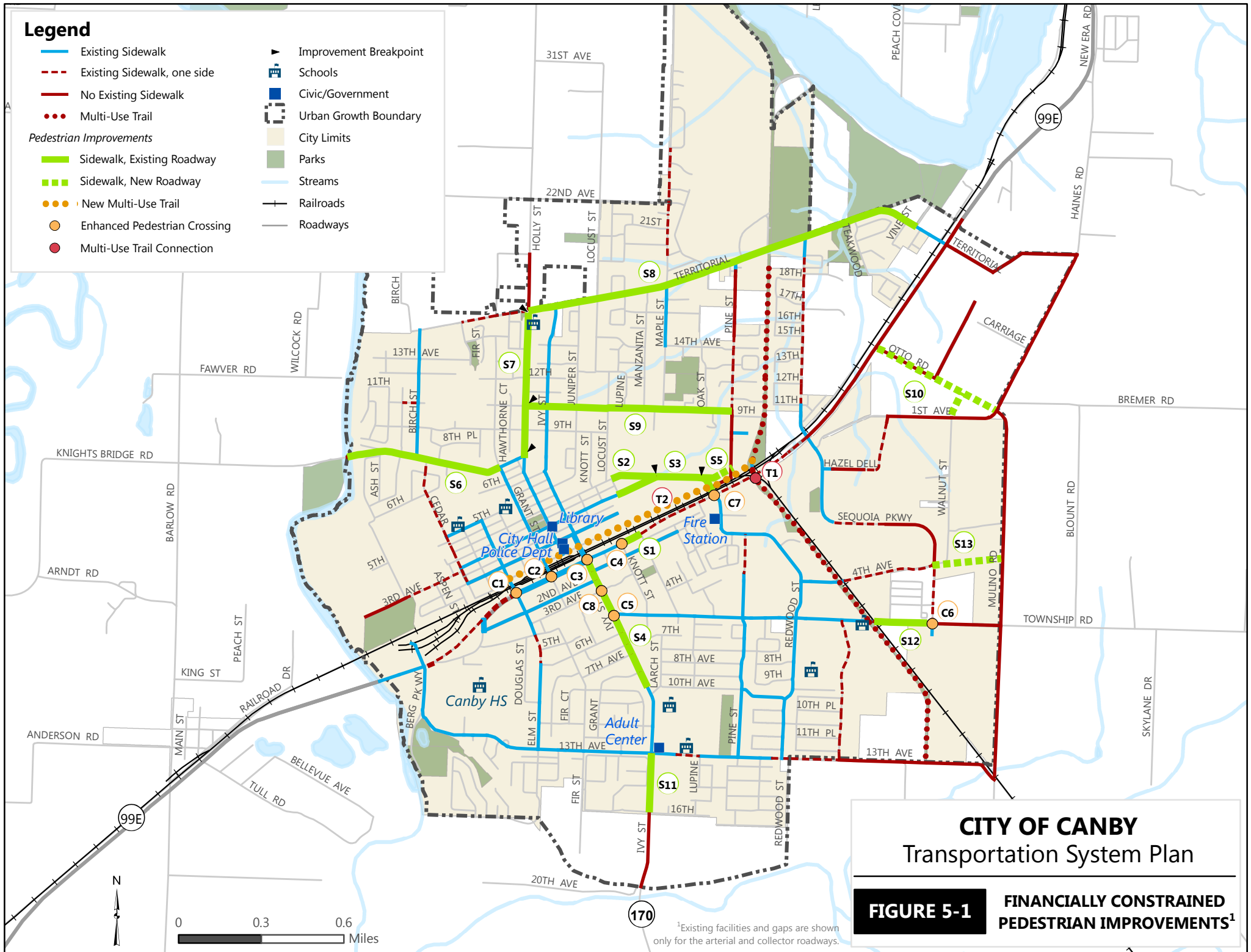
ODOT Contributions

The Oregon Department of Transportation (ODOT) funds projects on state highways under three primary programs: modernization, preservation and maintenance, and grants (see *Grant Programs* below). Programmed projects are included in the four-year State Transportation Improvement Program, which is updated every two years. ODOT maintenance districts (District 2B for Canby) also have available funds that may be used for small-scale projects such as in-fill sidewalks or culvert repair on a state highway.

The availability of City matching funds (contributed by the City and/or developers) better positions the City to obtain ODOT funding for projects on OR 99E. It is also more likely for ODOT funding to be obtained for locations that are identified as being in the top 5 percent of statewide Safety Priority Index System (SPIS) sites. In Canby, the OR 99E/Ivy Street intersection is identified as a top 5 percent SPIS site.

Legend

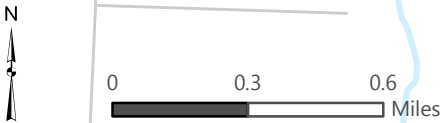
- Existing Sidewalk
- Existing Sidewalk, one side
- No Existing Sidewalk
- Multi-Use Trail
- Pedestrian Improvements
- Sidewalk, Existing Roadway
- Sidewalk, New Roadway
- New Multi-Use Trail
- Enhanced Pedestrian Crossing
- Multi-Use Trail Connection
- ▲ Improvement Breakpoint
- Schools
- Civic/Government
- Urban Growth Boundary
- City Limits
- Parks
- Streams
- Railroads
- Roadways







CITY OF CANBY Transportation System Plan

FIGURE 5-1 FINANCIALLY CONSTRAINED PEDESTRIAN IMPROVEMENTS¹

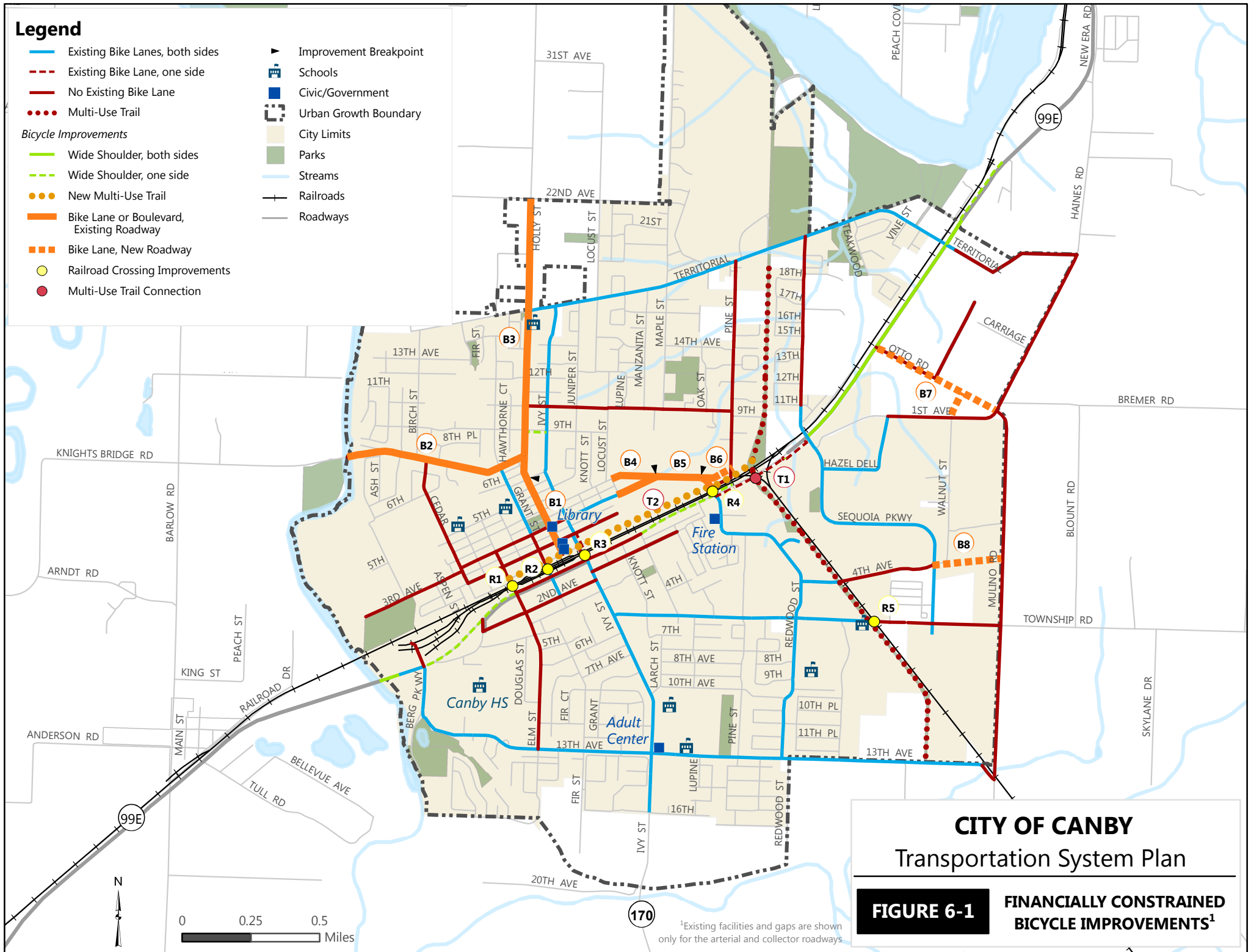
¹Existing facilities and gaps are shown only for the arterial and collector roadways.



Legend

- Existing Bike Lanes, both sides
- Existing Bike Lane, one side
- No Existing Bike Lane
- Multi-Use Trail
- Wide Shoulder, both sides
- Wide Shoulder, one side
- New Multi-Use Trail
- Bike Lane or Boulevard, Existing Roadway
- Bike Lane, New Roadway
- Railroad Crossing Improvements
- Multi-Use Trail Connection
- ▶ Improvement Breakpoint
-  Schools
-  Civic/Government
-  Urban Growth Boundary
-  City Limits
-  Parks
-  Streams
-  Railroads
-  Roadways

Bicycle Improvements



CITY OF CANBY Transportation System Plan

FIGURE 6-1 FINANCIALLY CONSTRAINED BICYCLE IMPROVEMENTS¹

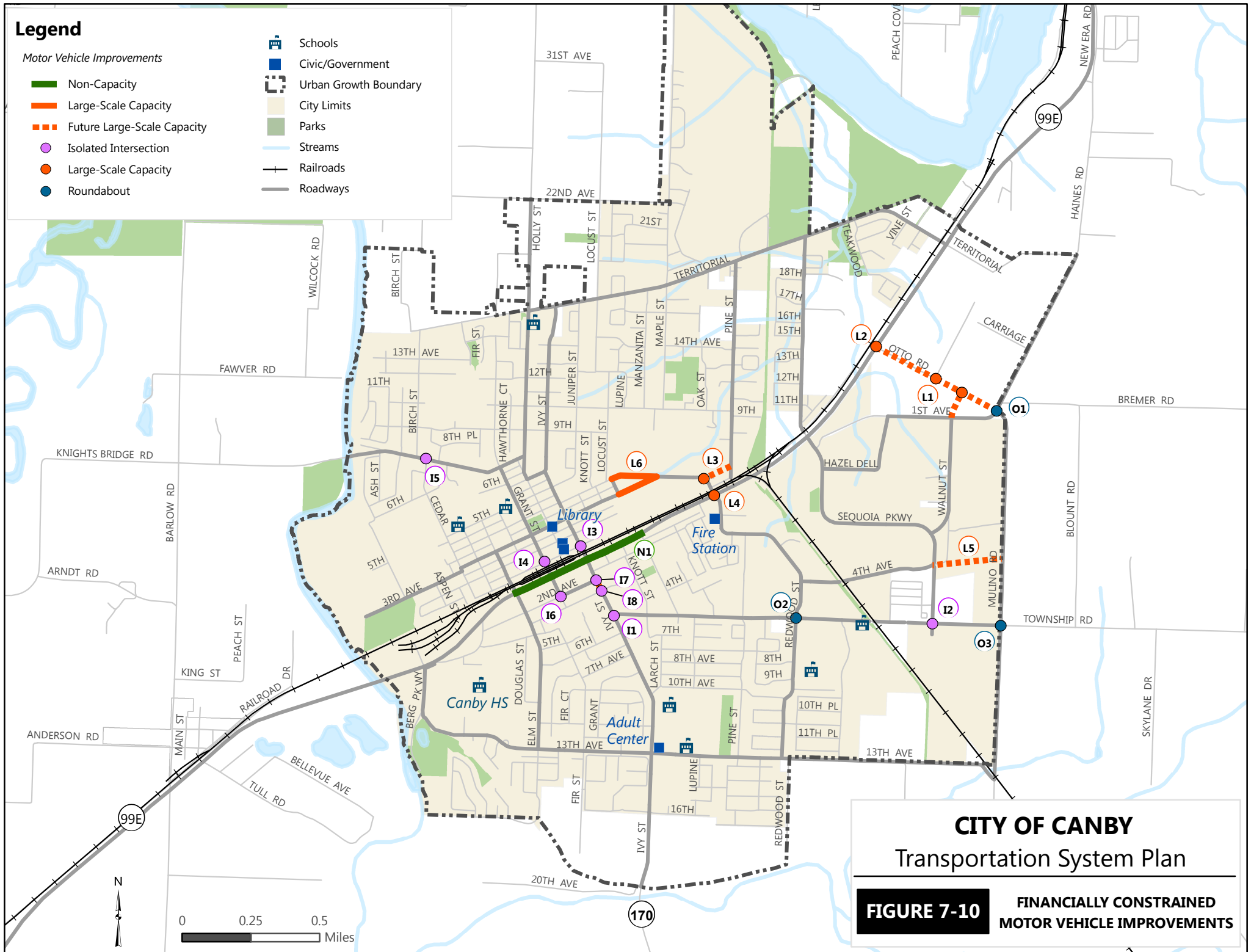
¹Existing facilities and gaps are shown only for the arterial and collector roadways

Legend

Motor Vehicle Improvements

- █ Non-Capacity
- █ Large-Scale Capacity
- █ Future Large-Scale Capacity
- Isolated Intersection
- Large-Scale Capacity
- Roundabout

-  Schools
-  Civic/Government
-  Urban Growth Boundary
-  City Limits
-  Parks
-  Streams
-  Railroads
-  Roadways



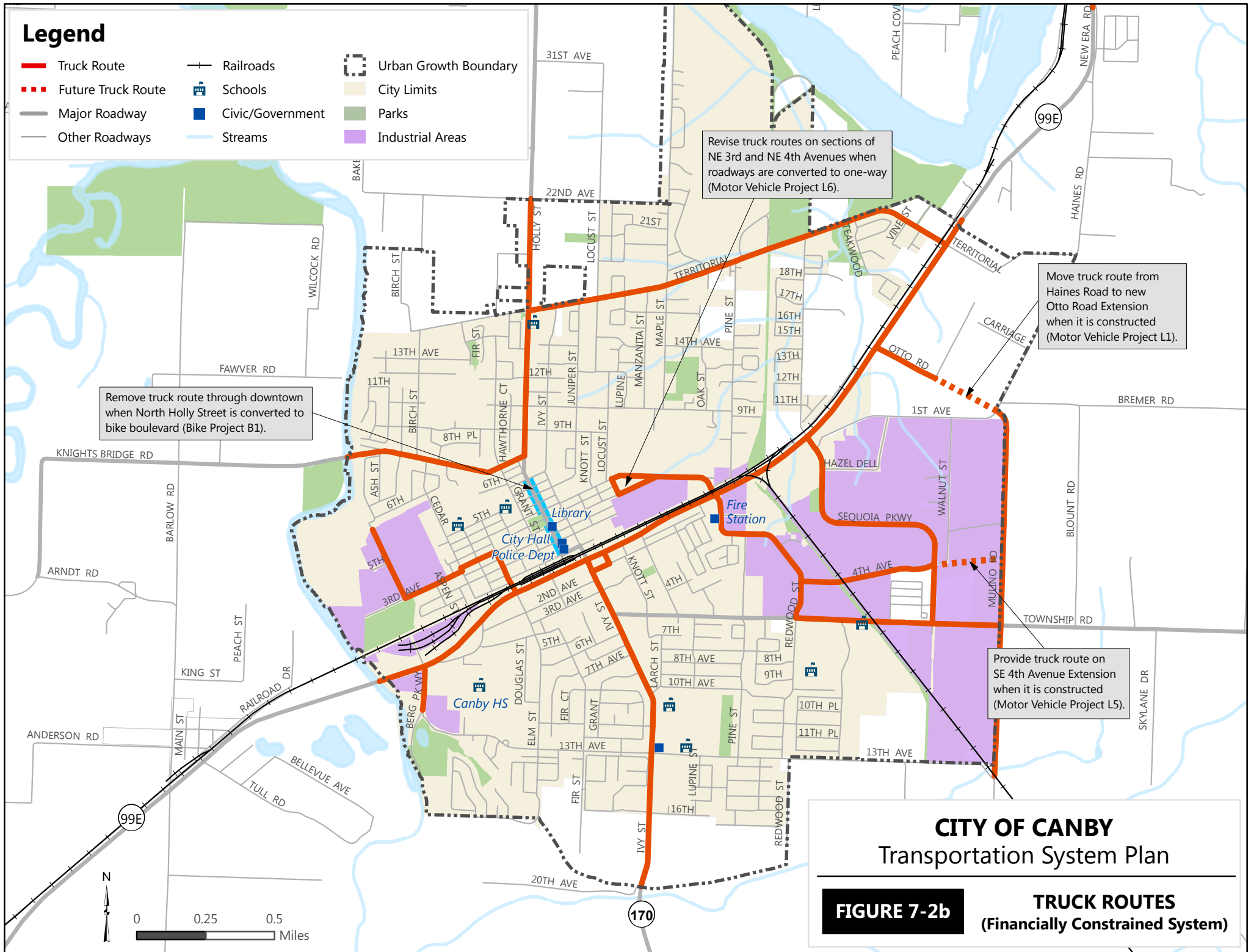
CITY OF CANBY Transportation System Plan

FIGURE 7-10 FINANCIALLY CONSTRAINED MOTOR VEHICLE IMPROVEMENTS



Legend

- Truck Route
- - - Future Truck Route
- Major Roadway
- Other Roadways
- + Railroads
- Schools
- Civic/Government
- Streams
- Urban Growth Boundary
- City Limits
- Parks
- Industrial Areas



CITY OF CANBY Transportation System Plan

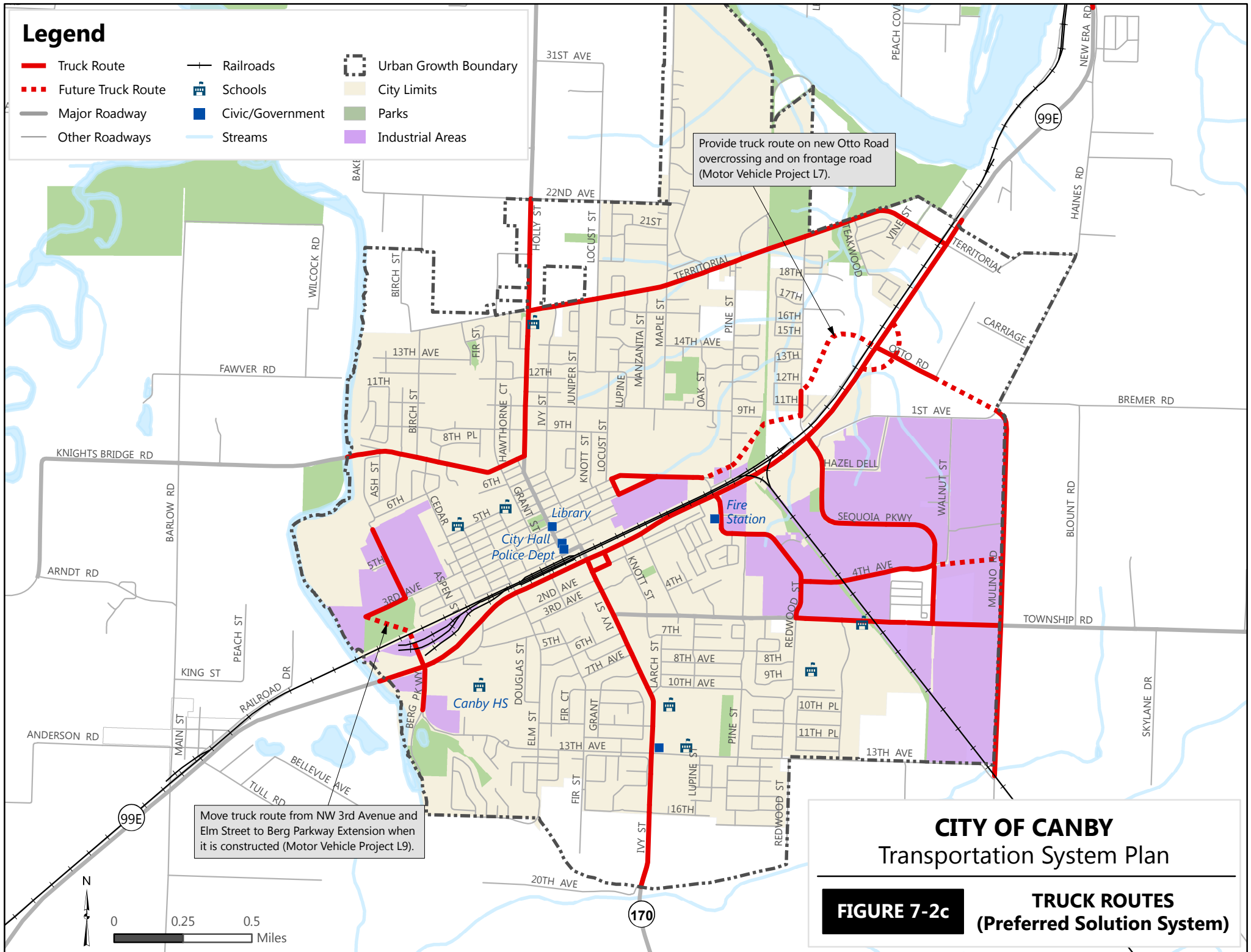
FIGURE 7-2b

**TRUCK ROUTES
(Financially Constrained System)**



Legend

- Truck Route
- - - Future Truck Route
- Major Roadway
- Other Roadways
- + Railroads
- Schools
- Civic/Government
- Streams
- Urban Growth Boundary
- City Limits
- Parks
- Industrial Areas



CITY OF CANBY Transportation System Plan

FIGURE 7-2c TRUCK ROUTES
(Preferred Solution System)



MINUTES
CANBY PLANNING COMMISSION
7:00 PM – September 27, 2010
City Council Chambers – 155 NW 2nd Avenue

PRESENT: Chair Dan Ewert, Commissioners Chuck Kocher, Misty Slagle and Randy Tessman

ABSENT: Commissioners Jan Milne, Sean Joyce and John Proctor

STAFF: Bryan Brown, Planning Director; Matilda Deas, AICP, Project Planner; Markus Mead, Associate Planner; Jill Thorn, Planning Staff; Matt Hastie of Angelo Planning Group; Consultant; and Rachel Ferdaszewski, Department of Land Conservation and Development

OTHERS

PRESENT: None

1. CALL TO ORDER

Bryan Brown introduced Markus Mead, Associate Planner to the Commission.

2. CITIZEN INPUT None

3. PUBLIC HEARINGS

a. Sign Code Revisions of Chapter 16.42 of Canby Municipal Code TA 10-03 –

The purpose of the proposed sign code amendments is to follow through on an evaluation commitment after working with the new code, address administrative issues, improve clarity and consistency, and incorporate recommendations for improvement collected from the business community since using the new code. Proposed revisions address: number and square footage of commercial tenant wall signage allowed, change to temporary sign limitations and establishment of system for registering same, change in marquee sign measurement, alteration to blade and awning size limitation and vertical clearance, add cross reference to design standards simplify and clarify sign right-of-way encroachment requirements, and improve consistency of graphic representation.

Chair Ewert read the public hearing format.

Bryan Brown, Planning Director, entered the September 1, 2010, staff report into the record. He stated that one written comment had been received from the Oregon Department of Transportation (ODOT) regarding OMIA requirements that signs visible on Highway 99E must be approved by ODOT.

Matt Hastie presented an overview of the proposed changes and modifications.

Commissioner Ewert asked about lighting on digital signs. Mr. Hastie said there had been no changes on electronic message signs and currently there is no color restriction.

Commissioner Ewert asked about the size and brightness of the Canby Cinema sign. Mr. Hastie said that a variance had been granted.

Commissioner Tessman inquired about when a national retailer comes to town, what type of variance is in the code to help them meet the requirements with a national logo. Mr. Hastie said that a change of 10% or less would be a minor variance and the same criteria for a major variance would apply when the issue would be before the Planning Commission.

Commissioner Tessman asked where garage sales signs fit into this code and would directional signs for garage sales be allowed. Mr. Brown said that directional signs are not permitted.

Commissioner Tessman asked about enforcement procedures for people who don't remove garage sale signs after the sale. Mr. Hastie said that was not an issue that was discussed on this round of changes.

Mr. Brown said that code enforcement would be responsible for picking the signs up.

Commissioner Ewert wondered if any changes had been made for "lollipop" signs on Highway 99E. Mr. Hastie stated that in the original sign code revisions, the committee had discussed the issue, but had not made significant changes.

Chair Ewert closed the public hearing.

Commissioner Slagle moved that the Planning Commission recommend to the City Council approval of TA 10-03, based on the record of the September 27th Planning Commission public hearing and findings in the September 1, 2010 Planning Commission staff report and modifications to the language to require garage sale signs to be removed within 24 hours of the close of the sale and clarify in the code the ODOT requirements for sign approval visible on Highway 99E.. It was seconded by Commissioner Tessman. The motion passed 4-0.

b. Canby Municipal Code Amendment TA 10-04 - specifically amending the Land Development & Planning Ordinance (Title 16) pertaining Low Impact Development Standards, Outdoor Lighting Standards, and Fencing Standards.

Chair Ewert read the public hearing format.

Matilda Deas, AICP, Project Planner entered the September 17, 2010 staff report into the record. She also said tools for implementing the code changes would be adopted at a later date and a revised tree ordinance was in the works.

Matt Hastie presented an overview of the proposed changes and modifications.

Commissioner Ewert asked about shared parking on multi-family projects. Mr. Hastie said that was a mistake and would be removed from the chart.

Commissioner Slagle asked if that would refer to mixed use projects. Mr. Hastie said no.

Commissioner Ewert expressed some concerns about alleys and narrow streets. Ms Deas explained they were an option available to applicants.

Commissioner Ewert asked about storm water retention, dry wells and bioswales and what the applicant was required to do. Mr. Hastie responded that it was to be treated on-site following our standards. Ms Deas said that was one of the items being covered in the public works standards that were being developed.

Commissioner Ewert asked what is in the public works standards to cover the City when such things fail.

Commissioner Kocher said he had recently been directed to a web-site that dealt with pervious surfaces and their maintenance.

Commissioner Slagle asked about the difference in parking requirements between grade schools and the high school. Mr. Hastie said that grade schools generally had more teachers per student ratio and the parking requirements had not changed.

Commissioner Ewert asked if cars that park on Cedar at 3rd and Cedar are allowed as there are no signs stating "no parking". Ms Deas said parking was allowed.

Commissioner Ewert stated that he felt there were more cars per dwelling unit now which was causing more cars to be parked on the street and wondered how that was being dealt with in the code amendments. Ms Deas responded that it was not part of these amendments but that one way would be to require cluster parking lots in subdivisions which is how Charbonneau handled the situation.

Commissioner Tessman asked if intersection sight lines were part of the same issue. Ms Deas responded that was an enforcement issue.

Commissioner Ewert felt there should be verbiage to eliminate on-street parking. Ms Deas said that could be handled as part of the scoping of traffic studies when an application was received.

Chair Ewert closed the public hearing.

Commissioner Slagle moved that the Planning Commission recommend to the City Council approval of TA 10-04, based on the record of the September 27th Planning Commission public hearing and findings in the September 17, 2010 Planning Commission staff report. It was seconded by Commissioner Kocher. The motion passed 4-0.

4. NEW BUSINESS None

5. FINAL DECISIONS None

6. MINUTES

August 23, 2010 - Commissioner Slagle moved to approve minutes of August 23, 2010 as presented. Motion seconded by Commissioner Tessman and passed 4-0.

7. ITEMS OF INTEREST FROM STAFF None

8. ITEMS OF INTEREST/GUIDANCE FROM PLANNING COMMISSION None

9. ADJOURNMENT at 9:00 PM.