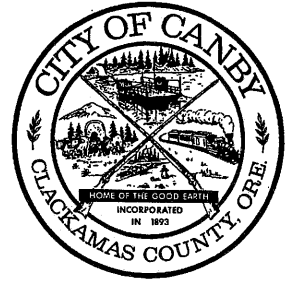


# PLANNING COMMISSION AGENDA



**February 14, 2005**  
7:00 PM - Regular Meeting  
City Council Chambers  
155 NW 2<sup>nd</sup> Avenue

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## I. ROLL CALL

## II. CITIZEN INPUT ON NON-AGENDA ITEMS

## III. PUBLIC HEARINGS

**MLP 04-05** The applicant is seeking approval to partition one 7,080 square foot parcel from an existing 4.23 acre site at 1520 N Holly Street, housing the Canby United Methodist Church. The Church would remain on the parent parcel along N Holly Street, creating one buildable lot at the southeast corner of the church site along N Ivy Street.

**MLP 04-06** The applicant is seeking approval to partition one 24,040 square foot parcel located on the south side of SW 1st Ave, west of S. Grant St., into three separate tax lots of 8,794 SF, 7,018 SF and 8,228 SF. One existing house would remain on the front lot, creating two buildable lots to the rear of the parent parcel.

## IV. NEW BUSINESS

## V. FINDINGS

*Note: these are the final, written versions of previous oral decisions. No public testimony.*

**ANN 04-07 McMartin Farms**

## VI. MINUTES

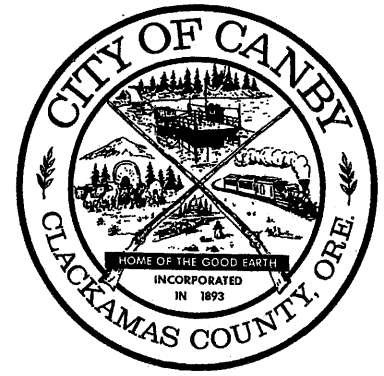
January 24, 2005

July 26, 2004

## VII. DIRECTORS REPORT

## VIII. ADJOURNMENT

*The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours before the meeting to Carla Ahl at 503-266-9404*



## **- STAFF REPORT -**

**APPLICANT:**

Habitat for Humanity  
N Willamette Valley Chapter  
106 South First Street  
Silverton, OR 97381

**FILE NUMBER:**

MLP 04-05  
(Habitat for Humanity)

**OWNER:**

Canby United Methodist Church  
1520 N Holly Street  
Canby, OR 97013

**STAFF:**

Darren J. Nichols  
Associate Planner

**LEGAL DESCRIPTION:**

Tax Map 3-1E-28CD, Tax Lot 1700

**DATE OF REPORT:**

February 4, 2005

**LOCATION:**

West side of N Ivy Street,  
one block south of NE Territorial Road

**DATE OF HEARING:**

February 14, 2005

**COMPREHENSIVE PLAN DESIGNATION:**

R-1 Low Density Residential

**ZONING DESIGNATION:**

R-1 Low Density Residential

### **I. APPLICANT'S REQUEST:**

The applicant is seeking approval to partition one 7,080 square foot parcel from an existing 4.23 acre site housing the Canby United Methodist Church. The Church would remain on the parent parcel along N Holly Street, creating one buildable lot at the southeast corner of the church site along N Ivy Street. The application meets zoning and comprehensive plan designations of R-1 Low Density Residential.

## II. APPLICABLE CRITERIA:

1. In judging whether a Minor Partition should be approved, the Planning Commission must consider the following standards and criteria (Ord. 16.60.030):
  - A. Conformance with the text and the applicable maps of the Comprehensive Plan;
  - B. Conformance with all other applicable requirements of the Land Development and Planning Ordinance;
  - C. The overall design and arrangement of parcels shall be functional and shall adequately provide building sites, utility easements, and access facilities deemed necessary for the development of the subject property without unduly hindering the use or development of adjacent properties;
  - D. No minor partitioning shall be allowed where the sole means of access is by private road, unless it is found that adequate assurance has been provided for year-round maintenance sufficient to allow for unhindered use by emergency vehicles, and unless it is found that the construction of a street to city standards is not necessary to insure safe and efficient access to the parcels;
  - E. It must be demonstrated that all required public facilities and services are available, or will become available through the development, to adequately meet the needs of the proposed land division.
  
2. Other Applicable Criteria:
  - A. 16.10 Off-Street Parking and Loading
  - B. 16.16 R-1 Low Density Residential Zone
  - C. 16.56 General Provisions (Land Division Regulations)
  - D. 16.60 Major or Minor Partitions
  - E. 16.64 Subdivisions - Design Standards

### III. FINDINGS:

#### 1. Location and Background

The subject property is located between N Holly and N Ivy Streets along the south side of NE Territorial Road. The parcel currently contains Canby United Methodist Church on the east side of N Holly Street. The proposed residential building lot is located at the southeast corner of the parent parcel with access to N Ivy Street.

Drawings submitted by the applicant demonstrate an access drive extending from N Ivy Street to serve one new residence. The proposed lot layout meets minimum access and frontage standards which require independent access and parking for two vehicles. Sidewalks and a street tree will also be required along the street frontage of the newly created parcel. The applicant would construct sidewalks that smoothly transition from existing curb tight walks to the south to a planter strip and walk to the north.

The proposed parcel is surrounded to the south, east and west by existing single family homes. Recent street improvements to N Ivy provide ample access for homes on both sides of the public right-of-way and would easily accommodate one additional home. Property to the north is vacant property owned by the United Methodist Church. All neighboring properties are zoned for R-1 Low Density Residential development.

#### 2. Comprehensive Plan Consistency Analysis

##### *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.

*Analysis: The proposed development of residential housing on the subject parcel is an approved use of the property and is compatible with surrounding uses. The existing adjacent residence to the south is a single story home; any new residence will be required to comply with Infill Home Standards through the building permit approval process (See Condition 15).*

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

*Analysis:* This application would permit additional development of the Church parcel and would help to maximize efficient use of the property. The applicant has not submitted a development proposal for the newly created parcel; access standards and residential design standards will apply at the time of construction.

*Any redevelopment of the existing parcel will also be subject to design standards and standards for access as outlined in CMC Title 16.*

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

*Analysis:* A "Request for Comments" has been sent to all public facility and service providers (please see discussion under Public Services Element).

## ***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.**

*The subject property is considered to be urbanized and has no known steep slopes, historic resources, expansive soils, or wetlands, and is not located in a flood plain. The proposed partition will not, in itself, generate pollution or affect scenic or aesthetic resources.*

Policy #3-R: Canby shall require that all existing and future development activities meet the prescribed standards for air, water and land pollution.

*Analysis:* Subsequent development of the proposed partition must meet stormwater management approval from DEQ and Canby Public Works prior to issuance of building permits.

## **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...in an effort to keep pace with growth.

*Analysis:* Existing street and utility improvements are sufficient to support development of the proposed partition. An approved curb cut, approach apron and sidewalks are required to provide drive access to the parcel. One street tree will be required at the street frontage. Existing trees at the Church frontage may meet street tree requirements.

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

*Analysis:* The applicant does not propose sidewalks along the street frontage but sidewalks will be required. Condition 9 requires sidewalks along the Ivy Street frontage of the newly created parcel.

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

*Analysis: The Canby Police Department and Canby Fire District received notice of the proposed partition. Neither agency expressed concern with access to the site.*

## ***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.

*Analysis: All public facility and service providers were sent a "Request for Comments." The Fire Department, Canby Utility-Water and Electric, Public Works, City Engineer, Canby Telephone Association and Willamette Broadband responded positively, indicating that services will become available through development.*

*City of Canby Public Works Supervisor Roy Hester requests to see sewer connection details in order to minimize excavation in N Ivy Street. Those details are submitted in the applicant's packet and will be implemented through the preconstruction process (see Condition7).*

Neighborhood Comments:

*No neighborhood comments were received.*

## **CONCLUSION REGARDING CONSISTENCY WITH THE POLICIES OF THE CANBY COMPREHENSIVE PLAN:**

Review of the goals, policies, and implementation measures of the Comprehensive Plan indicates that the proposed partition, with recommended conditions of approval, is consistent with Canby's Comprehensive Plan. Development of the parcels shall comply with applicable provisions of the City of Canby Land Development and Planning Ordinance, Building Codes, and other County and State regulations.

### 3. Evaluation Regarding Minor Land Partition Approval Criteria

- A. Conformance with the text and with the applicable maps of the Comprehensive Plan.

*See discussion in part III.2, above.*

- B. Conformance with all other requirements of the Land Development and Planning Ordinance.

*With recommended conditions, the partition will comply with the requirements of the Land Development and Planning Ordinance, including lot size, frontage, access, parking and coverage requirements.*

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

*With recommended conditions, the proposed partition will be functional and will provide building sites, necessary utility easements, and access facilities. The proposed parcel meets lot size requirements of the R-1 zone.*

- D. No minor partitioning shall be allowed where the sole means of access is by private road, unless it is found that adequate assurance has been provided for year-round maintenance sufficient to allow for unhindered use by emergency vehicles, and unless it is found that the construction of a street to city standards is not necessary to insure safe and efficient access to the parcels.

*No private roads will be created by this partition. An approved access drive shall be constructed in such a manner as to provide street access and provide two independently accessible parking spaces (Condition 13).*

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

*Public services and facilities are available to adequately meet the needs of this land division. See discussion in part III.2, above.*



#### IV. CONCLUSION

Staff concludes that:

1. The partition request, with appropriate conditions, is considered to be in conformance with the Comprehensive Plan and the Municipal Code.
2. With appropriate conditions, the overall design and arrangement of the proposed parcel is functional and will adequately provide building site, utility easements and access facilities necessary for development of the property without unduly hindering the use or development of adjacent properties.
3. No private roads will be created.
4. Staff concludes that all necessary public services will become available through the development of the property to adequately meet the needs of the proposed partition.

#### V. RECOMMENDATION

Based on the application and drawings submitted and based on the facts, findings and conclusions of this report, and without benefit of a public hearing, staff recommends that the Planning Commission approve MLP 04-05 with the following conditions:

##### **For the Final Plat:**

1. A final partition plat modified to illustrate the conditions of approval shall be submitted to the City Planner for review and approval. The final partition plat shall reference this land use application: **City of Canby File Number MLP 04-05**
2. The final partition plat shall be a surveyed plat map meeting all of the specifications required by the Clackamas County Surveyor. The partition map shall be recorded with the Clackamas County Surveyor and with the Clackamas County Clerk; a final copy of the signed and recorded map shall be provided to the Canby Planning Department upon completion.
3. A new deed and legal description for the proposed parcels shall be prepared and recorded with the Clackamas County Clerk. A copy of the new deeds shall be provided to the Canby Planning Department.
4. All monumentation and recording fees shall be borne by the applicant.

5. Twelve (12) foot utility easements shall be provided along street lot lines. Ten (10) foot utility easements shall be provided along non-street exterior lot lines unless adjacent lots have recorded utility easements of four (4) or more feet, in which case the non-street exterior lot lines shall have six (6) foot utility easements. All interior lot lines shall have six (6) foot utility easements.

**Notes:**

6. A final plat must be recorded with the Clackamas County Surveyor within one (1) year of the preliminary plat approval in accordance with Canby Ordinance 16.60.060. Mylar copies of the final plat must be signed by the City Planning Director prior to recording the plat with Clackamas County.
7. A pre-construction conference is required. The design, location, and planned installation of all utilities, including but not limited to water, electric, sanitary sewer, streets, natural gas, telephone, and cable television shall be approved by each utility provider. Final approval of site and utility plans is required prior to the issuance of building permits. Fifteen (15) copies of pre-construction plans shall be submitted to the City of Canby – Public Works Department for review and approval by the Canby Utility Board, the Canby Telephone Association, the City of Canby and other required utility providers prior to the pre-construction conference. Construction plans shall include at a minimum the street design, stormwater infiltration systems, sanitary sewer, domestic water, electric, telephone, gas, street and pedestrian lighting, common mail boxes and street trees.

**Prior to Construction:**

8. Applicable stormwater permits shall be obtained from Clackamas County and/or the State of Oregon (DEQ) prior to issuance of a building permit. An acceptable stormwater system plan and Erosion control shall be approved by the County, the State - DEQ and the Canby Public Works Department.

**During Construction:**

9. A five (5) foot sidewalk inclusive of curb shall be constructed for the full frontage of the newly created parcel along N Ivy Street. The sidewalk shall be constructed so as to transition from curb tight design to planter strip on the newly created lot frontage. Where mailboxes, paper boxes, fire hydrants, or other obstructions are located at the curb, sidewalks shall swing away from the curb such that the walkway remains unobstructed for a full five-foot width.

10. The applicant is responsible for all costs associated with the relocation of utilities.
11. A new sewer main and/or new laterals shall be installed by the applicant at the time of development. Location and construction of the sewer main and/or laterals shall be approved by the Public Works Supervisor *prior to excavation*.
12. House numbers shall be clearly visible from the street but numbers painted on the curb shall not be the primary means of fulfilling this condition.
13. The applicant shall construct an approved curb cut, approach apron and sidewalk ramps at the drive entrance to a newly created parcel. Access improvements and sidewalks shall be inspected and approved by Canby Public Works prior to installation.
14. The applicant shall plant a minimum of one street tree along the street frontage of each lot (two trees). Street trees shall be placed 11' behind the property line frontage and shall be placed a minimum of 10 feet from any sewer lateral.
15. The construction of homes on newly partitioned lots shall comply with Infill Home Standards as defined in CMC 16.21.050

**Exhibits:**

1. Applicant's Packet (narrative and proposed partition plan)
2. Responses to the Request for Comments

MINOR LAND PARTITION

BACKGROUND

The Canby United Methodist Church together with the North Willamette Valley Habitat for Humanity propose to create a single family residential lot in accordance with certain terms and provisions.

LOCATION

The Methodist Church and facilities is located on tax 1700 as situated on a parcel of land having an

area of 4.23 acres and shown on Clackamas County tax map as being in Section 28 T. 35, R. 1E of the W.M.

Referenced as (31E28C001700)

The site has public access on the North

from "Territorial Road", on the west by North Holly Street, and on the east from North Ivy Street.

EXISTING USE

Conventional Sunday morning and evening services

are regular on going meetings each week. Sunday school

Classes and other related business meetings and special

Programs are also part of the normal church related

activities Asphaltic Concrete paved surface is provided

for vehicular parking and ingress and egress. A relative small

area has been equipped with children play ground.

### EXISTING USE CONT'D

The remaining area is open space with grass cover maintained with an underground sprinkler system.

### EXISTING UTILITIES

Complete utility services are available to the site. Appurtenant utilities to the proposed partition include the following:

1. 10 inch Ductile Iron Pipe Class 50 water main
2. 8 inch P.V.C. gravity Sanitary Sewer line
3. Underground electric and telephone service
4. Storm drainage Collection and disposal

### PARTITION ACCESS

The proposed partition fronts on North Ivy Street. N Ivy is a designated Minor Arterial with a paved surface of 44 feet between curb. A single driveway approach is proposed for site access with a curb cut on North Ivy St.

### PROPOSED PARTITION

The proposed partition as shown on the attached site map is to have a width of 65 feet with an approximate area 7,080 square feet. This meets the minimum standards of the existing R-1 Zoning Requirements

TERRITORIAL

ROAD

TL 1700  
3 1E 28CD

N. HOLLY ST.

N. IVY ST.

112'±  
7,080 SF±  
105.9'±  
65' 66'

N.W.

14TH

**UNITED METHODIST CHURCH**

MINOR PARTITION - HABITAT FOR HUMANITY  
CITY OF CANBY



SCALE: 1"=100'

RECEIVED

JAN 21 2005

CITY OF CANBY

SCALE: 1" = 30'

TL 1800

10" DIP WATER

DGT JAN 20, 2005

+L 1602

+L 1604

+L

CANBY PLANNING DEPARTMENT  
REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

[503] 266-9404

FAX 266-1574

DATE: January 6, 2005

- TO:
- FIRE
  - POLICE
  - PUBLIC WORKS
  - CANBY ELECTRIC
  - CANBY WATER
  - WWTP
  - CITY ENGINEER
  - CTA
  - NW NATURAL
  - WILLAMETTE BROADBAND
  - CANBY DISPOSAL
  - CANBY POST OFFICE
  - CLACKAMAS COUNTY ASSESSOR
  - CLACKAMAS COUNTY 911
  - CLACKAMAS COUNTY TRANSPORTATION
  - TRAFFIC SAFETY COMMITTEE
  - CLACKAMAS COUNTY
  - CANBY SCHOOL DISTRICT
  - OREGON DEPT. TRANSPORTATION
  - ODOT/REGION 1/DIST 2B
  - STATE OF OREGON/REVENUE
  - CANBY BUSINESS REVITALIZATION

The City has received MLP 04-05, an application by **Habitat for Humanity** to partition one 7,080 square foot lot from the southeast corner of Canby United Methodist's 4.23 acre site at 1520 N Holly Street. The newly created lot will access N Ivy Street, south of NE Territorial Road (Tax Map 3-1E 28 CD, Lot 1700).

The applicant's submittal is enclosed for your review. Please return comments to **Darren Nichols** no later than **Monday, January 31, 2005** and indicate any conditions of approval you wish the Planning Commission to consider. Thank you!

Comments or Proposed Conditions:

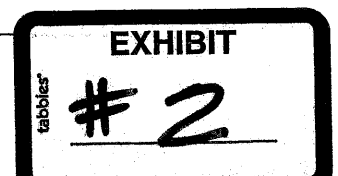
*Good project - The fire district supports this project.*

Please check one box:

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

Signature: *R. Parbrough* Date: 1-12-05

Title: Fire Marshal Agency: CFD #62





**CANBY PLANNING DEPARTMENT  
REQUEST FOR COMMENTS**

P.O. Box 930, Canby, OR 97013

[503] 266-9404

FAX 266-1574

**DATE:** January 6, 2005

- TO:**
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| <input type="checkbox"/> WILLAMETTE BROADBAND | <input type="checkbox"/> STATE OF OREGON/REVENUE         |
| <input type="checkbox"/> CANBY DISPOSAL       | <input type="checkbox"/> CANBY BUSINESS REVITALIZATION   |

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**Comments or Proposed Conditions:**

*We would like to see the plan for  
sewer extension.  
Excavation is N. Ivy should be as minor as  
possible.*

**Please check one box:**

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

**Signature:** Way Hester **Date:** 18 JAN 05

**Title:** PW Supervisor **Agency:** City of Canby

### CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

[503] 266-9404

FAX 266-1574

DATE: January 6, 2005

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Comments or Proposed Conditions:

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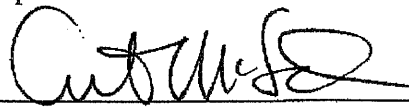
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Please check one box:

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

Signature:  Date: 1-11-05

Title: CITY ENGINEER Agency: CURRAN-McLEOD, INC.

### CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

(503) 266-9404

FAX 266-1511

DATE: January 6, 2005

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**Comments or Proposed Conditions:**

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**Please check one box:**

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

Signature: *Shy Stuchell* Date: 1-14-05

Title: LINE Foreman Agency: Canby Utility Elect.

# CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

(503) 266-9404

FAX 266-1574

DATE: January 6, 2005

- TO:
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| <input type="checkbox"/> FIRE                 | <input type="checkbox"/> CANBY POST OFFICE               |
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| <input type="checkbox"/> CANBY DISPOSAL       | <input type="checkbox"/> CANBY BUSINESS REVITALIZATION   |

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The applicant's submittal is enclosed for your review. Please return comments to Darren Nichols no later than Monday, January 31, 2005 and indicate any conditions of approval you wish the Planning Commission to consider. Thank you!

Comments or Proposed Conditions:

THERE ARE NO PRE-EXISTING WATER SERVICES TO THIS PROPERTY.  
WATER SERVICE WOULD NEED TO BE ESTABLISHED.

Please check one box:

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

Signature: Petrick Phelan Date: 1/10/05

Title: Water Dept Foreman Agency: Canby Utility

**CANBY PLANNING DEPARTMENT  
REQUEST FOR COMMENTS**

P.O. Box 930, Canby, OR 97013

15031 266-9404

FAX 266-1574

**DATE:** January 6, 2005

- TO:**
- |                                               |                                                          |
|-----------------------------------------------|----------------------------------------------------------|
| <input type="checkbox"/> FIRE                 | <input type="checkbox"/> CANBY POST OFFICE               |
| <input type="checkbox"/> POLICE               | <input type="checkbox"/> CLACKAMAS COUNTY ASSESSOR       |
| <input type="checkbox"/> PUBLIC WORKS         | <input type="checkbox"/> CLACKAMAS COUNTY 911            |
| <input type="checkbox"/> CANBY ELECTRIC       | <input type="checkbox"/> CLACKAMAS COUNTY TRANSPORTATION |
| <input type="checkbox"/> CANBY WATER          | <input type="checkbox"/> TRAFFIC SAFETY COMMITTEE        |
| <input type="checkbox"/> WWTP                 | <input type="checkbox"/> CLACKAMAS COUNTY                |
| <input type="checkbox"/> CITY ENGINEER        | <input type="checkbox"/> CANBY SCHOOL DISTRICT           |
| <input type="checkbox"/> CTA                  | <input type="checkbox"/> OREGON DEPT. TRANSPORTATION     |
| <input type="checkbox"/> NW NATURAL           | <input type="checkbox"/> ODOT/REGION 1/DIST 2B           |
| <input type="checkbox"/> WILLAMETTE BROADBAND | <input type="checkbox"/> STATE OF OREGON/REVENUE         |
| <input type="checkbox"/> CANBY DISPOSAL       | <input type="checkbox"/> CANBY BUSINESS REVITALIZATION   |

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**Comments or Proposed Conditions:**

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**Please check one box:**

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

Signature:  Date: 1-11-05

Title: CONSTRUCTION MANAGER Agency: WILLAMETTE BROADBAND

**CANBY PLANNING DEPARTMENT  
REQUEST FOR COMMENTS**

P.O. Box 930, Canby, OR 97013

[503] 266-9404

FAX 266-1574

**DATE:** January 6, 2005

- TO:**
- |                                               |                                                          |
|-----------------------------------------------|----------------------------------------------------------|
| <input type="checkbox"/> FIRE                 | <input type="checkbox"/> CANBY POST OFFICE               |
| <input type="checkbox"/> POLICE               | <input type="checkbox"/> CLACKAMAS COUNTY ASSESSOR       |
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| <input checked="" type="checkbox"/> CTA       | <input type="checkbox"/> OREGON DEPT. TRANSPORTATION     |
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**Comments or Proposed Conditions:**

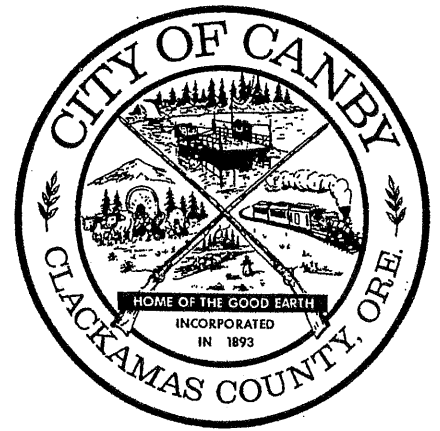
CTA WILL PROVIDE SERVICES AS REQUIRE

**Please check one box:**

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

**Signature:**  **Date:** 1-10-05

**Title:** ASSOCIATE ENGINEER **Agency:** CTA



## - STAFF REPORT -

**APPLICANT:**

Patrick S. Harmon  
1131 N Maple Street  
Canby, OR 97013

**FILE NUMBER:**

MLP 04-06  
(Harmon)

**OWNER:**

James Payton  
1131 N Maple Street  
Canby, OR 97013

**STAFF:**

Darren J. Nichols  
Associate Planner

**LEGAL DESCRIPTION:**

Tax Map 3-1E-33CD, Tax Lot 2900

**DATE OF REPORT:**

February 4, 2005

**LOCATION:**

South side of SW First Street (Highway 99E),  
Approximately ½ block west of S Grant Street

**DATE OF HEARING:**

February 14, 2005

**COMPREHENSIVE PLAN DESIGNATION:**

R-1 Low Density Residential

**ZONING DESIGNATION:**

R-1 Low Density Residential

C-2

**I. APPLICANT'S REQUEST:**

The applicant is seeking approval to partition one 24,040 square foot parcel into three separate tax lots of 8,794 SF, 7,018 SF and 8,228 SF. One existing house would remain on the front lot, creating two buildable lots to the rear of the parent parcel. The applicant proposes to provide access to the rear lot by means of a twenty foot wide access drive off N Maple Street. The application meets current zoning and comprehensive plan designations of R-1 Low Density Residential.

**II. APPLICABLE CRITERIA:**

1. In judging whether a Minor Partition should be approved, the Planning Commission must consider the following standards and criteria (Ord. 16.60.030):
  - A. Conformance with the text and the applicable maps of the Comprehensive Plan;
  - B. Conformance with all other applicable requirements of the Land Development and Planning Ordinance;
  - C. The overall design and arrangement of parcels shall be functional and shall adequately provide building sites, utility easements, and access facilities deemed necessary for the development of the subject property without unduly hindering the use or development of adjacent properties;
  - D. No minor partitioning shall be allowed where the sole means of access is by private road, unless it is found that adequate assurance has been provided for year-round maintenance sufficient to allow for unhindered use by emergency vehicles, and unless it is found that the construction of a street to city standards is not necessary to insure safe and efficient access to the parcels;
  - E. It must be demonstrated that all required public facilities and services are available, or will become available through the development, to adequately meet the needs of the proposed land division.
  
2. Other Applicable Criteria:
  - A. 16.10 Off-Street Parking and Loading
  - B. 16.16 R-1 Low Density Residential Zone
  - C. 16.56 General Provisions (Land Division Regulations)
  - D. 16.60 Major or Minor Partitions
  - E. 16.64 Subdivisions - Design Standards



### **III. FINDINGS:**

#### **1. Location and Background**

The subject property is located at 399 SW First Street. First Street, in this case, is more commonly referred to as Highway 99E. The 27,000 SF parent flag lot currently contains 2 four-plexes at the rear of the parcel. The two multi family units are proposed to remain on newly created individual lots; additional residences and/or commercial buildings could be constructed on the third newly created lot at the front of the parcel.

Drawings submitted by the applicant show an existing 25 foot wide drive access extending approximately 100 feet from the highway to serve the newly proposed parcels and 4 additional existing lots. The existing drive would continue to provide access to existing uses and to any new use constructed on the vacant parcel.

The proposed driveway meets minimum access standards which require a 20 foot paved drive with 5' setbacks from the drive to any structure. Sidewalks are not proposed as part of the applicant's submittal. The applicant notes that the drive has been use without sidewalks for several decades and indicates that there is very little foot traffic on the access drive. Further, the applicant requests that a sidewalk be conditioned only upon Site and Design Review of further development on the vacant parcel. A sidewalk condition at that time would be better suited to the eventual design of that vacant property.

Parcels across Highway 99E are zoned C-M Heavy Commercial Manufacturing. All adjacent neighboring properties are zoned C-2 Highway Commercial, although several surrounding parcels contain existing residential uses. The applicant's proposal to partition the property would not impact surrounding uses. Any subsequent development proposals, however, would require Site and Design Review approval prior to construction. Land use impacts would be more appropriately assessed at that time.

## 2. Comprehensive Plan Consistency Analysis

### *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.

*Analysis:* *The proposed development of a residential triplex is not an outright approved use of the property although it is compatible with existing residential development. The existing multi family residences are two story units located toward the rear of the flag parcel; any new residences would be required to comply with the requirements of the C-2 zone and would likely be incorporated into a mixed use development including commercial components (see proposed Condition 14).*

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

*Analysis:* *This application will permit additional development of the subject parcel and will help to maximize the efficient use of the property. The applicant has not submitted a development proposal for newly created parcels but access and design standards will apply upon Planning Commission review and approval of future development.*

*Any redevelopment of the existing parcel will also be subject to design standards and standards for access as outlined in CMC Title 16.*

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

*Analysis:* A "Request for Comments" has been sent to all public facility and service providers (please see discussion under Public Services Element).

### ***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.**

*The subject property is considered to be urbanized and has no known steep slopes, historic resources, expansive soils, or wetlands, and is not located in a flood plain. The proposed partition will not, in itself, generate pollution or affect scenic or aesthetic resources.*

Policy #3-R: Canby shall require that all existing and future development activities meet the prescribed standards for air, water and land pollution.

*Analysis:* Subsequent development of the proposed partition must meet stormwater management approval from DEQ and Canby Public Works prior to issuance of building permits.

### ***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...in an effort to keep pace with growth.

Analysis: Existing street and utility improvements are sufficient to support additional development on the proposed partition.

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

Analysis: The applicant does not propose sidewalks along the access drive and requests that sidewalks be conditioned upon application for subsequent development approval. Existing street frontage contains sidewalks along Highway 99E. Existing sidewalks are proposed to remain.

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

Analysis: The Canby Police Department and Canby Fire District received notice of the proposed partition. Neither agency expressed concern with access to the site.

***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.

Analysis: All public facility and service providers were sent a "Request for Comments." The Police Department, Fire Department, Canby Utility-Water and

*Electric and Canby Telephone Association responded positively, indicating that services will become available through development.*

*Canby Utility - Water foreman Pat Thurston requests more information about a potential meter size for future use. The applicant does not have a specific proposal for the newly created parcels; specific details would be required upon submittal of subsequent development applications.*

Neighborhood Comments:

*Comments were received from Les Schwab Tire Center and from Butch Neff. Both letters indicate support for the proposed partition and commend the applicant for his stewardship of the subject property.*

**CONCLUSION REGARDING CONSISTENCY WITH THE POLICIES OF THE CANBY COMPREHENSIVE PLAN:**

Review of the goals, policies, and implementation measures of the Comprehensive Plan indicates that the proposed partition, with recommended conditions of approval, is consistent with Canby's Comprehensive Plan. Development of the parcels shall comply with applicable provisions of the City of Canby Land Development and Planning Ordinance, Building Codes, and other County and State regulations.

**3. Evaluation Regarding Minor Land Partition Approval Criteria**

- A. Conformance with the text and with the applicable maps of the Comprehensive Plan.  
*See discussion in part III.2, above.*
- B. Conformance with all other requirements of the Land Development and Planning Ordinance.  
*With recommended conditions, the partition will comply with the requirements of the Land Development and Planning Ordinance, including lot sizes, frontage, access, and coverage requirements.*

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

*With recommended conditions, the proposed partition will be functional and will provide building sites, necessary utility easements, and access facilities. Proposed parcels meet lot size and coverage requirements of the C-2 zone.*

- D. No minor partitioning shall be allowed where the sole means of access is by private road, unless it is found that adequate assurance has been provided for year-round maintenance sufficient to allow for unhindered use by emergency vehicles, and unless it is found that the construction of a street to city standards is not necessary to insure safe and efficient access to the parcels.

*No private roads will be created by this partition and parking shall be prohibited in the existing private access drive. The drive shall be maintained for continuous, unhindered access for emergency vehicles (Condition 12).*

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

*Public services and facilities are available to adequately meet the needs of this land division. See discussion in part III.2, above.*

#### IV. CONCLUSION

1. Staff concludes that the partition request, with appropriate conditions, is considered to be in conformance with the Comprehensive Plan and the Municipal Code.
2. Staff concludes that, with appropriate conditions, the overall design and arrangement of the proposed parcels are functional and will adequately provide building sites, utility easements, and access facilities necessary for development of the subject property without unduly hindering the use or development of adjacent properties.
3. No private roads will be created.
4. Staff concludes that all necessary public services will become available through the development of the property to adequately meet the needs of the proposed partition.

## V. RECOMMENDATION

Based on the application and drawings submitted and based on the facts, findings and conclusions of this report, and without benefit of a public hearing, staff recommends that the Planning Commission approve MLP 04-06 with the following conditions:

### For the Final Plat:

1. A final partition plat modified to illustrate the conditions of approval shall be submitted to the City Planner for review and approval. The final partition plat shall reference this land use application: *City of Canby File Number MLP 04-06*
2. The final partition plat shall be a surveyed plat map meeting all of the specifications required by the Clackamas County Surveyor. The partition map shall be recorded with the Clackamas County Surveyor and with the Clackamas County Clerk; a final copy of the signed and recorded map shall be provided to the Canby Planning Department upon completion.
3. A new deed and legal description for the proposed parcels shall be prepared and recorded with the Clackamas County Clerk. The new deeds shall include a maintenance agreement between all new parcels to ensure continued maintenance of a shared access and common utilities. A copy of the new deeds shall be provided to the Canby Planning Department.
4. All monumentation and recording fees shall be borne by the applicant.
5. Twelve (12) foot utility easements shall be provided along street lot lines. Ten (10) foot utility easements shall be provided along non-street exterior lot lines unless adjacent lots have recorded utility easements of four (4) or more feet, in which case the non-street exterior lot lines shall have six (6) foot utility easements. All interior lot lines shall have six (6) foot utility easements.

### Notes:

6. The final plat must be recorded with the Clackamas County Surveyor within one (1) year of the preliminary plat approval in accordance with Canby Ordinance 16.60.060. Mylar copies of the final plat must be signed by the City Planning Director prior to recording the plat with Clackamas County.
7. House numbers shall be visible from the street but numbers painted on the curb shall not be the primary method of meeting this requirement.

**Prior to subsequent construction:**

8. Construction on newly created parcels is subject to Site and Design Review approval prior to issuance of any building permits.
9. A stormwater permit shall be obtained from the State of Oregon (DEQ) prior to issuance of any building permit. An acceptable stormwater system plan shall be approved by the State of Oregon - DEQ and the Canby Public Works Department.

**During Construction:**

10. The applicant is responsible for all costs associated with the relocation of utilities.
11. A new sewer main and/or new laterals shall be installed by the applicant at the time of development. Location and construction of the sewer main and/or laterals shall be approved by the Public Works Supervisor *prior to excavation*.
12. Parking shall be prohibited in the access drive in order to provide continuous, unhindered emergency vehicle access. *"Private Drive: No Parking"* sign shall be installed by the developer in compliance with City standards.
13. Access improvements and/or sidewalks shall be conditioned upon further development of newly created parcels. Any improvements shall be inspected and approved by Canby Public Works and the Oregon Department of Transportation prior to installation.
14. Subsequent construction on newly partitioned lots shall comply with the development standards of the C-2 zone as defined in Canby's Municipal Code Chapter 16.

**Exhibits:**

1. Applicant's Packet (narrative and proposed partition plan)
2. Responses to the Request for Comments



01/02/2005

Minor Land Partition @ 399 SW 1<sup>st</sup> Ave., Canby, Oregon 97013  
AKA: T3S, R1E, Sec. 32CD Tax Lot 2900

The purpose of this application is to partition the two four-plexes and create a third lot which is currently unimproved land. The vacant area did have a single family residence which was serviced by both public water and sewer. This entire property is in a C-2 zone although it has been used residentially in excess of the past 40 years. Currently there are commercial properties in front (north) and to the east of the subject with both single family and multifamily being on the South and West sides. Canby has a policy of directing the growth and development so as to separate conflicting or incompatible uses, while grouping compatible uses. It is the applicants intension to place a triplex @ a future date on the vacant lot.

This partition is totally in conformance with all requirements of the land development & planning ordinance including but not limited to lot size and frontage access. This application design is functional, necessary utility easements and proper access easements will provided at the time of platting. All properties using this access drive have a signed/recorded maintenance agreement.

Services are fully available. The proposed 3-plex will be serviced by it's own meter to be approved by CUB and the Canby Fire Department. There is a 6" sewer line directly in front of the proposed lot and the Canby Public works Dept. has approved hooking the plex to this line. CUB is being given an additional easement thru the lengthening and widening of the present 25' wide ingress - egress utility easement from 99E. This will allow CUB to place a new transformer on the front westerly corner in order to make some future electrical improvements on 99E @ a future date.

Since this property is currently considered to be urbanized and has no known issues such as historic resources, wetlands etc. This partition will not in itself create any form of pollution nor change the current environment either cosmetically nor compromise neighboring properties.

As a side note the applicant feels that a sidewalk going to 99E is not a necessary item since there is virtually no foot traffic coming from the subject property. Perhaps the best time to address this would be during the site design review process.

Most Sincerely



Patrick S. Harmon-Applicant  
735 NE 30<sup>th</sup> Place  
Canby, Oregon 97013

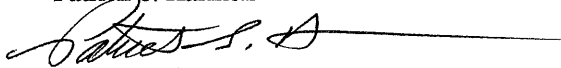
11/22/2004

City of Canby  
Planning Dept.  
182 N. Holly St.  
Canby, Oregon 97013

RE: 399 SW 1<sup>st</sup> Ave., Canby, Oregon  
AKA: T3S,R1E,Sec 33CD TI 2900

It is the applicants intention at a future date to construct a tri-plex. This use will be the same as what is presently on the existing lot. It is expected to have little to no impact on neighboring properties . Subject is totally compatible with all neighboring property in that the proposed use is either equal to or of lesser density. The uses within this area range from commercial, apartments to single family—therefore the subject partition will not change the character of this area in any manner. If anything this proposal will make the property more in compliance with the State of Oregon in that this will be the highest and best use of this currently vacant area. This application also includes the partitioning of the two four-plexes.

Patrick S. Harmon



735 NE 30<sup>th</sup> Place  
Canby, Oregon  
97013

503-266-1553



SCALE 1"=40'

# PACIFIC HIGHWAY



PACIFIC

75'

S 63°59'06"W  
25.02'

(PS 15361)(HELD)  
N 64°03'21"E 115.00'

90.0'(PS 15361)(D)  
N 63°59'06"E 89.92'

CALCULATED POSITION  
OF 1/2" IRON ROD  
AS PER PS 26370  
ROD HAS BEEN DESTROYED  
BY SIDEWALK CONSTRUCTION

TAX LOT 2700  
MAP 3 1E 33CD  
DEED DOCUMENT  
NO. 95-80416

TAX LOT 2501  
MAP 3 1E 33CD  
DEED DOCUMENT  
NO. 78-50840

(PS 15361)(HELD)(D)  
N 25°07'05"W 100.00'

S 25°07'50"E 100.05'  
100.00'(PS 15361)(D)

SEE NOTE 1  
ON PAGE 2

100.00'(PS 15361)(D)  
N 25°07'50"W 100.09'

SEE NOTE 1  
TAX MAP  
DEED NO.  
FD 5/8  
MARKED  
(HELD)  
(PS 15361)

90.0'(PS 15361)(D)  
89.94'

P.U.E.  
FD 5/8" I.R. WYPC  
MARKED "PACIFIC SURVEYS"  
(HELD)  
(PS 15361)

PRIVATE NON-EXCLUSIVE ACCESS  
AND PUBLIC UTILITY EASEMENT  
FOR THE BENEFIT OF PARCELS 1 & 2

TAX LOT 2900  
MAP 3 1E 33CD

PARCEL 3 OF  
DEED DOCUMENT  
NO. 97-68819

INITIAL POINT  
FD 5/8" I.R. WYPC  
MARKED "PACIFIC SURVEYS"  
(HELD)  
(PS 15361)

PARCEL 3  
26,969 SQUARE FEET

S 25°07'05"E 164.51'  
164.48'(PS 15361)

P.U.E.

N 64°00'00"E 215.00'  
N 25°07'50"W 10.00'

P.U.E.

215.00'(PS 15361)  
N 64°00'00"E 215.00'

TAX LOT 3200  
MAP 3 1E 33CD  
PARCEL 6 OF  
DEED DOCUMENT  
NO. 97-68819

TAX LOT 3300  
MAP 3 1E 33CD  
DEED DOCUMENT  
NO. 87-33257

TAX  
DEED NO.

SCALE: 1" = 40'

REGISTERED  
PROFESSIONAL  
LAND SURVEYOR

*Dubank Love*  
OREGON  
JULY 8, 1966  
HARD S. LOVE  
RES 12/31/00

WHAT THIS IS A TRUE AND  
COPY OF THE ORIGINAL PLAT.

8/11

CANBY PLANNING DEPARTMENT  
REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

[503] 266-9404

FAX 266-1574

DATE: January 19, 2005

- TO:
- |                                               |                                                          |
|-----------------------------------------------|----------------------------------------------------------|
| <input type="checkbox"/> FIRE                 | <input type="checkbox"/> CANBY POST OFFICE               |
| <input checked="" type="checkbox"/> POLICE    | <input type="checkbox"/> CLACKAMAS COUNTY ASSESSOR       |
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| <input type="checkbox"/> WILLAMETTE BROADBAND | <input type="checkbox"/> STATE OF OREGON/REVENUE         |
| <input type="checkbox"/> CANBY DISPOSAL       | <input type="checkbox"/> CANBY BUSINESS REVITALIZATION   |

The City has received **MLP 04-06**, an application by **Pat Harmon** to partition one 26,969 square foot parcel into three lots at 399 SW First Avenue. Newly created lots would contain 12,000, 9,000 and 5,500SF. The site is located on the south side of Highway 99E behind El Chilito Mexican restaurant. (Tax Map 3-1E-33CD, Tax Lot 2900).

Please review the application and return comments to **Darren Nichols** by **Wednesday, February 2, 2005**. Please indicate any conditions of approval you wish the Commission to consider in hearing the application. Thank you.

Comments or Proposed Conditions:

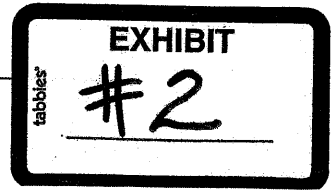
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Please check one box:

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

Signature: Ken Ferguson Date: 1-25-05

Title: Chief Agency: Police



### CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

(503) 266-9404

FAX 266-1574

DATE: January 19, 2005

- TO:
- |                                                 |                                                          |
|-------------------------------------------------|----------------------------------------------------------|
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| <input type="checkbox"/> CITY ENGINEER          | <input type="checkbox"/> CANBY SCHOOL DISTRICT           |
| <input type="checkbox"/> CTA                    | <input type="checkbox"/> OREGON DEPT. TRANSPORTATION     |
| <input type="checkbox"/> NW NATURAL             | <input type="checkbox"/> ODOT/REGION 1/DIST 2B           |
| <input type="checkbox"/> WILLAMETTE BROADBAND   | <input type="checkbox"/> STATE OF OREGON/REVENUE         |
| <input type="checkbox"/> CANBY DISPOSAL         | <input type="checkbox"/> CANBY BUSINESS REVITALIZATION   |

The City has received MLP 04-06, an application by Pat Harmon to partition one 26,969 square foot parcel into three ~~lots~~ lots on SW First Avenue. Newly created lots would contain 12,000, 9,000 and 5,500SF. The site is located on the south side of Highway 99E behind El Chilito Mexican restaurant. (Tax Map 3-1E-33CD, Tax Lot 2900).

Please review the application and return comments to Darren Nichols by Wednesday, February 2, 2005. Please indicate any conditions of approval you wish the Commission to consider in hearing the application. Thank you.

**Comments or Proposed Conditions:**

Would like to see something from Applicants Eng. Rep. recommending appropriate meter size for project.

**Please check one box:**

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

Signature: Patrick [Signature] Date: 1/20/05

Title: Foreman Water Dept. Agency: Canby Utility

# CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

[503] 266-9404

FAX 266-1574

DATE: January 19, 2005

- TO:
- |                                                    |                                                          |
|----------------------------------------------------|----------------------------------------------------------|
| <input type="checkbox"/> FIRE                      | <input type="checkbox"/> CANBY POST OFFICE               |
| <input type="checkbox"/> POLICE                    | <input type="checkbox"/> CLACKAMAS COUNTY ASSESSOR       |
| <input type="checkbox"/> PUBLIC WORKS              | <input type="checkbox"/> CLACKAMAS COUNTY 911            |
| <input checked="" type="checkbox"/> CANBY ELECTRIC | <input type="checkbox"/> CLACKAMAS COUNTY TRANSPORTATION |
| <input type="checkbox"/> CANBY WATER               | <input type="checkbox"/> TRAFFIC SAFETY COMMITTEE        |
| <input type="checkbox"/> WWTP                      | <input type="checkbox"/> CLACKAMAS COUNTY                |
| <input type="checkbox"/> CITY ENGINEER             | <input type="checkbox"/> CANBY SCHOOL DISTRICT           |
| <input type="checkbox"/> CTA                       | <input type="checkbox"/> OREGON DEPT. TRANSPORTATION     |
| <input type="checkbox"/> NW NATURAL                | <input type="checkbox"/> ODOT/REGION 1/DIST 2B           |
| <input type="checkbox"/> WILLAMETTE BROADBAND      | <input type="checkbox"/> STATE OF OREGON/REVENUE         |
| <input type="checkbox"/> CANBY DISPOSAL            | <input type="checkbox"/> CANBY BUSINESS REVITALIZATION   |

The City has received MLP 04-06, an application by Pat Harmon to partition one 26,969 square foot parcel into three lots at 399 SW First Avenue. Newly created lots would contain 12,000, 9,000 and 5,500SF. The site is located on the south side of Highway 99E behind El Chilito Mexican restaurant. (Tax Map 3-1E-33CD, Tax Lot 2900).

Please review the application and return comments to Darren Nichols by Wednesday, February 2, 2005. Please indicate any conditions of approval you wish the Commission to consider in hearing the application. Thank you.

Comments or Proposed Conditions:

EXTENSION OF ACCESS EASEMENT TO SOUTH PROP LINE  
WILL BE REQUIRED, DEVELOPER IS WORKING WITH THIS UTILITY.

Please check one box:

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

Signature: [Signature] Date: 1-24-05

Title: LINE FOREMAN Agency: CANBY UTILITY ELECT.

### CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

(503) 266-9404

FAX 266-1574

DATE: **January 19, 2005**

- TO:
- |                                               |                                                          |
|-----------------------------------------------|----------------------------------------------------------|
| <input type="checkbox"/> FIRE                 | <input type="checkbox"/> CANBY POST OFFICE               |
| <input type="checkbox"/> POLICE               | <input type="checkbox"/> CLACKAMAS COUNTY ASSESSOR       |
| <input type="checkbox"/> PUBLIC WORKS         | <input type="checkbox"/> CLACKAMAS COUNTY 911            |
| <input type="checkbox"/> CANBY ELECTRIC       | <input type="checkbox"/> CLACKAMAS COUNTY TRANSPORTATION |
| <input type="checkbox"/> CANBY WATER          | <input type="checkbox"/> TRAFFIC SAFETY COMMITTEE        |
| <input type="checkbox"/> WWTP                 | <input type="checkbox"/> CLACKAMAS COUNTY                |
| <input type="checkbox"/> CITY ENGINEER        | <input type="checkbox"/> CANBY SCHOOL DISTRICT           |
| <input checked="" type="checkbox"/> CTA       | <input type="checkbox"/> OREGON DEPT. TRANSPORTATION     |
| <input type="checkbox"/> NW NATURAL           | <input type="checkbox"/> ODOT/REGION 1/DIST 2B           |
| <input type="checkbox"/> WILLAMETTE BROADBAND | <input type="checkbox"/> STATE OF OREGON/REVENUE         |
| <input type="checkbox"/> CANBY DISPOSAL       | <input type="checkbox"/> CANBY BUSINESS REVITALIZATION   |

The City has received MLP 04-06, an application by Pat Harmon to partition one 26,969 square foot parcel into three lots at 399 SW First Avenue. Newly created lots would contain 12,000, 9,000 and 5,500SF. The site is located on the south side of Highway 99E behind El Chilito Mexican restaurant. (Tax Map 3-1E-33CD, Tax Lot 2900).

Please review the application and return comments to Darren Nichols by Wednesday, February 2, 2005. Please indicate any conditions of approval you wish the Commission to consider in hearing the application. Thank you.

Comments or Proposed Conditions:

CTA WILL PROVIDE SERVICE AS REQUIRED.

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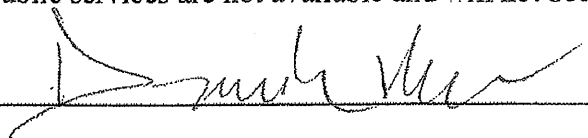
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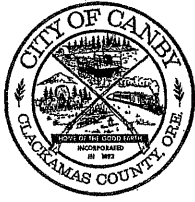
Please check one box:

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

Signature:  Date: 1-21-2005

Title: ASSOCIATE ENGINEER Agency: CTA





**CITY OF CANBY  
COMMENT FORM**

**RECEIVED**  
**JAN 28 2005**  
**CITY OF CANBY**

If you are not able to attend the Planning Commission hearing of this application, you may submit written comments on this form or in a letter to the Planning Commission. Please send comments to the City of Canby Planning Department.

By mail: Planning Department, PO Box 930, Canby, OR 97013  
In person: City Hall at 182 N. Holly Street  
E-mail: nicholsd@ci.canby.or.us.

Written comments must be received prior to the hearing at 7:00 PM February 14, 2005.

**APPLICATION:** Minor Land Partition (Request to create 3 lots from 1 parcel)

**APPLICANT:** Patrick S. Harmon

**CITY FILE #:** MLP 04-06

**COMMENTS:** See Attached

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\_\_\_\_\_  
\_\_\_\_\_

**YOUR NAME:** Jos Schwab Fire Center

**ORGANIZATION or BUSINESS (if any):** \_\_\_\_\_

**ADDRESS:** 333 SW 1st Ave

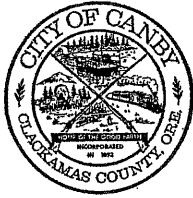
**PHONE # (optional):** 266 4321

**DATE:** 1/25/05

**Thank you!**

We appreciate the opportunity to comment regarding the applicants proposal to divide 399 SW 1<sup>st</sup> ave., Canby into three parcels. We are well aware of the good improvements that have taken place to the subject property just over the past few years.. This has upgraded our commercial and rental neighborhood. It is our belief that Pat Harmon will make additional improvements that will do nothing but improve the quality of Canby.

Our company supports this application and requests that the planning commission approve this proposal.



## CITY OF CANBY COMMENT FORM

If you are not able to attend the Planning Commission hearing of this application, you may submit written comments on this form or in a letter to the Planning Commission. Please send comments to the City of Canby Planning Department.

By mail: Planning Department, PO Box 930, Canby, OR 97013  
In person: City Hall at 182 N. Holly Street  
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**APPLICATION:** Minor Land Partition (Request to create 3 lots from 1 parcel)

**APPLICANT:** Patrick S. Harmon

**CITY FILE #:** MLP 04-06

**COMMENTS:** I would like to see this partition  
approved for a few reasons.  
First, since the property was purchased by Pat it has been  
taken from a deteriorated condition to a level that all in  
Canby can be proud of.  
Secondly, Pat has a history of being very capable in handling  
small parcels such as this.  
Thirdly, I feel he will make good use of the additional  
lot.  
I definitely support this project.

**YOUR NAME:** Butch Neff

**ORGANIZATION or BUSINESS (if any):** State Farm Insurance

**ADDRESS:** 381 SW 1st Canby, OR 97013

**PHONE # (optional):** 503 266-6333

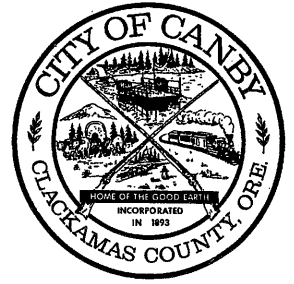
**DATE:** 1/26/05

Thank you!

**RECEIVED**

JAN 26 2005

CITY OF CANBY



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

**A REQUEST TO ANNEX 32.06 )  
ACRES OF LAND INTO THE )  
CITY OF CANBY )**

**FINDINGS, CONCLUSIONS & ORDER  
ANN 04-07  
(McMartin Estates)**

**NATURE OF APPLICATION**

The applicants seek to annex five tax lots containing approximately 32 acres into the City of Canby. If annexed, the applicants propose construction of 55 single family homes, 41 medium density townhomes and 118 high density apartments on lots zoned for Low, Medium and High Density. Access to an eventual subdivision development is proposed from S Fir Street and from S Ivy Street with an extension of S "H" Street through the proposed development. All five parcels are located on the south side of SW 13<sup>th</sup> Avenue, south of HOPE Village.

**HEARINGS**

The Planning Commission held a public hearing to consider the application on January 24, 2005.

**CRITERIA AND STANDARDS**

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

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

**Findings, Conclusions and Final Order  
ANN 04-07  
Page 1 of 5**

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

## **FINDINGS AND REASONS**

The Planning Commission deliberated on all input presented at the January 24, 2005 meeting. The Planning Commission also incorporates the January 14, 2005 Staff Report and Commission deliberations as support for its decision. The Planning Commission accepted and adopted the findings in the June 4, 2004 Staff Report insofar as they do not conflict with the following additional findings:

1. The Planning Commission considered the applicant’s proposal to provide age restricted “senior housing” in that portion of the property zoned R-2 High Density Residential. The Commission finds that the applicant’s proposal is in keeping with the Comprehensive Plan and is compatible with surrounding development, including the existing HOPE Village development. The Commission finds that that portion of the proposed annexation designated for R-2 High Density Residential zoning shall be restricted to “senior housing” only with a minimum age no less than 50 years.

## CONCLUSION

The Planning Commission of the City of Canby concludes that, based on the findings and conclusions contained in the January 14, 2005 staff report, and based on Commission deliberations at the January 24, 2005 public hearing:

1. The land is designated Priority “A”, “B”, and “C” for annexation. In this application, however, the proposal to annex a large portion of property under single ownership presents the City with an opportunity to comprehensively Master Plan the entire property and to extend utilities in a manner not feasible with smaller annexations. The Master Planning opportunity creates a benefit that justifies consideration of the proposal.
2. The current supply of platted residential land in Canby is estimated as follows:

R-1 Low Density	209 Lots	2 years, 1 month
R-1.5 Medium Density	5 Lots	1 year, 9 months
R-2 High Density	154 Lots	2 years, 11 months

The supply of land in each category is less than the 3 year supply considered sufficient to meet the need for residential land.
3. Although the property is larger, agricultural land, the applicant contends that the land is not viable as economically productive ag land.
4. Access is adequate to the site and will be further improved by improvements of the roadway, including off-site improvements to S Fir Street volunteered by the applicant in conjunction with development.
5. With the exception of sewer service, the City and other affected service-providing entities have the capability to amply provide the area of the proposed annexation with urban level services upon future development. The applicant has proposed sewer service improvements sufficient to provide sewer upon development.
6. The annexation proposal is in compliance with other applicable City ordinances or policies.
7. The annexation proposal complies with all applicable sections of Oregon Revised Statutes.
8. No natural hazards have been identified on the site. Annexation of the parcels may indeed help to alleviate trespass and pollution issues existing on the River frontage at the site and on surrounding parcels.

9. There is no designated open space, scenic, historic or natural resource areas identified on the subject property. In that manner, development impacts are limited. Future development must also comply with the open space designation and requirements found in the Parks Master Plan.
10. No adverse economic impacts are likely to result from the annexation of the subject property.

## **RECOMMENDATION**

**IT IS RECOMMENDED BY THE PLANNING COMMISSION** of the City of Canby that the City Council **APPROVE** annexation application ANN 04-07.

**I CERTIFY THAT THIS ORDER** recommending **APPROVAL** of **ANN 04-07** to the City Council was presented to and **APPROVED** by the Planning Commission of the City of Canby.

DATED this 14th day of February, 2005.

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James R. Brown, Chair  
Canby Planning Commission

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Darren J. Nichols  
Associate Planner

**ORAL DECISION – January 24, 2005**

AYES: Brown, Ewert, Helbling, Lucas, Molamphy, Tessman

NOES: Manley

ABSTAIN: None

ABSENT: None

**WRITTEN FINDINGS - February 14, 2005**

AYES:

NOES:

ABSTAIN:

ABSENT:



# MINUTES

## CANBY PLANNING COMMISSION

7:00 PM July 26, 2004  
City Council Chambers, 155 NW 2<sup>nd</sup>

### I. ROLL CALL

**PRESENT:** Chairman Jim Brown, Commissioners, Dan Ewert, Tony Helbling, John Molamphy, Randy Tessman, Geoffrey Manley

**STAFF:** John Williams, Community Development and Planning Director, Darren Nichols, Associate Planner, Carla Ahl, Planning Staff

**OTHERS PRESENT:** Doris Dramov, Jamie Johnk, Ron Berg, Jerry Rothe, Ken Sandblast, Curtis James Rice, Shirley Kimberger, Lucy Freeman, Bruce Labaron, Pat Sisul

### II. CITIZEN INPUT

None

### III. NEW BUSINESS

None

### IV PUBLIC HEARINGS

**CUP 04-02 (Dramov)** The applicant is requesting permission to allow "automobile, motorcycle, boat, or truck service, sales, repair, rental, or storage" at the industrially zoned buildings located at 493 NE 3<sup>rd</sup> Avenue. The Planning Commission may approve such uses through the Conditional Use process. The applicant has proposed a development restriction preventing outside storage of vehicles outside of regular business hours to address potential aesthetic or parking concerns.

Chairman Jim Brown read the public hearing format. When asked if any Commissioner had a conflict of interest, none was expressed. When asked if any Commissioner had ex-parte contact, none was stated. No questions were asked of the Commissioners. It was noted that there was a letter from Canby Business Revitalization and Development and as the President Mr. Helbling stated he had no prior knowledge of the project or exposure to the applicant.

John Williams, Community Development and Planning Director presented the Staff Report. John stated that the buildings are zoned M-1 Light Industrial which has some confusing language regarding the uses. It allows automobile body shop or heavy repair shop (but does not define what heavy repair is). It also allows machinery, farm equipment/implements sales, service or rental. Over the years there has been a lot of interest by tenants. When the zoning and uses were reviewed staff found the "tricky"

area was for small vehicle repair shops. Planning staff have used the "manufacturing component" to help in their interpretation for allowable uses. The current applicant would like clarification.

John further explained that there are two restrictions; the first would be "no outside storage of vehicles or boats except during regular business hours". The second would be "all uses must conform to building codes". Not all of these buildings are rated for containing vehicles. The applicant will need to get a building permit, change the occupancy and comply with the requirements.

The main element with conditional use permits is judging the compatibility with the neighborhood. In this case the main potential conflict is with the residential zoning across the street. The industrial zoning allows just about any kind of manufacturing or heavy industrial uses as long as the uses are limited to the inside of the buildings and vehicle storage does not become an issue. The design of the site should minimize any of these potential problems. There is no public service impact anticipated. The neighboring properties other than the residential mentioned earlier are all industrial. Staff recommends that the application be approved and that the three conditions requested be imposed.

Commissioner Ewert questioned changing the occupancy, from a building code standpoint and parking. Parking is flexible in the number of parking spaces but all agreed it is limited. Jim Brown stated that the uniform building code and the international building code use a car or a motorcycle as a hazardous materials receptacle so the fire resistance of the frame of the structure would have to have a specific rating and there would have to be separations between adjacent uses. Cars in the buildings with fuel in them inside the buildings require a different kind of occupancy.

Applicant was called forward. **Byron Kibbee** stepped forward, stated he is there on behalf of the Dramov's and believe they are in accord.

**Jamie Johnk** came forward. She advised she is with Canby Business Revitalization and Development and she had been working with Mr. Dramov on this application. Mr. Dramov has looked at other locations in Canby but found that there is a limited supply of property available to fit this type of use.

Commissioner Helbling inquired into the amount of jobs this facility will offer. Ms. Johnk advised that there would be 5-6. The square footage is approximately 1,566 square feet. Chairman Brown inquired into the amount of inquiries into that specific type of use. Ms. Johnk advised that there have been 3 in the last couple of years.

Opponents called, none responded. Hearing closed.

Commissioners discussed their concerns regarding the wording of the conditional use. Parking could be a problem because of the number of employees and that would leave a lack of room for customers. Parking enforcement would be self monitored because of the other businesses in the complex. The city code enforcement officer could be involved if it became a problem. Commissioner Molamphy stated he

has a concern with semi's parking in the area. All agreed that the property is not set up for large vehicles, tractors. Another area of concern was the term "sales". This property should not be turned into a commercial property. John suggested writing the approval with a stipulation that would exclude sales-only type business. The commissioners agreed that they would like the permit amended to read "incidental sales and rental".

Commissioner Manley made a motion to approve the conditional use permit as amended. Seconded by Tessman. All voted in favor, no opposition.

**DR04-04 Wade Smith RV Storage Lot** The applicant is requesting approval to construct an RV Storage Lot located on the west side of Redwood Street behind Spectrum Woodworking to accommodate approximately 250 recreational vehicles, i.e. motor homes, travel trailers, boats, etc.

Chairman Brown read the public hearing format. When asked if any Commissioner had a conflict of interest, none was expressed. When asked if any Commissioner had ex-parte contact, none was stated. No questions were asked of the Commissioners.

Darren Nichols reviewed the staff report. The proposal would permit storage in an open-air parking lot with a landscaped perimeter, a small office and a gated entrance with a septic disposal facility all of which would be served by a 25-foot access drive. The site is located on an industrial flag lot behind an existing development in the Redwood Industrial park. Drive access to this parcel is located between Spectrum Woodworking and Club-Fit workout center on the west side of South Redwood, south of the fire station and north of SE Township. The property is zoned for M1 Light Industrial Use, this allows for uses such as transfer and storage, contractor's equipment storage, and other auto related uses.

Darren stated that three sides are zoned for light industrial use. To the west there is a portion of property adjacent to the subject parcel that zoned for R2 High Density Residential and is developed as apartment houses. Site and Design Review criteria required landscaping to be installed within the parking area of an industrial development. In this case the applicant's proposal is to create a use that is a parking lot. There would not be any structures associated with it. Landscaping would create an attractive entrance and buffer the parking area from the residential development on the west side. The applicant proposes to construct a 25' access drive, which would extend between Club-Fit and Spectrum Woodworking. The applicant also proposes to construct an RV Sanitary dump, which would be a secure dump station and would not be open to the public. It would be monitored between the hours of 8 and 5. Wastewater Treatment supervisor Darvin Tramel said he would be happy with the operation of the septic dump.

Darren continued stating the existing site has no landscape at present. The applicant intends to provide parking for five full size vehicles, which would be incidental to the office. One approximately 4 X 10, ground level sign has been proposed at the entrance. Other public facilities and services are adequate. This property has been difficult to sell, staff recommends approval as it is compatible and an appropriate use of

the land.

Commissioners asked staff questions regarding different issues. Darren responded stating that the applicant intends for the surface to be asphalt, part of the storm water design includes some strips of concrete. The City engineer has reviewed the proposal and approves it pending DEQ approval. Natural filtration systems, if constructed properly, include the top two or three inches of soil premeditating all oil and other pollutants just as good or better than a catch basin. His understanding is that it will be irrigated whether manually or through a mechanical system.

Chairman Jim Brown called the applicant forward. Wade Smith of 1195 Dollar Street West Linn OR 97068 came forward and stated that this lot is 311' deep and 50' wide. The project is compatible with surrounding uses and is less obtrusive than most other industrial applications. The project will generate minimal traffic and noise pollution. Landscaping will limit the visibility from basically all sides. He will be concentrating a lot of screening to the south area where the residential properties are. Regarding the leakage of oil he stated he would be on site each day. If he were to see something that is questionable, the vehicle owner would be telephoned and they will be given ten days to resolve the problem or be evicted. The maximum allowed signage for this zone would be 600 square feet. The applicant is proposing a 50 square foot sign, low to the ground with a brick or rock façade.

Chairman Brown inquired into the fence and security at the site. The applicant stated they are planning a woven wire 6' 3 strand fence around the property for security and no fencing on the drive access. The applicant stated that the security will be the fencing, the gate is PIN accessed. They are not initially planning on video surveillance at this time. The applicant would like to have the option of an on-site caretaker if security becomes an issue. The yard lights are to be provided by Canby Utility and applicant believes they are about 25 feet in height. Brown thought the applicant might be wrong about the height of the lights. The landscape plan includes a row of fir trees that already exist. In addition there will be 40 arborvitae along the western property line. The plan indicates that the arborvitae stop at tax lot 900. Applicant wants the record to show that if trees were to be placed, the applicant would like them placed so that they do not interfere with the sign. The storm water system uses the pervious concrete was an idea suggested by Darren of the Planning Staff. The applicants engineer thought it would be a good way to help with the storm water. That will absorb quite a bit of the water, any water that is not absorbed through the pervious concrete based upon the grading of the property will drain towards the west, where there will be a catch basin. Underneath the drive from the catch basin there will be a drainpipe going into the retention pond area.

Proponents/opponents – none – Hearing closed.

Chairman Brown opened the floor to the Commissioners. They discussed the issue of the fence. They inquired as to comments from the Fire Marshall. John stated there is a hydrant on the Spectrum property on the back lot. Any issues can be brought up at the pre-construction meeting and the fire Marshall should be there. The drawing before the Commissioners has a hydrant about 2/3 back on the west hand side of the

access drive. Brown stated he would like to limit the size and height of the fixtures. The applicant stated he knows of some lights behind Safeway that are said to be the exact same bulb and light fixture, they are 25 to 30 feet. Brown also has some concerns about the pervious surface. He said regardless of the management of the property, it does not safeguard the water table from hydrocarbons. He believes it should be hard piped along the eastern property edge. Darren stated this would work but would put more of a burden on the storm water swale system. Public dry wells would also be an option.

Commissioner Manley stated this proposal would require DEQ approval with regard to drainage. He is comfortable with the decisions DEQ has made in the past. Commissioner Tessman stated he has seen a demonstration of this pervious concrete and he thinks it works well in drainable soil. Commissioner Brown said he would like to request that the applicant add some trees along the access drive. Commissioner Ewert stated he thinks the project is good for Canby. If trees were required he would like them to trees that would not be caught by a vehicle, like an evergreen tree. Brown suggested extending the arborvitae along the length of the western property edge. The commissioners concluded their discussion by amending the proposal to include 1) height restriction on the lights, no more than 30', standard conditions for light 2) extend arborvitae 3) add four trees along the drive, keeping the first 50' clear 4) fire department review and sign-off 5) applicant needs to restrict use to RV Storage.

A motion was made by Commissioner Ewert to approve DR 04-06 with additional conditions. The motion was seconded by Commissioner Molamphy to approve as amended. Motion carried 6-0.

**DR04-06 Zoar Lutheran Church** The applicant is requesting approval to construct an education wing on the Zoar Lutheran Church property at the existing church site located between 2<sup>nd</sup> and 3<sup>rd</sup> Avenues one block west of Ivy Street. The proposal would extend the church development to add classrooms and office space. Access to the proposed extension would be provided by means of a newly paved drive and parking area with ingress/egress from drive entrances on SW 2<sup>nd</sup> and SW 3<sup>rd</sup> Avenues.

Chairman Brown read the public hearing format. When asked if any Commissioner had a conflict of interest, none was expressed. When asked if any Commissioner had ex-parte contact, none was stated. No questions were asked of the Commissioners.

Darren Nichols reviewed the staff report. The applicant is John Kimball. This proposal is to construct a detached structure used for offices and classrooms for the church. Zoar Lutheran church is located on three tax lots between 2<sup>nd</sup> and 3<sup>rd</sup>. The site was recently approved for a rezoning on one portion of the church property in order to consolidate zoning under the C2 Highway Commercial designation. The intent of the church was to consolidate zoning of all three parcels to accommodate this redevelopment. Adjacent on three sides are additional parcels zoned for C2 Highway Commercial. To the south across SW 2<sup>nd</sup> are parcels zoned for R2 High Density Residential. This proposal would be the first phase of a complete redevelopment at the

church site. Other phases would include new chapel and parking areas. The site has existing landscape. Students at Clackamas Community College will prepare the landscape design. This has been delayed until school resumes. The design includes 13 new full size parking spaces; there are currently 40 spaces, this meets the minimum requirement for church use. Parking would be accessed from SW 2<sup>nd</sup> and SW 3<sup>rd</sup> Avenue. The driveway approach would meet the commercial standards. Sidewalks would be maintained and improved. No new signs are proposed. The architecture design calls for tilt up concrete walls with comp roofing and steeply pitched trusses. That design will be carried through into the new chapel when that phase comes up for review. Darren concluded by stating that this design scored 79%, well in excess of the minimum 65%. Staff recommends that the design be approved.

#### **APPLICANT:**

**Richard Rothweiler** came forward and stated he represents Zoar Lutheran Church. He is an architect and his business address is 363 State Street Salem, Oregon. He stated that the structure currently being used is antiquated and needs to be phased out. The plan is to build the education wing with restroom facilities, office and classroom uses. The profile will be low scale to fit in with the residential neighborhood. Phase II will be a multi-purpose area and Phase III will be a chapel. The projects calls for new parking areas including two handicap accessible spaces. The storm water application is awaiting approval from the DEQ.

Commissioners asked for more information on the landscaping plan. The applicant stated that plant layouts and irrigation system will be designed once school resumes at CCC. The south property will be developed during Phase II. Jim Brown stated that there were a lot of small issues with this property that already exist. The applicant agreed stating that these issues, access, landscaping and parking will be remedied in future phases. Commissioner Helbling inquired into designing the building to fit in with the new apartment development. The applicant stated that they are trying to keep Phase I a little lower and more residential in feel because of height and materials. Phase II will be a bit larger and then the chapel, Phase III, will be accented with concrete tilt panels that reveal score lines to help break up the panels. Helbling suggested as this phase progresses that they keep the other side of the street in mind as it could enhance the area and remove the stark contrast. Darren stated that this design is similar to the commercial property just across Second Avenue. The shape has similar wall heights, gables and architecture.

#### **PROPONENTS:**

**Ron Berg** stated he lives right across the street from the church on Third Avenue. He is in support of the project and is excited about the landscaping plan and the people involved in establishing it. Mr. Berg stated he also represents the church building task force. He feels their proposal is compatible with the neighborhood and useful to the church.

**Jerry Rothe** stated his property joins the church property on Third Street. He is also a member of the church building task force. He stated he is very much in favor of

the construction.

No other proponents, no opponents, hearing closed.

Commissioners discussed adding a buffer along Third Avenue, consolidating access and improving onsite-parking circulation.

Commissioner Tessman made a motion to approve DR 04-06 as written. Motion was seconded by Commissioner Ewert and approved 6-0.

**SUB04-05 Dupont** The applicant seeks approval to subdivide one 12.85 acre parcel into 30 buildable lots of approximately 8,000 – 15,000 SF. One existing house is proposed to remain on a newly created parcel at the end of NW 8<sup>th</sup> Way. The applicant proposes to provide street access by means of a forty-foot wide public right-of-way extending from N Ash and N Aspen Streets. The application meets zoning and comprehensive plan designations of R-1 Low Density Residential.

Chairman Brown read the public hearing format. When asked if any Commissioner had a conflict of interest, Commissioner Molamphy stated he was within the 500' zone and had received a notice in the mail. He stated he had not formed any opinion on this application and he has also no financial interest. No other conflicts were expressed. Commissioner Molamphy stated he intended to participate in the hearing. When asked if any Commissioner had ex-parte contact. Commissioner Manley stated he had visited the site and had not formed any conclusions. None other were stated. No questions were asked of the Commissioners.

Darren Nichols summarized the staff report. He stated this applicant is by Paul and Susan Dupont seeking approval to divide a 12.85 acre parcel into 30 buildable lots. This tract is undeveloped and is approximately 24,000 square feet. The existing house will remain on a newly created parcel within the proposed subdivision at the end of NW Eighth Way. Other access is proposed by means of 40' wide public streets from N Baker and N Ash. The parcel is located on the east bank of the Molalla River immediately to the north of Knights Bridge Road. The site includes approximately 1200 linear feet of river frontage, that river frontage includes four acres of steep bank. That river bluff contains evergreens and deciduous trees as well as low growing vegetation on slopes which are up to and greater than 45 degrees. The proposed lots are to be constructed on the gently rolling sites on the top of the bluff. The property to the north, east and south are all zoned for R1 Low Density Residential. The property to the west across the River is outside the city limits and outside the UGB. Those properties are zoned by Clackamas County for Exclusive Farm Use and should not be impacted significantly by this development.

The subject parcel is located immediately to the northwest of an existing development, Lillian's Meadow. The proposal shows an extension of existing streets, which would create a uniform neighborhood. It would create a loop connection through the subdivision as well as a small cul-de-sac to the north of the existing home. The applicant proposes a 40 foot wide public right-of- way which would include 36 foot wide paved streets, 5 foot sidewalks and street trees. The housing on this site is an

approved use of the property. The average lot size not including the conservation easement is 10,250. The average lot size is well over 10,000 square feet.

Darren said some of the issues that needed to be addressed are erosion, fire protection and creating and maintaining an emerald necklace in accordance with the parks master plan. Darren stated that one option would be to create a 15' wide public access easement. This easement would 1) create some security along the top of the bluff 2) minimize the amount of erosion 3) create an automatic setback at the top of the bank that would help to protect homes from any kind of wild fire.

The balance of the lots, not including the steep slope, are located well out of the flood plain on suitable soils for development. It is not involved in any strict agricultural production. The height of the bank ranges from roughly 75 ' to 115 ' above the river.

Darren reviewed the request for comments received from neighbors and service providers. Initially the design called for a fairly deep storm water pond on what is now lot #10 and would have concentrated all the storm water into a fairly deep pond. There were quite a few comments that came back that didn't show that to be a favorable system and so the applicant is proposing now to concentrate storm water infiltration into a series of drywells at the first corner of north Ash Street. According to city engineer this would be a favorable solution if it receives DEQ approval. It concentrates storm water infiltration away from the bank and minimizes the erosion exposure without creating a deep storm water pond or infiltration facility.

The Fire Marshall recommended that all the lots adjacent to the proposed conservation easement provide a 100-foot fuel break and a minimum of 30 feet of defensible space. Staff came to a conclusion that it is not realistic to expect homeowners to maintain a fuel break over the top of a steep slope; it would be difficult to enforce. It would also be very difficult to maintain and would increase the potential for erosion with people working on the slope doing maintenance. Staff felt it was not an option. The conservation easement should be maintained at a 50' proposed setback. This is a guideline only. Lots 1, 2 & 4 would be difficult to maintain at that distance. The existing homes would be well within the 50' proposal.

Darren concluded saying that the proposal falls within the goals and policies of the Comp Plan as well as the Land Development Planning Ordinance. Staff recommends with the proposed amended conditions that the subdivision be approved.

Commissioners discussed the utilization of the Molalla River; the area is used by a lot of city residents when the temperatures rise. This could cause a concern for people who live in that area if a fire were to start and breach the bank. How defensible would it be at that point? How compatible will the development be with those types of uses? How visible will the homes be along the river frontage? John responded regarding the park along Knights Bridge Road. It is a County park and the City of Canby contributes a lot to its usage. John stated he would like to see a park in the long-range plan. The Commissioners also discussed the lot lines, issues regarding flooding and the placement of some of the lots at the south end of the property. Commissioner Manley inquired in lots 1 & 2. Those lots extend into what is proposed for the conservation



easement.

Chairman Brown set ground rules for public testimony. He stated that the discussion would be limited to the merits of the subdivision application and the ramifications of it. The decision on whether the lots should be developed had already taken place. Their decision would be based on the application meeting the 6 points set out in the criteria.

**APPLICANT:**

**Ken Sandblast**, Planning Resources, Land-Use Planning Consultant. He and Pat Sissul, civil engineer, are working with the Dupont's on the proposed subdivision. Their goal in the planning stage was to get as far off the bank as possible. The conservation easement is at the top of the bank; there is no development that is proposed in the easement and no structures, no landscaping, no vegetation removal planned. It is completely out of the flood plain. The County is currently surveying the property, as the County believes the property line runs to the center of the river. The land slopes back after the bank to the east. It was quite natural that the storm water and all the run off goes back to the east side of the site. The utility plan is designed as sedimentation manholes and drywells. The plan is pending DEQ approval. Water from the roads will be collected and put into those drywells. The private system will be used to collect runoff from the individual rooftops and driveways. Runoff from the lots on the bluff would go into an underground system on an easement in the back of lots 28 & 29. The Ash street extension will be completed and will provide two access points and better circulation and connectivity for the subdivision. The cul-de-sac was created for access to Mr. Dupont's home and the three adjoining lots.

Mr. Sandblast continued referring to one of the configurations that the city engineer noted was in the vicinity of lots 25, 26<sup>th</sup> and 27<sup>th</sup>. That is simply a configuration that is attempting to try and get at the 10,000 lot size maximum. Lot #27 on the east edge tends to be more irregular but it also a little over 10,000 sf. Also, between #18 & 19 there is a tract of land. At some point in the future that has been designed so that it can be partitioned into three lots. The services would be right there for the extension of 11<sup>th</sup> as it comes off Ash Street.

Mr. Sandblast then referred to the staff report and focused on the conditions of approval. Condition #7 encompasses both of the big issues, the minimum 50' setback as well as the 15' public access easement. A geotechnical report was done and it indicated that to do a standard foundation for a house it would be a minimum 30' setback from the top of the slope. They do not plan on being any closer than 30'. Lots 1 & 2 do go over the top of the bank. That is because the buildable envelope depth isn't quite deep enough. Those lots would take some site-specific geotechnical work to insure that they were stable. That bank is not quite as high as the rest of the properties. The applicant requests the Planning Commissions support for the 30' setback, both for geotech and fire safety. The applicant met with Ron Yarbrough to talk about his concerns. He would like to see fire resistant building materials and vegetation. He would like to see the yards manicured instead of in a more natural state. The 30' will achieve the same fire protection safety. The applicant does not support the idea of the

public access easement. Erosion and fires safety is a concern and introducing the public down there affects these issues.

Mr. Sandblast referred the Commissioners to the site plan. He reviewed the NE corner at the end of Ash Street. At that point there is an existing platted ten' wide pedestrian access. He stated their configuration not only redirects but also improves it and should provide pedestrian connections through the property. He believes the emerald necklace concept will be difficult to implement and asked the Commission to remove the requirement for a public access easement.

Mr. Sandblast requested the conditions regarding setbacks be amended to require 30' setbacks. He stated that condition #11 had a reference to wetland remediation and the applicant is asking that condition be removed since there are no associated wetlands with this application.

Commissioner Helbling stated that the dry well concept should have a safety back-up plan, in a significant rain event the dry wells can plug up due to biological contamination and fill up. Geotests show that water infiltrates at 12 – 17 inches an hour and then drains to the west into the river.

**Pat Sisul** of Sisul Engineering stated that in addition they have tied the drywells together so that if one has poor soil and does not drain well then the other backs up.

Chairman Jim Brown questioned whether they looked at extending NW 9<sup>th</sup> to the north of Lot #9 instead of creating the cul-de-sac. Mr. Sandblast stated that Mr. Dupont had talked to owner of tax lot #1500 behind 7, 8 & 9. He is the owner of the existing house on the south end, the wider part of the triangle. He stated that they could not get a road through because of the house; there is the possibility in the future there might be a property line adjustment to integrate that into Lot 9 or even 8. Brown stated this leaves some rough edges along this diagonal. He questioned their intent to come back and clean up the edges of the ownerships? For example, extend NW Baker. Another example is on lot #2 in the adjacent development. Is that somehow going to get linked and create a full lot? Mr. Sandblast responded saying what they tried to on lot #27 was dedicate what is an irregular shaped right of way. Lot 2 has a partial easement access because it did not have any frontage. The irregular shape dedication was an effort to give lot 2 frontage across its entire shape, even though it's a diagonal.

#### **PROPONENTS:**

None.

#### **OPPONENTS:**

**Curtis James Rice** questioned the exact location of what is referred to as a 40' public right of way extending from North Ash to North Aspen Streets. There is confusion over where the access will be. It was determined by Darren, John Williams and the Planning Commission that there were a number of errors regarding the streets referred to and whether these streets were NW or N. Jim Brown stated that any errors

in the staff report will not become part of the record and will be corrected. Another party, who was not identified shared the same concerns as Mr. Rice on where this right of way was located.

**Richard Sutter** questioned the dispersal of the rainwater. He was not aware of the revised plan and would like to know where the drywells will be placed. Mr. Sutter stated he is a contractor and deals with flooded crawl spaces. His property is across the street from where the pond was going to be and is seven feet lower. He is concerned that his crawl space will flood during the winter months. He stated he has no objection to the proposal; he just wants to have proof of where the drywells will be so that he can be assured that his crawl space will not flood. John William stated the PC looks at the design of the lots, the traffic, the landscaping, etc. If approved, the next stage is to work out the details with the utility providers, the sewer department, the DEQ and Canby Utility. John stated that the project engineer should be able to answer the questions to the Commission's satisfaction.

**Shirley Kimlinger** states her home is beside lots 1 & 2. Her concern is building homes on the small lot to the south. She stated she had been to the Planning Department prior to the purchase of her home and had been told that this lot was too small and too close to the riverbank to build on due to erosion concerns and overhanging trees which could be a fire hazard. She had taken this information and felt that she was purchasing a home that would remain on a quiet dead end street. She would prefer that no homes be built on the southern part of the proposed subdivision. Chairman Brown stated that this property had been zoned R1 for over twenty years. John stated that Darren had recommended in his staff report that lots 1 & 2 be combined, the applicant had agreed.

**Lucy Freeman** states she has concerns with traffic near her home. Aspen Court is one block west of Birch and it is the first access to Knights Bridge going to Interstate 5. There already is a lot of traffic on her street accessing Knights Bridge and she has concerns that this subdivision will bring more. Additionally she expressed concern with construction traffic using Aspen Court. She was referred to the Traffic Safety Committee as an alternative to address her concerns. John Williams agreed that her suggestion of using an alternative route by construction traffic was valid.

**Dick Colenso** representing Canby Grove Conference Center for which he is the chairman of the Board and the Executive Director. He stated that they do not oppose the development but have some concerns regarding lots 1 and 2 being so near the center that they would intrude upon the peace and quiet of the center. He stated they are also concerned regarding fire hazards due to this development.

**Bruce Labaron** stated he has concerns regarding lots 1 & 2 and the "Safe Harbor Act"; which draws a line at 90 degrees from the high water mark and then goes back 75 feet. Where does that leave these houses? Darren says the mark is half way up the slope. Mr. Labaron said every agency he talked to have a different interpretation of the high water mark and questioned where he could get accurate information.

## **REBUTTAL:**

**Mr. Sandblast** clarified the drywell system and pointed out their locations.

**Pat Sissul** added that their plan was to restrict any infiltration within 200' of the river. Lots 1,2,3,4, 5, 6 and a portion of 7 would fall within that 200' line. Everything that is closer than 200' to the top of the bank will have their roof water hard piped to some other to the back of lots 28 & 29. Those lots beyond the 200' dimension would have the standard roof drain systems. They are attempting to keep roof water and street water separate. Roof drain water will go to a private system, maintained by a homeowners association. Street water will go to public drywells. Drywells will be located on lots 28 & 29 and Baker Street at the corner. The geotechnical report requires that infiltration rates be confirmed at the time of construction. Their intention is to test it out in the field at that time.

Mr. Sandblast explained the measurement of the 75' setback is shown on the plan, it is measured vertical and is a true 75' setback and lots 15, 16 & 17 there will be over 150' setback.

Mr. Sandblast stated they would accept and adjust for Mr. Rice's concerns regarding driveway access for lots #1, 2 & 3. This access would come from NW Eighth Way effectively making Mr. Rice's house a dead end driveway.

Mr. Sandblast he would like the record to reflect they do not believe there is legal basis for requiring the public access easement. Chairman Brown clarified that the applicant was making a claim "asking for the public access easement represents a "taking in Dolan"". Mr. Sandblast further stated that the staff report failed to explain the essential nexus as required by the Dolan case.

Mr. Sandblast stated he had requested Ron Yarbrough send an e-mail to confirm the statements he had made to the applicant. Darren stated they had received an e-mail from Ron that had come into the office that afternoon indicating that he thought that the plan was for a 50' easement. Mr. Sandblast requested a copy of this e-mail.

Closed Public hearing. Chairman Brown proposed that this application be continued for a few weeks. The other commissioners agreed stating that they would like further information and clarification on such issues as setbacks, measurements from the center of the river, storm water dispersal, emerald necklace concept, essential nexus.

Chairman Brown would like to have the City Attorney, look at the nexus issue and the public easement in relation to that. Brown also requested information on lots 1 & 2 and the required setback. It was agreed to continue the hearing until August 9<sup>th</sup>, 2004 at 7:00 p.m. The applicant and public can respond to any new information presented.

## **V FINDINGS CPA 04-02/ZC04-03 Perman**

A Motion was made by Commissioner Ewert and seconded by Commissioner Tessman to approve the Findings, Conclusion and Final Order for the Perman CPA/ZC. Commissioner Manley pointed out an error in the text, motion amended to reflect the correction. The motion is to deny the zone change. All in favor, approved 6-0.

## **VI DIRECTOR'S REPORT**

John Williams reported on the Arndt Road project. The project budget is \$17M. The council likes the project and would like input from the Commission. The question is what will have to be put on hold in order to fund this. Projects that could be delayed are the signal at Township and Ivy, Ivy Elm and 99E improvements and resurfacing Knights Bridge Rd. The Arndt Road Project includes extending 13<sup>th</sup> through to Berg Parkway.

Commissioner Tessman suggested a joint meeting between the Commission and the Parks Advisory Board. Chairman Brown agreed citing a discussion he had with the Chamber regarding the downtown master plan and other policy decisions. The Commissioner agreed to call the Parks Board and set up a meeting.

## **VIII ADJOURNMENT**

# MINUTES

## CANBY PLANNING COMMISSION

7:00 PM January 24, 2005  
City Council Chambers, 155 NW 2<sup>nd</sup>

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### I. ROLL CALL

**PRESENT:** Chairman Jim Brown, Commissioners John Molamphy, Tony Helbling, Geoffrey Manley, Randy Tessman, Dan Ewert and Barry Lucas

**STAFF:** John Williams, Community Development and Planning Director, Darren Nichols, Associate Planner, Carla Ahl Planning Staff

**OTHERS PRESENT:** Roger Skoe, Alan Gallagher, Ed Netter, Sharon Hughes, Rita Schmeisor, Steve Hughes, Gertrude B. Miles, Phil Dalley, Tom Butler, Susan Gallagher, Ester Green, Al Green, Cat Sumrain, Betty Brockman, Luella Moyer, Brenda Mootz, Jeffrey Mootz, Nelda Carroll, Leonard Walker, Cindy McGraw, Faith Bowerg, Leona Palma, Rita Stilson, Arthur Turnquest, Dorothy Turnquest, Evangeline Moir, Dorothy Ferguson, Tom Scott, Craig Morris, Duane McMartin, Betty L. (Spelling Unclear) and Fred (Spelling Unclear)

### II. CITIZEN INPUT

None

### III. PUBLIC HEARINGS

**ANN 04-07 McMartin Farms** The applicant seeks to annex five tax lots containing 32 acres south of HOPE Village. The parcels are located between S. Ivy and S. Fir Streets bordering the Molalla River. If annexed the applicant proposes construction of 55 single family homes, 41 townhomes and 118 apartments on lots zoned for Low, Medium and High Density Residential development.

Chairman Brown read the public hearing format. When asked if any Commissioner had a conflict of interest, none was expressed. When asked if any Commissioner had ex-parte contact, none was stated. No questions were asked of the Commissioners.

John Williams stated that in December the City Council had a workshop to address the 3 year needs requirement for annexation. It was decided that the 3 year supply is a ceiling and the Commission should consider there is a need if there is not a 3 year supply available. The Council also decided that only platted

lots or approved units should be included in the calculations, so land that is annexed but not subdivided should not be counted.

Darren presented the staff report. There are 5 parcel equaling 32 acres of vacant farm land, he explained that there 3 lots inside the City's UGB and 2 smaller parcels along the river which are outside the UGB which will be dedicated to the City for open space.

Darren explained the higher density development will be to the north of the property going to medium in the center of the development and low density along the river to the south.

Darren explained that the applicant has submitted a comprehensive design for a subdivision, if the property is annexed the applicant has proposed a development plan with a mixture of housing types and densities. The discussion tonight is only in regards to the annexation application, the question for the Commissioners tonight is whether this property should or should not be added inside the Canby City limits.

Darren stated that adjacent properties all the way around are outside the City limits, the applicant is proposing to annex the portion of S. Fir St. which lies between HOPE Village and the northern part of these parcels to become contiguous to the City. Darren stated that there would then be access available from S. Fir St. as well as from S. Ivy.

Darren stated that staff has recommended the Planning Commission condition a signed development agreement be accepted by the City prior to any subsequent development which would include a comprehensive master plan showing how everything will be put in place and that guarantees the quality of development before the application is forwarded onto the voters.

John explained an annexation application doesn't get into the details of where streets are located, but the proposed design will tell what direction the applicant is headed in terms of master planning. He explained that Renaissance Homes had provided a development agreement with their annexation application, which met all the conditions that the City placed on them, it was then sent to the voters and if it had been approved, the agreement would have been recorded.

Mr. Brown explained that the discussion tonight would be on the appropriateness of the annexation. The Planning Commission will require that a master plan be created with public input, the design that the applicant has submitted gives an idea of what the applicant's intent is, but it cannot be relied upon and would not be a part of the application if approved.

Darren explained the property has 3 different annexation priority designations. According to the comprehensive plan and the adopted growth

phasing strategies, property designated "A" would be annexed prior to "B" and "B" would be annexed prior to "C". Mr. Brown questioned if the application has to provide a special benefit to the City, how can that be determined if the plan the applicant has proposed cannot be discussed. John explained that the willingness of the applicant to enter into a development agreement which would guarantee a master plan be created with a public input process, is a benefit.

Darren explained that the special benefit would have to be something that would not occur if the phase pattern was followed. He stated the fact that the applicant is bringing in 32 acres for review gives the City the opportunity to master plan the development, giving more assurance of how this will develop than if it was brought in a few acres at a time.

Darren stated that public facilities and services have been deemed adequate upon development, which means the applicant will make improvements necessary to provide access to the parcel.

Darren stated that upon development there would be approximately 17 acres of R-1 low density residential land, 7.25 acres of R 1.5 medium density and 7.25 acres of R 2 land. The applicant is proposing 57 single family homes, 41 townhomes and 118 multi-family units. Darren stated that when the area of the bluff and the square footage of the parcels that are outside the UGB is subtracted this meets the comprehensive plan.

Darren stated that staff tracks residential land according to each individual zones. The R 1 supply is approximately at a 2 year 1 month supply, this annexation would bring in about a 6 1/2 month supply for a total of a 2 year 8 month supply which would be just shy of the 3 year supply. He explained that this is the first time that R 1.5 land supply has been tracked. There is currently a 1 year 9 month supply, this annexation would bring in a 2 year 11 month supply bringing the available land to a 4 year 8 month supply which is above the recommended amount. The R 2 land supply is estimated at 2 years 7 months, this application would add about a 27 month supply for a total of 4 years 10 month supply.

Darren stated the comprehensive plan encourages growth in areas where land is fragmented into small parcels and not conducive to productive agricultural use. There are a couple of large parcels that are dedicated to agricultural use and 3 very small fragmented parcels.

Darren explained that the only wildlife habitat is the area around the river and bluff. The applicant has proposed donating those 5 acres to the City as a part of the Emerald Necklace. Mr. Brown questioned how much of the 5 acres is useable for the development. Darren guessed that half of the 5 acres would be developable.



Darren explained that the City Engineer and the Public Works Supervisor agree that sewer service would be difficult to provide since existing sewer is not adequate in that area. The applicant would be required to participate in or install a lift station to serve their parcels and connect to City services to the northeast. ‘

Mr. Brown questioned the Public Works Supervisor’s comments. Darren read the comments and explained that the existing lines at S. Fir or at S. Ivy could not serve this annexation. It will require installation of sewer line and a pump station that would serve not only their property but the property on the other side of S. Ivy also.

The Traffic Safety Committee Chair expressed her concerns about traffic impacts of the development, especially noting that there are traffic and pedestrian issues already existing that would be compounded with this development. The traffic study stated capacity is not an issue and could handle the amount of traffic generated but what is an issue is the access location as far as safety onto the highway and the volume and the impact it would have. The traffic engineer recommended a master plan to help iron out those issues.

Darren introduced written comments that had been received.

**Jerry Barkman**, Director of HOPE Village wrote regarding concerns that the original application had that showed their new streets connecting with HOPE Village, that proposal has since been withdrawn and the streets connect with Ivy and Fir.

**Robert Ruby** was concerned that how this project would negatively affect the quality of life in Canby.

**Al Green’s** concerns were the loss of farm land, loss of open space, the view for the residents of HOPE Village, the strain on City maintenance budgets and the potential of higher taxes on Canby residents.

**Hazel McQuire** had concerns regarding traffic and other perceived density problems and that the subsequent development might not be in keeping with the high standards of HOPE Village.

**Vivian Ward** stated that no additional residential land was needed on S. Ivy or S. Fir.

**Caroline McFarland** stated that the rock heavy clay soils are poor for farming and believed this annexation was a natural extension for the City. She believes Canby has a need for affordable homes and appreciated the applicants proposal to build row houses with lots of open space.

**Alan Gallagher** expressed concerns regarding the overall impact of the development on existing housing density, the environment, the quality of life and concerns regarding the notice requirements.

Darren explained that the property is currently used in agricultural. A portion of the property is designated as priority "A" for annexation and can be served by services upon development. The Comp Plan talks about the need for housing in Canby and this land has been identified as land that is intended to be developed. The remaining properties are designated priority "B" and "C", but staff has concluded there are special benefits and that there is a need for the housing.

Darren stated that the access is adequate to this site and with road improvements capacity is sufficient. Adequate public facilities and services are available with the exception of sewer this issue would require further discussion.

Darren concluded, with zoning to be put in place according to the Comprehensive Plan, the creation of a master plan and that the applicant signing a waiver of all Measure 37 rights and claims, staff recommends approval of the application.

Mr. Ewert stated that the need for the pump station is obvious but he questioned if the sewer lines are sufficient to handle the development. Darren explained that the sewer lines on Ivy and Fir are at capacity now. In order to provide sewer service to these properties they would need to connect with Redwood and 13th St which is served by a line that is 50% larger. But this would involve quite a bit of piping and a lift station to get there. John explained that any development in this area would require a connection to the Redwood Street system since this area is old and at capacity.

#### **APPLICANT:**

**Craig Morris** stated he was part of the team helping the McMartins put this project together. He explained that the McMartins have put a lot of thought and consideration into this project and have received a lot of public input. They believe they have a development that will benefit the City.

**Dwayne McMartin**, stated he was the spokesman for his family. There has been a lot of time put into this to try and benefit the City of Canby, including a lot of open spaces, reductions for speed controls and consideration for seniors.

**Ken Diener**, Agent for the applicant addressed Commission. He stated that this application fits the Comp Plan expectation in density but this project doesn't have strips of R 2, R 1.5 and R 1. They have created a plan where the housing is developed around the green spaces.

He presented a Power Point presentation which showed the proposed development in a 3-D model. He pointed out the many open spaces, multiple plazas, traffic calming devices, a proposed time capsule plaza, an overlook on the bluff, significant tree plaza and multiple courtyards which double as storm drainage areas.

Mr. Diener explained that there is a parcel that is owned by someone who lives across the river and is not a part of this application that lies between the McMartin property and S. Ivy.

Mr. Diener stated they do not plan to remove any trees on the bluff. He explained that this application is not proposing suburban backyards that will impact the sensitive hillside. Twentieth Way will act as a buffer for the bluff and provide pedestrian access to the overlook.

Mr. Diener stated that the Parks Director had suggested placing a tot lot to the north to accommodate grandchildren visiting at the senior apartments. He explained that in the development agreement this high density would be dedicated as senior housing, they are also looking into Section 8 process. He stated there is a tight market for senior housing and a waiting list for HOPE Village so he believed this would be a benefit to Canby.

Mr. Diener stated that as part of the master plan the applicant is looking at raised street sections where the street is lowered with a little rise from the front of the yard, front porches. Garages for the single family units will be off alleys so there won't be cars interrupting the sidewalk along the main street.

Mr. Diener believed the benefits of this development were the creation of a master plan and bringing the utilities down Fir and Ivy. He explained that the applicant is aware of the need for the lift station and an oversized line to 13th and Ivy. He stated another benefit would be further improving access for neighboring lots.

Mr. Diener stated that even though this is large agricultural parcel it is not a sustainable farm. It has been leased to a hay grower and it barely pays the taxes, so there is no income from the property.

Mr. Diener explained the area has no neighborhood association in this area, but they had a meeting to get the neighbors input. One of the issues discussed was the sight distance on Ivy, the location of the access street would be worked out in the master plan process. There was a consensus that if this property was brought into the City they would request the County to reduce the speed limit to 35mph starting at the bridge.

Mr. Brown asked if the applicant was proposing an age restricted community. Mr. Diener stated they were, for the R-2 high density. Mr. Brown questioned the square footage of the single family homes. The applicant explained that these will be little lots with 1920 and 1930's craftsman style homes, with smaller homes from 1,000 to 1,200 square feet and on up to 3,000 square feet homes.

Mr. Brown questioned if the purpose of the alleys were to accommodate the smaller lots. Mr. Diener stated the applicants want to improve the aesthetics, get the traffic off the roads and not having parked trucks hanging over into the sidewalks, the intent is too encourage pedestrian traffic.

Mr. Brown questioned where the kids will play. Mr. Diener stated that there are backyards and a lot of open space where kids can kick soccer balls and throw footballs.

Mr. Brown questioned why people should vote for this annexation when so many annexations have failed recently. Mr. Diener stated that as far as he knew no applicant had offered park space, green space or open space, just house after house. He believed that if the neighborhoods had character, people would like it better. Mr. Brown questioned if the McMartins would build the development. Mr. Diener explained that they might sell a percentage of the lots, but there would be a strict plan.

Mr. Ewert asked for an explanation regarding the Section 8 housing. Mr. Diener explained that there is a very high demand for low income housing and for senior housing. He stated they are trying to figure out a way to get some low income housing that is subsidized by the government for one of the multi-family complexes.

Mr. Ewert questioned if staff was aware of the Section 8 issue prior to the staff report. Darren stated that there was a discussion regarding the possibility of part of the development being age restrictive, but not about the Section 8 issue. Mr. Ewert questioned if part was designated Section 8, how would it affect the build out for that type of development. Darren explained that prior to this, HOPE Village had been excluded from the need analysis, he suggested a discussion between the Planning Commission and the City Council to decide what would be appropriate. John added that when the UGB is updated the State will be making sure that senior housing is included.

Darren explained that the applicant is proposing a 118 unit apartment complex, the waiting list at HOPE Village is currently 105 and growing. Mr. Brown stated HOPE Village is different than this because it is a Continued Care Residential Community.

Mr. Tessman stated that he knows someone who waited on the list for an apartment at HOPE Village for over 4 years. Mr. Diener stated an other benefit is this will be a multi-generation community, so Grandparents could live close to their families. Mr. Ewert stated that a similar development that created smaller lots was allowed at the Rackcliff House but it didn't work. They came back about a year later and had it changed to regular housing.

Mr. Helbling clarified that the houses will not be considered for senior housing, just the apartments. He stated that there is no guarantee that the plan will be anything like what is presented. Mr. Ewert agreed and added that the funding issue for the Section 8 housing might not happen either.

Mr. Ewert asked if the applicant is willing to be a participant in bringing the utilities into the area. Mr. Diener stated that is part of the benefit of bringing in priority A, B, and C together is that there is enough mass to generate the income to justify extending the utilities.

Mr. Diener stated that the average lot in this subdivision would be 6,000 square feet, the average lot in Portland is 5,000 square feet. Mr. Ewert asked if this project would be similar to the development around Fairview, with older style homes. Mr. Diener stated it would have that kind of flavor.

Mr. Ewert clarified that the applicant is willing to expand facilities not only for your development, but also for the developments that fall in between. Mr. Diener stated that he couldn't promise the entire drainage basin, but they would bring the utilities down Ivy, put in the lift station and oversized lines to connect to availability along 13th.

Mr. Lucas questioned if there will be curb side parking as well as the alley parking. Mr. Morris explained that there is a skirt beside the garages that would allow for parallel parking but there would be no on alley parking.

Mr. Ewert asked if the areas that were mentioned for children to play in included the areas that are intended for storm water retention. Mr. Morris explained that each of the areas intended for drainage will be constructed with "grass-crete" a driveable block that is permeable and built like sand filters. Mr. Morris hoped that as the development grows the open areas will be used in the same way that Wait Park is, with the community gathering there for concerts and group activities.

## **PUBLIC INPUT**

Mr. Brown explained that the Comprehensive Plan has designated this area for development for over 20 years. So the 10 criteria for annexation are the issues that the Planning Commission must look at.

## **PROPONENTS:**

**Andy Bennet**, stated he supports Craig Morris with this application. He has looked at the plans and had his questions answered by the development team. He believes they have taken a lot of time and have placed a lot of value on "family". With his friends and other family members looking to move to Canby this is an attractive alternative, it has multiple densities, and is laid out very well. He believes that Canby needs housing alternatives, there is not a lot of affordable housing at this time.

**Sharon Hughes** stated that her Mother is Rita Smietzer who owns one of the lots on Ivy St. that is not part of this application. She stated she was in favor of this application and that it looked like a great plan. She was concerned about the traffic and thought a traffic study should be done. She explained traffic makes it difficult to pull in and out of her Mother's home.

Mr. Brown asked Darren to explain the traffic study that was done. Darren stated that the sight distance on S. Ivy St. is short about 150' because of the speed at S. Ivy. He explained that in that location Ivy makes a bend and then drops down the hill. He explained that where the applicant proposed the access it was difficult to achieve the sight distance to the south with speeds at 55 mph. If the speed was reduced to 35mph the sight distance could be achieved. He explained that this issue would be looked at with the master plan.

Mrs. Hughes stated for the record that the McMartin's had made an agreement they would make her Mother's access closer to the development so it would be easier for her to get out safely from her driveway.

**Tom Butler**, stated he was a new resident of Canby and owners of the new Canby Pub and Grill. He stated he has seen the plan that the applicant had presented and thought it was a wonderful plan. He asked if the Commission could force the developer to build the development like they proposed. The home he purchased had only been on the market for half a day. They purchased it because there are not a lot of choices in Canby for the type of home they wanted. He believed Canby would be proud to have a community like the applicant has proposed.

**Ed Netter**, believed there is a big need for affordable housing whether it is for seniors or anyone. He stated people want their master bedrooms on the main floor. He stated that the apartment, condo, townhouse homes with the master bedroom on the main floor is a option for people who do not want to have to move again.

Mr. Netter liked the idea of annexing this as a large parcel to allow it to be master planned. He believes it would be a better project than if it was annexed piece by piece.

Mr. Netter appreciated the fact the applicant has gotten a lot of neighborhood input. He liked the fact they weren't putting huge homes sticking out over the bluff, and were basically given the bluff to the City for citizens to enjoy.

Mr. Netter stated a lot of people walk along the streets around this area and that this project would increase the area to walk in. He liked the fact there is a lot of greenspace between homes. He believes that there is a market for all types of housing in Canby and this subdivision would address that need, and the the Commission should send this application on to the citizens to vote on.

Mr. Brown questioned why, from an economic standpoint, a developer would put a 1,000 square foot home on a lot that he could put a 2,800 square foot home on. Mr. Netter stated it could be a price point, so it would be in a different price range. Mr. Brown asked if they were having problems selling 2,800 square foot lots at this time. Mr. Netter stated he didn't have any lots big enough to build a 2,800 square foot home on. Mr. Brown stated his point was that there is no guarantee that the development would be built out like this and not \$300,000 homes. Mr. Netter stated they could make million dollar homes there if they wanted to but he believes that it is a good thing for Canby that they didn't.

#### **OPPONENTS:**

**Nelda Carroll**, resident of HOPE Village expressed her concerns that this development would negatively impact the quality of living for residents of HOPE Village by increasing air pollution caused by the increased traffic, and that there will be an increase of noise from children playing and cars with loud radios.

Ms. Carroll believes that there would be increased danger for citizens of HOPE Village from reckless children riding their skateboards and bicycles through the campus, using it as a shortcut to school. She stated that HOPE Village has a strict no pet policy and believes the pets from this development would create a nuisance for residents.

Ms. Carroll believes that this development would put a strain on the school system. She also did not believe there were enough jobs in Canby and that people from this development would commute to Salem and Portland which would create latchkey children leading to increased vandalism and car prowls requiring more police to protect the area. Ms. Carroll stated she knew that this property would be annexed at sometime, but their peaceful enjoyment of their homes would be lost

**Suzanne Wolf Gallagher**, stated she grow up on the property at the head of the bridge and across the river. She believed the development looks nice but there are some concerns that need to be addressed.

Ms. Gallagher stated that the traffic is difficult at this time and increasing traffic would make the situation worse. She stated that the McMartins have removed a lot of trees from the top of the bluff and questioned if the slope will be stable.

Ms. Gallagher stated that there has been no discussion with her family regarding the emerald necklace crossing their property. She did not think that her Father would just grant access across his property.

Ms. Gallagher had major concerns about policing the public access at the bridge to the river. She explained how bad the situation was. There was a huge amount of garbage, the area had been used for a dump for old appliances. She stated there had been gang activity with tagging, guns, drug use and parties. She explained that they placed a gate at the top of the road and stopped people going down there, implemented a no dogs, no fires and no alcohol rule. She believes that if this development goes through and the trail is open no one would be able to police the area and it will go back to the way it was.

**Theona Palma**, stated she lives at HOPE Village and stated her concerns that her quality of life will be adversely affected by this development. There will be increased noise, traffic, children, garbage and the mess from dogs and cats. She asked who would be responsible for cleaning the mess on HOPE Village from this development. She believes the safety of the residents of HOPE Village would be negatively impacted.

**Bob Reynolds**, stated he lives across the river from this development and is the President of the Molalla River Improvement District. He believes that if the development goes in as proposed it would be a landmark for the City. He believes the reduction in the speed zone would improve the safety of the access for this development and for existing residents.

Mr. Reynolds explained the MRID has spent a lot of years working on improving the Molalla River. They would like to have salmon back in the river someday. He explained that the pollution is not bad, but the river is too warm. He was glad that the storm water would not be directed to the river but the overlook would require that trees be removed, this would allow dirt from the bank to reach the river, MRID would suggest that they not put in the viewpoint and just have a path with benches to look at the river.

**Robert Inman**, resident of HOPE Village questioned how long the project would take to develop. He stated that Fir St. is narrow and asked if it would be improved, he expressed his concern that the construction equipment park along



Fir and 13th makes it a dangerous corner. He asked if a Home Owners Association would be created.

**Art Turnquist**, resident of HOPE Village believed that this application did not meet the criteria that was needed since it would impact open space, it would urbanize agricultural land, it would overburden public services (sewer).

Mr. Turnquist was also concerned about added air pollution from car exhaust, smoke from fireplaces and noise pollution from kids, boomboxes and skateboards. This would have an adverse affect on the residents ability to enjoy the serene world they expected when they purchased their homes.

**Alan Gallagher**, Vice President of the Molalla River Improvement District addressed the Commission. He complimented the McMartins for their plan and their attention to the community. He requested that if the Commission approves this application they would condition storm water not be diverted to the Molalla River. The improvement district has easement rights for the protection of the river in the deeds along the river, if this is approved he would like to have further discussion to assure the continued protection of the river. He agreed that safety along the river had been a big problem in the past.

Mr. Gallagher did not want the type of development that he sees Tofte Farms and would like to see it developed as the applicant has proposed. He stated that the there has been a lot of thought put into the logic behind the priority system and believed that there could be orderly development using that system.

Mr. Gallagher stated that if good farm land was going to be urbanized there needs to be additional extra benefits to the City. If this property was annexed it would take the City over the 3 year ceiling of buildable land.

Mr. Gallagher did not believe the bluff should be developed since it is outside the urban growth boundary and was unsure it should be allowed for open space for the development. Mr. Gallagher stated that unless the speed is actually slowed down, not just with a sign, the access would still be dangerous.

**Betty Alsting**, (spelling?) stated that this development would cause excessive traffic. She did not believe the access onto Ivy would be safe. She stated that Section 8 housing is a complicated process and is not easy to obtain. Ms. Alsting believed that the waiting list at HOPE Village was for the Garden Homes which are home that people purchase.

**David Sharvey**, 8030 S. Vale Garden Rd stated the development looks great, but he has concerns regarding the traffic. He believed that the traffic from this development would also impact the route to I-5 through Lone Elder. He believes development in this area in the next 5 to 10 years will create a bottleneck at S. Ivy and hopes more research will be done.

Mr. Brown explained that 13th St. will extend and connect to Berg Parkway and then connect to Hwy 99E when funds are available.

**Chip Ohern**, 8297 s. vale garden rd. stated he has concerns regarding how the perk tests have been done for this development. He does not think they are being researched properly.

#### **REBUTAL:**

**Craig Morris** addressed the river access and believes the way to keep people from causing problems is to have more people watching the area. The houses that are closest to the river are near the gravel road that goes down to the river. Leaving the bank open will allow people walking the bluff to see what is happening along the river.

Mr. Morris explained that the offer of the bluff for the Emerald Necklace was just for the property they owned and were not offering the Wolf property. He stated that the McMartins are just offering their part of that pathway.

Mr. Morris stated there will be a Home Owners Association established, and they will be responsible for maintaining the open spaces. Mr. Morris addressed the concerns of the HOPE Village residents that beautiful farm land would be taken up by this development, he explained that HOPE Village was built on a productive filbert orchard. He stated that they will plant hundreds of trees with this development which helps with pollution and increases the live ability of the project.

Mr. Morris stated that the construction vehicles that are causing the sight distance problems at 13th and Fir are caused by the construction at HOPE Village. He explained that there is a 165' buffer between their development and HOPE Village and that should alleviate that concern.

Mr. Morris explained that Oregon has a need for Section 8 housing. He stated it is a relatively easy process if you have a good product, the problems are when you are trying take an older home and convert it.

**Elliot Leighton** addressed the Commission he stated that any project or land use application will create problems that need to be resolved, such as traffic, dust, noise, children and dogs. There are remedies for those problems. He hasn't heard anything that negates the annexation. He believes that Canby has much to be gained by this development.

**Ken Diener**, addressed the traffic study that was done and stated the streets have capacity to handle the added traffic and the applicant will be putting in sidewalks and street improvements. He stated that the traffic study is

calculated for 2 cars per unit, but senior housing does not generate 2 cars so the impact would not be as large as the traffic engineer has calculated for.

Mr. Brown closed the public hearing.

Mr. Helbling stated he like this project. If the property was annexed it would bring the buildable lands inventory up and would increase the density. He stated that Jerry Barkman had presented an application at the last Planning Commission meeting and had welcomed the community use of the open spaces at HOPE Village. He stated that most dog owners are responsible for their animals and did not think that dogs would be a problem.

Mr. Helbling asked if the UGB extends to the river or just to the top of the bluff. John explained that the UGB is at the top of the bluff, but the city can own property outside the UGB such as the Willamette Wayside on the north side of Canby.

Mr. Molamphy stated that the application has met a lot of the criteria needed to be approved. He added that the city has leash laws for dogs so they shouldn't become a problem.

Mr. Molamphy stated one benefit to the city is that the applicants are willing to go through the master plan process to create a workable project. He wanted to make sure that everyone understands the sewer situation since a pump station is not cheap and takes up a large piece of land. He agreed that affordable housing is hard to find in Canby and that this project could address that issue.

Mr. Lucas believed this was a well thought out development, and it will serve a need in Canby. He liked the fact that most of the development would be built out by one builder instead of being randomly built by many.

Mr. Lucas stated he was concerned about the traffic and thought the reduced speed limit was appropriate. He was aware of a similar development in Eugene and knew that the units sold quickly.

Mr. Tessman stated he is an advocate of master planning and believed the benefit of being able to create a master plan for this area balanced out annexing priority B and C land.

Mr. Tessman addressed the opponents of this application and stated that people have a fear of what might happen. People who live in Canby want it to stay the way it is. He believed that having it developed with a master plan would be a benefit to the City.

Mr. Tessman believed that if concerns were addressed regarding the sewer issue that this application meets the criteria for approval.

Mr. Ewert explained that he was a strong advocate of the ABC Priority plan, but there are times when a situation warrants being looked at differently. He believed that a master plan is needed for this area and that it would be a benefit to the City.

Mr. Ewert expressed his concern that if this application was approved it would fill up the buildable land need and make it difficult for future applicants to prove need.

Mr. Ewert agreed this is a large piece of land, but he did believe that it was not productive except for providing open space. Mr. Ewert believed that the traffic access was a problem, but that it could be worked out. Regarding public facilities he believed the installation of a lift station would be a benefit to the City. He believed this application complied with all criteria and ordinances and would provide jobs and homes for Canby. As for the dogs, cats, kids and skateboards they are a part of the world.

Mr. Manley believed the area needed a master plan. He explained that the school bond had passed and a new middle school would address the over crowding issue.

Mr. Manley had concerns regarding annexing B and C land, which would put the land supply over the designated need. He believed annexing a portion of Fir St. to create a connectivity to the city was bending the rules.

Mr. Brown addressed the land needs analysis and the shortage of buildable land. He explained that he has wanted to find a lot in Canby to build his own home on and has not been able to do it.

Mr. Brown explained that the ABC priority play was to provide a way for Canby to grow outward in an orderly manner. If an area wanted to annex and did not fit into that plan, the applicant had to show a special benefit to annex out of order.

Mr. Brown explained it would be necessary to bring in a large piece of property to justify the cost of installing the necessary facilities for this area. Mr. Brown stated that there is very little smaller farm land to annex so there are no options but to annex larger pieces.

Mr. Brown that it could be possible that the bank stability and the river quality could be improved through development and it could be a positive asset. He believed that if this annexation was approved by the voters it could affect the price of housing, the supply could go up and the selling time could go down.

Mr. Gallagher questioned if the conditions of this application follow the developer or the land. John stated that it would be conditioned to the land.

It was moved by Mr. Ewert to recommend approval to the City Council of ANN 04-07 with staff's 6 recommendations and including recommendation # 7, to require a senior housing element. Seconded by Mr. Molamphy. Motion carried 6-1 with Mr. Manley voting nay.

## **V. FINDINGS**

### **DR 04-08 HOPE Village**

It was moved by Mr. Manley to approve the findings for DR 04-08 as written. Seconded by Mr. Tessman. Motion carried 6-0-1 with Mr. Ewert abstaining.

## **VI. MINUTES**

### **January 10, 2005**

It was moved by Mr. Molamphy to approve the minutes for January 10, 2005 as amended by the correction of the date to read 2005. Seconded by Mr. Helbling. Motion carried 6-0-1 with Mr. Ewert abstaining.

## **VII. DIRECTOR-S REPORT**

John commended the Planning Commission for the job they did throughout last year.

John informed the Commission there will be two Minor Land Partitions for the next meeting.

John stated that the NE Master Plan meeting was well attended. He stated most people who live in the area do not want the master plan. He explained to them that this is their opportunity to design something that works for everyone in the area instead of having hodge podge development. The next meeting will be in February.

Darren stated the first North Redwood master plan meeting will be held January 27th to look at street designs. The next meeting will be on February 24th to discuss Willow Creek and the final meeting is scheduled for March 24th to review residential and subdivision design standards.

John stated there will be a meeting Wednesday between Urban Renewal, City Council, the Urban Renewal budget Committee and the City Council Budget Committee to do a cash flow analysis for the Ardnt Rd project.

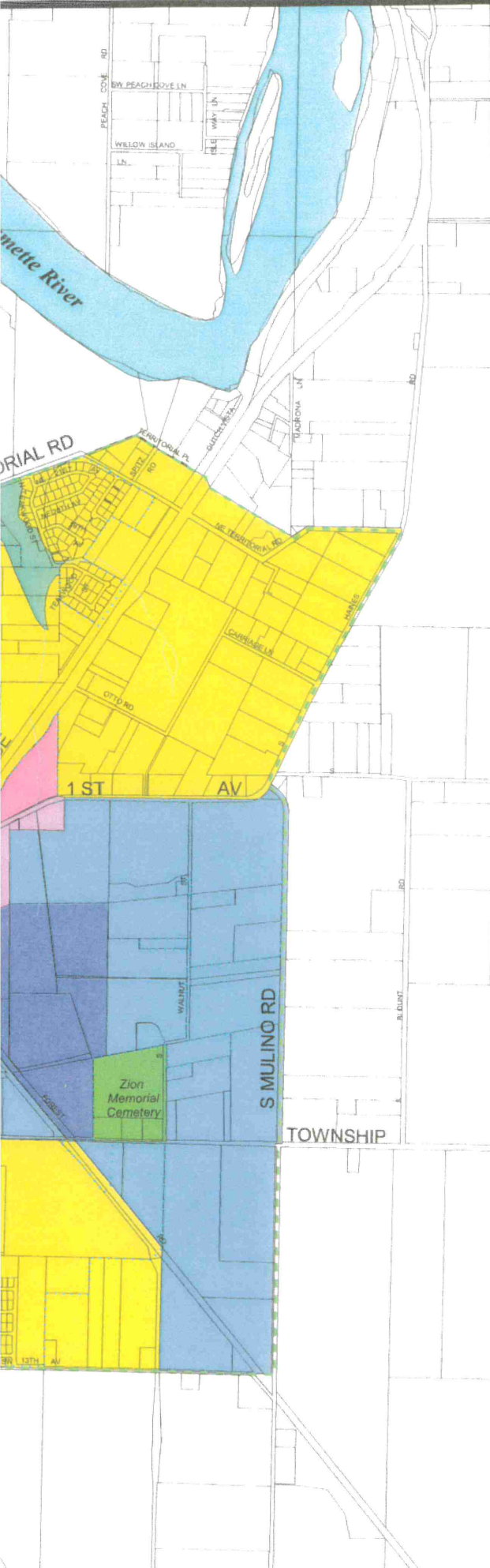
John stated that there has been no Measure 37 applications filed at this time. He stated that nothing will really be known until there have been a few cases filed.

















The Planning Commission requested copies of the live ability survey that was recently completed. John stated he would get them out to the Commission.

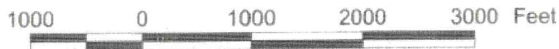
## **VIII. ADJOURNMENT**

# City of Canby

## *comprehensive plan zones map*



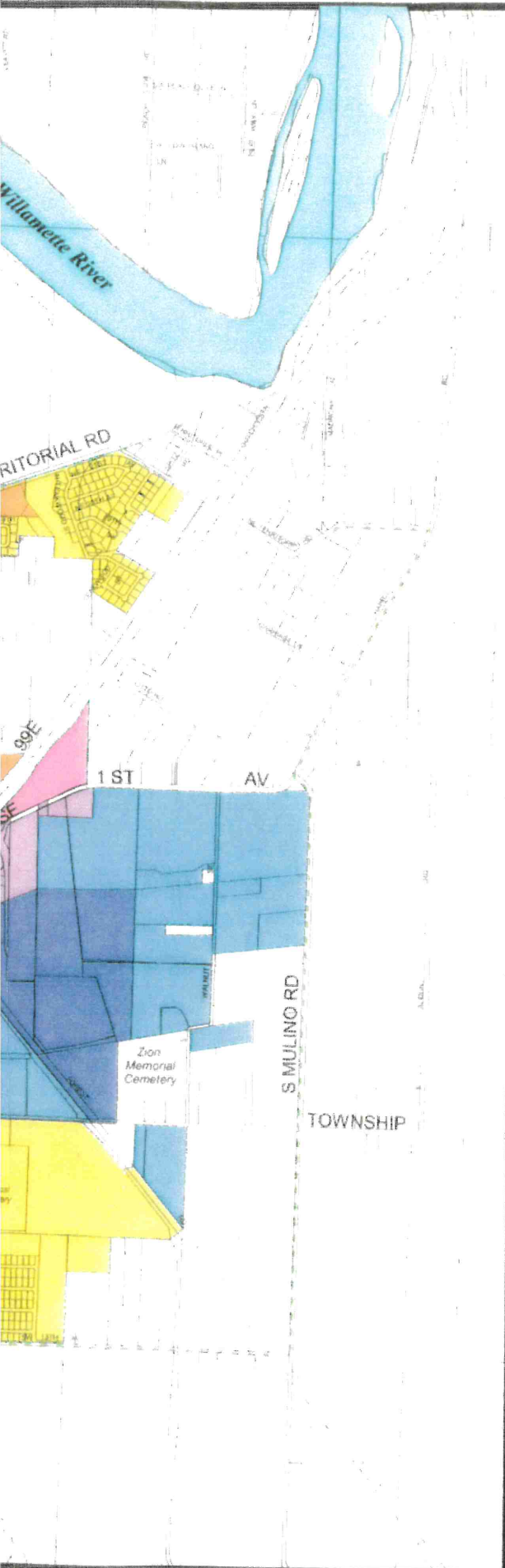
-  Low Density Residential - LDR
-  Medium Density Residential - MDR
-  High Density Residential - HDR
-  Downtown Commercial - DC
-  Highway Commercial - HC
-  Convenience Commercial - CC
-  Commercial/Manufacturing - CM
-  Residential Commercial - RC
-  Light Industrial - LI
-  Heavy Industrial - HI
-  Agricultural - AG
-  Flood Prone/Steep Slopes - FL
-  Public - P
-  Private Recreation - PR
-  City Limits
-  Urban Growth Boundary



### CITY OF CANBY GEOGRAPHIC INFORMATION SYSTEMS

The map and other information have been compiled only for preliminary and general purposes. They are not intended to be complete and accurate for any other purposes. Specifically, this information is not intended to be complete for purposes of land use restriction, zoning, title, size, and suitability of the property for specific uses.

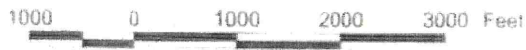
Funding for the 2003 Comprehensive Plan Land Use Map Update Provided by the Oregon Department of



# City of Canby

## *current zoning map*

- Low Density Residential - R1
- Medium Density Residential - R1.5
- High Density Residential - R2
- Downtown Commercial - C1
- Highway Commercial - C2
- Heavy Commercial/Manufacturing - CM
- Residential Commercial - CR
- Light Industrial - M1
- Heavy Industrial - M2
- Agricultural - A
- City Limits
- Urban Growth Boundary



CITY OF CANBY  
GEOGRAPHIC INFORMATION SYSTEMS

This map and other information have been prepared only for planning and advisory purposes. They are not intended to be consulted and used as any other purpose. Specifically, this information is not intended to be used for the purposes of title insurance, zoning, or any other legal or financial purposes.





North Willamette Valley  
Canby · Woodburn · Silverton · Mt. Angel · Gervais  
106 South First Street • Silverton, OR 97381-1610

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January 17, 2005

Notice of Neighborhood Meeting  
Re: Minor Land Partition Application (MLP 04-05)

Dear Canby resident,

Recently you received a letter from the City of Canby's Planning and Building Department. The purpose of the letter was to notify you of a public hearing of the Planning Commission, to be held February 14 at 7 p.m. at the City Council Chambers, to consider an application for a minor land partition. The property in question is owned by the Canby United Methodist Church. The church has entered into an agreement to sell a 7,000 sq. ft. lot to North Willamette Valley Habitat for Humanity. The minor partition is necessary in order to create a legal lot for the purposes of building.

You are invited to learn more about Habitat for Humanity's plans for building a single-family residence at a neighborhood meeting to be held 11 days prior to the Planning Commission meeting, on Thursday night, February 3, at 7 p.m. at the Methodist church (1520 N. Holly St.). The meeting is a regular meeting of the Riverside Neighborhood Association. Representatives of the Canby Area Chapter of Habitat for Humanity (CACHH) and its governing affiliate, North Willamette Valley Habitat for Humanity, will be on hand to answer any questions you may have and provide information about the building project. You will also be able to meet the family that has been chosen as Habitat's first "partner family" in Canby.

Please join us in the Fellowship Hall at the Methodist church on Thursday, February 3 at 7 p.m. if you any questions or concerns about the minor land partition or the building project. Refreshments will be provided. We hope to see you there.

Sincerely,

Tim Gilmer  
Chair, CACHH Leadership Team

Message Phone: (503) 263-6691 • Fax: (503) 874-8521  
Website: [www.mahfh.org](http://www.mahfh.org)  
Email: [general.mahfh@verizon.net](mailto:general.mahfh@verizon.net)

Report on Neighborhood Meeting  
Re: Habitat for Humanity's Minor Land Partition (MLP 04-05)

On January 17, the Canby Chapter of Habitat for Humanity (CACHH) sent out letters informing neighbors of an informational meeting to be held at the Canby United Methodist Church regarding MLP 04-05 (copy enclosed). A list of 30 addresses was acquired from Canby's Planning Department and letters were sent to all 30 addresses. One letter, addressed to Ron and Kathleen Carpenter, 151 NW 14<sup>th</sup> Ave., was returned "undeliverable as addressed." On visual inspection of 14<sup>th</sup> Ave., it appeared that no such address exists. There is a 131 NW 14<sup>th</sup>, but the Carpenters were unable to be located.

Besides sending letters, CACHH notified Riverside Neighborhood Association of the meeting, and Jan Milne, president of the group, e-mailed and telephoned all of RNA's active members informing them of the meeting. Since RNA already had a date set for an existing meeting, the informational meeting was held as part RNA's regular monthly meeting on February 3, 2005 at the Methodist church.

About 35 people attended. Approximately 30 were either members of RNA or Habitat for Humanity representatives. Another five people attended who received the letters.

The meeting was called to order at about 7:10 and Habitat for Humanity was recognized and given the floor. Kim Parker, executive director of the North Willamette Valley Habitat for Humanity affiliate, whose board governs the Canby Chapter of Habitat for Humanity, presented a power point program that explained Habitat and talked about the single family home project related to the minor land partition. A hard copy of the presentation is enclosed in this packet. A front elevation drawing of the house was available for the attendees to comment on.

Following Parker's presentation, questions were taken. A record of all questions and answers was kept. Following are the questions and answers that were discussed that evening:

Q. Will there be just one house built at this location?

A. Yes, the lot will be 7,000 sq. ft. and only one home will be built there.

Q. What about the rest of the land? Will it be built on?

A. The Methodist church has no plans to build other homes on their land or to sell other parcels. There is a church master plan that includes larger buildings for church purposes, but no other

residential buildings (answered by Randy Judson, representing the board of trustees of the church).

Q. What happens if the original family finds it necessary to move out?

A. The house is sold to the family at cost by Habitat with no interest and no profit. At the time of sale, a second note is drawn up for the difference between the purchase price and the market value of the house. A portion of the second note will be forgiven each year. For instance, if it is a 30-year note and the home sells for \$90,000 but appraises at \$150,000, the second note—for \$60,000—will be forgiven at the rate of \$2,000 per year. At the end of the 30-year period (notes can be anywhere from 15 to 30 years depending on the family's ability to make payments), the entire second note will have been forgiven. If the family sells and moves prior to being forgiven the full amount of the note, the amount they still owe on the second note will be paid to Habitat for Humanity to be used to build more homes. In this way, the family gets the appreciation, plus pays no interest, but there is an incentive for the family to stay and pay off the house rather than sell soon after buying.

Q. Are there currently projects going on where volunteer help is needed? How can a person help out?

A. Currently there are no other Habitat projects in Canby. This will be the first house and construction will not begin until approximately late March or April, provided the partition is approved. Other areas in the affiliate territory are available to volunteers (Woodburn, Gervais, Mt. Angel and Silverton) at present. Call the affiliate office in Silverton.

Q. What are the obstacles to expanding the program?

A. Land and money. It is a challenging time, but the affiliate and the Canby chapter are doing well.

Q. Will other projects be built in Canby?

A. Yes, we have purchased a multi-residential lot on N. Locust Street on which we can build as many as four homes.

Q. Do you ever build duplexes?

A. Yes, the Locust St. property will most likely be attached housing, two-story projects. A total of two attached, two-story projects could be built.

Q. Are there other projects ongoing in the affiliate area?

A. Yes, there will be a dedication on March 13 of the first Habitat to be built in Gervais.

Q. If you make a contribution to Habitat, can you specify where it is to be used?

A. Yes, we want to please all donors. You can specify where you want the money to be used. Currently all money raised in Canby will go to the Canby chapter for building in this area.

Q. What about Donald? Is Donald in the affiliate area?

A. Yes, the North Willamette Valley affiliate has just recently re-drawn its boundaries to include areas which have not been served yet: Aurora and Donald, Hubbard, Molalla and other outlying areas (Carus, Monitor, etc.).

Q. What about garages? Does Habitat build garages? Does the City of Canby require garages?

A. No, not as a general rule. Habitat does not build garages unless required to do so by the city. The reason is that for the cost of a garage built in the United States, an entire house can be built to house a family in a developing country. Since 10% of monies raised in the U.S. go to Habitat International, that 10% can build another home outside the United States. We are in the business of housing families, not cars.

No other questions were asked. Canby's first partner family, the Breedloves, were introduced to the audience. Refreshments were served and the Habitat for Humanity part of the RNA meeting was concluded. There were no objections to the minor land partition or Habitat's plans to build anywhere in Canby.

Minutes taken by Carole Penner of the CACHH leadership team and development committee  
Report prepared by Tim Gilmer, CACHH leadership team chair and NWWHFH board member

Area Chapter:  
**Habitat for  
Humanity  
celebrates ...**

**First  
House!**

Prosperity of Canby United

5

- 100,000 homes worldwide in first twenty-five years
- On track to build another 100,000 by the thirtieth anniversary
- The tithe from every home built in the U.S. builds a home overseas
- Active in Tsunami rebuilding effort

### **Affiliation**

Canby Area Habitat for Humanity is a chapter of the North Willamette Valley Habitat for Humanity Affiliate

**Habitat for  
Humanity?**

A national Christian church welcomes people as we build houses in places that lack adequate shelter.

### **North Willamette Valley Habitat for Humanity**

- Established in 1976
- Second oldest affiliate in the state
- The twentieth house is underway
- Total number of people housed: 110

**First Partner  
Family Has Been  
Selected:**

**Breedloves**

**Simple  
Decent Affordable**

Habitat houses are modestly sized -- large enough for the homeowner family's needs, but small enough to keep construction and maintenance costs to a minimum

**Home Owner/  
Partner Families**

- > Check their need; their ability to repay no-interest mortgage; and their work in partnership with Habitat
- > Habitat does not discriminate on religion or ethnic group
- > Family 100 hours of "sweat equity" as partnership with Habitat

**Simple Decent Affordable**

- > Habitat uses quality, locally available building materials
- > Trained staff supervise Habitat house construction and educate volunteers and partner families
- > House designs reflect the local climate, culture and building standards

**What Habitat  
houses like?**

- > S
- > D
- > A

**Simple Decent  
Affordable**

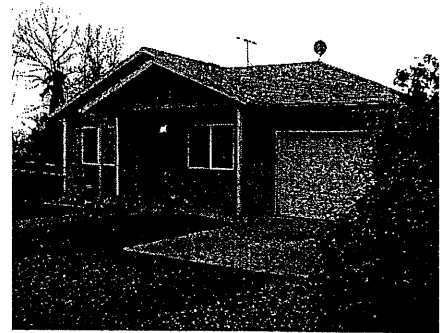
The labor of volunteers and partner families, efficient building methods, modest house sizes and a no-profit, no-interest loan make it affordable for partner families around the world to purchase a Habitat for Humanity house

## ***Habitat Houses in North America***

- Habitat houses in the United States and Canada generally are built using wood frame construction, with Gypsum board interior walls, vinyl siding and asphalt shingle roofs.
- U.S. and Canadian Habitat houses are modestly sized by North American standards -- for example, a 3-bedroom Habitat house may have no more than 1,070 square feet of living space according to HFHI guidelines.



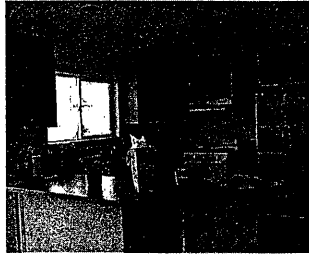
## ***What Do Habitat Houses Look Like?***



## ***Some completed houses in our area***



## ***An Interior View***



## ***Working with Habitat is Fun!***



## ***You Can Help!***

- Construction start target: Spring 2005
- Lots of volunteer opportunities available
- Contributions are always welcome!
- Talk to one of the Habitat representatives here tonight or contact Kim Parker 503.873.0901



### CANBY PLANNING DEPARTMENT REQUEST FOR COMMENTS

P.O. Box 930, Canby, OR 97013

[503] 266-9404

FAX 266-1574

DATE: **January 19, 2005**

- |                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| TO: <input type="checkbox"/> FIRE<br><input type="checkbox"/> POLICE<br><input type="checkbox"/> PUBLIC WORKS<br><input type="checkbox"/> CANBY ELECTRIC<br><input type="checkbox"/> CANBY WATER<br><input type="checkbox"/> WWTP<br><input checked="" type="checkbox"/> CITY ENGINEER<br><input type="checkbox"/> CTA<br><input type="checkbox"/> NW NATURAL<br><input type="checkbox"/> WILLAMETTE BROADBAND<br><input type="checkbox"/> CANBY DISPOSAL | <input type="checkbox"/> CANBY POST OFFICE<br><input type="checkbox"/> CLACKAMAS COUNTY ASSESSOR<br><input type="checkbox"/> CLACKAMAS COUNTY 911<br><input type="checkbox"/> CLACKAMAS COUNTY TRANSPORTATION<br><input type="checkbox"/> TRAFFIC SAFETY COMMITTEE<br><input type="checkbox"/> CLACKAMAS COUNTY<br><input type="checkbox"/> CANBY SCHOOL DISTRICT<br><input type="checkbox"/> OREGON DEPT. TRANSPORTATION<br><input type="checkbox"/> ODOT/REGION 1/DIST 2B<br><input type="checkbox"/> STATE OF OREGON/REVENUE<br><input type="checkbox"/> CANBY BUSINESS REVITALIZATION |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

The City has received MLP 04-06, an application by Pat Harmon to partition one 26,969 square foot parcel into three lots at 399 SW First Avenue. Newly created lots would contain 12,000, 9,000 and 5,500SF. The site is located on the south side of Highway 99E behind El Chilito Mexican restaurant. (Tax Map 3-1E-33CD, Tax Lot 2900).

Please review the application and return comments to Darren Nichols by Wednesday, February 2, 2005. Please indicate any conditions of approval you wish the Commission to consider in hearing the application. Thank you.

Comments or Proposed Conditions:

*Improvements on Hwy 99E as required by ODOT.*

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Please check one box:

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

Signature: *Pat Harmon* Date: *February 4, 2005*  
 Title: *Project Engineer* Agency: *Curran-McLeod, inc*

**CANBY PLANNING DEPARTMENT  
REQUEST FOR COMMENTS**

P.O. Box 930, Canby, OR 97013

[503] 266-9404

FAX 266-1574

**DATE:** January 19, 2005

- TO:**
- |                                               |                                                              |
|-----------------------------------------------|--------------------------------------------------------------|
| <input type="checkbox"/> FIRE                 | <input type="checkbox"/> CANBY POST OFFICE                   |
| <input type="checkbox"/> POLICE               | <input type="checkbox"/> CLACKAMAS COUNTY ASSESSOR           |
| <input type="checkbox"/> PUBLIC WORKS         | <input type="checkbox"/> CLACKAMAS COUNTY 911                |
| <input type="checkbox"/> CANBY ELECTRIC       | <input type="checkbox"/> CLACKAMAS COUNTY TRANSPORTATION     |
| <input type="checkbox"/> CANBY WATER          | <input checked="" type="checkbox"/> TRAFFIC SAFETY COMMITTEE |
| <input type="checkbox"/> WWTP                 | <input type="checkbox"/> CLACKAMAS COUNTY                    |
| <input type="checkbox"/> CITY ENGINEER        | <input type="checkbox"/> CANBY SCHOOL DISTRICT               |
| <input type="checkbox"/> CTA                  | <input type="checkbox"/> OREGON DEPT. TRANSPORTATION         |
| <input type="checkbox"/> NW NATURAL           | <input type="checkbox"/> ODOT/REGION 1/DIST 2B               |
| <input type="checkbox"/> WILLAMETTE BROADBAND | <input type="checkbox"/> STATE OF OREGON/REVENUE             |
| <input type="checkbox"/> CANBY DISPOSAL       | <input type="checkbox"/> CANBY BUSINESS REVITALIZATION       |

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Please review the application and return comments to **Darren Nichols** by **Wednesday, February 2, 2005**. Please indicate any conditions of approval you wish the Commission to consider in hearing the application. Thank you.

**Comments or Proposed Conditions:**

*No traffic concerns*

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**Please check one box:**

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

**Signature:** Maureen Elmore **Date:** 2-5-05

**Title:** Chairman **Agency:** Traffic Safety Comm

**CANBY PLANNING DEPARTMENT  
REQUEST FOR COMMENTS**

P.O. Box 930, Canby, OR 97013

[503] 266-9404

FAX 266-1574

**DATE:** January 19, 2005

- TO:**
- |                                                   |                                                          |
|---------------------------------------------------|----------------------------------------------------------|
| <input type="checkbox"/> FIRE                     | <input type="checkbox"/> CANBY POST OFFICE               |
| <input type="checkbox"/> POLICE                   | <input type="checkbox"/> CLACKAMAS COUNTY ASSESSOR       |
| <input type="checkbox"/> PUBLIC WORKS             | <input type="checkbox"/> CLACKAMAS COUNTY 911            |
| <input type="checkbox"/> CANBY ELECTRIC           | <input type="checkbox"/> CLACKAMAS COUNTY TRANSPORTATION |
| <input type="checkbox"/> CANBY WATER              | <input type="checkbox"/> TRAFFIC SAFETY COMMITTEE        |
| <input type="checkbox"/> WWTP                     | <input type="checkbox"/> CLACKAMAS COUNTY                |
| <input checked="" type="checkbox"/> CITY ENGINEER | <input type="checkbox"/> CANBY SCHOOL DISTRICT           |
| <input type="checkbox"/> CTA                      | <input type="checkbox"/> OREGON DEPT. TRANSPORTATION     |
| <input type="checkbox"/> NW NATURAL               | <input type="checkbox"/> ODOT/REGION 1/DIST 2B           |
| <input type="checkbox"/> WILLAMETTE BROADBAND     | <input type="checkbox"/> STATE OF OREGON/REVENUE         |
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**Comments or Proposed Conditions:**

Improvements on Hwy 99E as required by ODOT.

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**Please check one box:**

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

**Signature:**  **Date:** February 4, 2005

**Title:** Project Engineer **Agency:** Curran McLeod, inc

**CANBY PLANNING DEPARTMENT  
REQUEST FOR COMMENTS**

*P.O. Box 930, Canby, OR 97013*

*[503] 266-9404*

*FAX 266-1*

**DATE:** January 19, 2005

- TO:**
- |                                                |                                                          |
|------------------------------------------------|----------------------------------------------------------|
| <input type="checkbox"/> FIRE                  | <input type="checkbox"/> CANBY POST OFFICE               |
| <input type="checkbox"/> POLICE                | <input type="checkbox"/> CLACKAMAS COUNTY ASSESSOR       |
| <input type="checkbox"/> PUBLIC WORKS          | <input type="checkbox"/> CLACKAMAS COUNTY 911            |
| <input type="checkbox"/> CANBY ELECTRIC        | <input type="checkbox"/> CLACKAMAS COUNTY TRANSPORTATION |
| <input type="checkbox"/> CANBY WATER           | <input type="checkbox"/> TRAFFIC SAFETY COMMITTEE        |
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| <input type="checkbox"/> CTA                   | <input type="checkbox"/> OREGON DEPT. TRANSPORTATION     |
| <input checked="" type="checkbox"/> NW NATURAL | <input type="checkbox"/> ODOT/REGION 1/DIST 2B           |
| <input type="checkbox"/> WILLAMETTE BROADBAND  | <input type="checkbox"/> STATE OF OREGON/REVENUE         |
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Please review the application and return comments to **Darren Nichols** by **Wednesday, February 2, 2005**. Please indicate any conditions of approval you wish the Commission to consider in hearing the application. Thank you.

**Comments or Proposed Conditions:**

Access should consist of a PUE

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**Please check one box:**

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

**Signature:** Brian Van Suroor **Date:** 1-28-05

**Title:** Engineer **Agency:** NW Natural



## CITY OF CANBY COMMENT FORM

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If you are not able to attend the Planning Commission hearing of this application, you may submit written comments on this form or in a letter to the Planning Commission.

Please send comments to the City of Canby Planning Department.

By mail: Planning Department, PO Box 930, Canby, OR 97013  
In person: City Hall at 182 N. Holly Street  
E-mail: nicholsd@ci.canby.or.us.

*Written comments must be received prior to the hearing at 7:00 PM February 14, 2005.*

---

**APPLICATION:** Minor Land Partition (Request to create 3 lots from 1 parcel)

**APPLICANT:** Patrick S. Harmon

**CITY FILE #:** MLP 04-06

**COMMENTS:** Owner on vacation. He not  
be back until 3-20-05

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**YOUR NAME:** Shonda

**ORGANIZATION or BUSINESS (if any):** CANBY Nails

**ADDRESS:** 383 SW 4<sup>th</sup> AVE CANBY, OR 97013

**PHONE # (optional):** 266 9789

**DATE:** 2-1-05

Thank you!

20th Home → Cervats.

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**McMARTIN PROPERTY ANNEXATION**

Traffic Impact Study

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CANBY, OREGON

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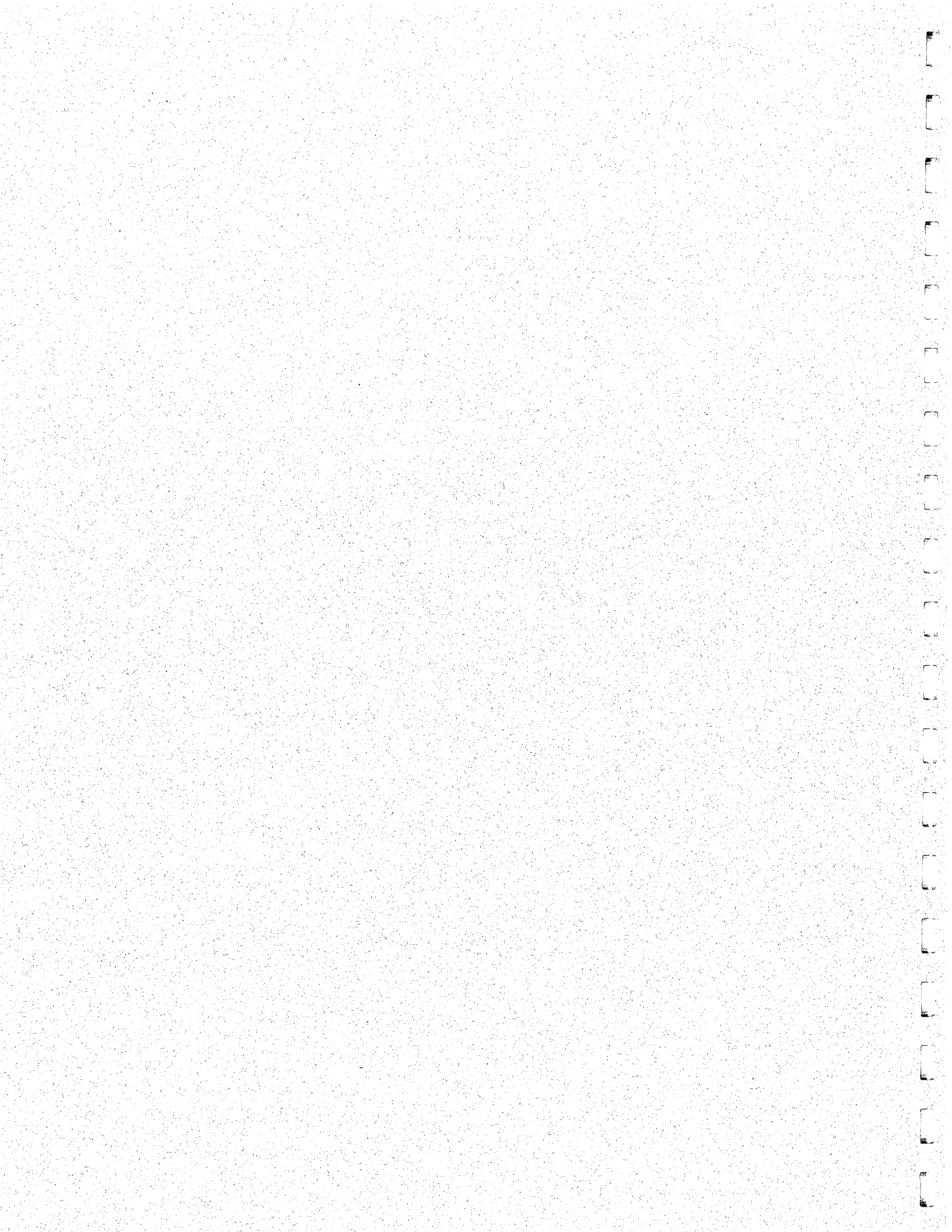
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PREPARED BY  
**LANCASTER ENGINEERING**

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JANUARY 2005



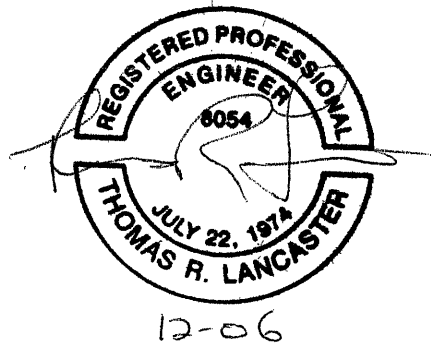




McMARTIN PROPERTY ANNEXATION

Traffic Impact Study

Canby, Oregon



Prepared By

CATRIONA SUMRAIN

TOM R. LANCASTER, PE, PTOE

January, 2005



## TABLE OF CONTENTS

Executive Summary .....	3
Introduction .....	4
Location Description .....	5
Trip Generation .....	11
Trip Distribution .....	13
Operational Analysis .....	17
Appendix .....	29



## EXECUTIVE SUMMARY

1. About 32 acres of land is proposed to be annexed into the Canby City limits. The site is located on the west side of S Ivy Street/Canby-Marquam Highway, north of the Molalla River and south of Hope Village. The annexation property is proposed to be developed with a mixture of low-density, medium-density and high-density residential developments. A total development scenario of 118 apartment units, 41 townhouses and 57 single-family homes was assumed for this report.
2. Access to the site is proposed through a street connection onto S Ivy Street and two access points onto Fir Street near its southern terminus, although the southern access point is an extension of Fir Street. If an intersection at Ivy Street is not possible, all site traffic would use Fir Street for access.
3. The proposed annexation is expected to generate 128 trips during the morning peak hour, 167 trips during the evening peak hour and 1,702 trips during an average weekday.
4. The left-turn lane warrants were not met for a northbound left-turn lane on S Ivy Street at the site access. A left-turn lane is not recommended.
5. The left-turn lane warrants were not met for a southbound left-turn lane on Fir Street at the northern site access point. A left-turn lane is not recommended at the site access onto Fir Street.
6. All of the study intersections are operating at level of service C or better and will continue to operate at D or better with the proposed annexation.
7. Sight distance at the proposed location of site access is not adequate. If the location of the access could be moved adjacent to the embankment near the southern edge of the property and any buildings or landscaping taller than grass within 25 feet of the right-of-way of S Ivy Street along the site frontage are removed, sight distance could be improved to meet AASHTO standards.



## *INTRODUCTION*

A site is proposed to be annexed into the City of Canby. The site is located on the west side of S Ivy Street/Canby-Marquam Highway, south of 13<sup>th</sup> Avenue and north of the Molalla River. The site is also located south of, but not adjacent to, Hope Village. The site totals about 32 acres in size and will be zoned for a mixture of residential densities.

The purpose of this study is to assess the traffic impact of the proposed development on the nearby street system and to recommend any required mitigative measures. The analysis will include level of service calculations, an examination of left-turn lane warrants and a discussion of site access and future conditions.

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



## LOCATION DESCRIPTION

A site is proposed for annexation into the Canby City limits. The site is located on the west side of the Canby-Marquam Highway (Highway 170), which is also known as S Ivy Street farther north. The site comprises several tax lots totaling about 32.4 acres. The site zoning is residential, but is composed of HDR (High-Density Residential), MDR (Medium-Density Residential) and LDR (Low-Density Residential). Up to 118 apartments, 41 townhouses and 57 single-family homes could be developed and were assumed for this report. Figure 1 on page eight shows a vicinity map with the existing lane configurations and traffic control devices at the study area intersections.

Access to the site will be through a street intersection onto S Ivy Street. Two access points onto Fir Street are shown in the site plan, although the southern access is in reality an extension of Fir Street. The northern access point was analyzed in this report.

The intersections of Ivy Street at 13<sup>th</sup> Avenue, Fir Street at 13<sup>th</sup> Avenue, Elm Street at 13<sup>th</sup> Avenue and the site access roads onto Fir Street and S Ivy Street were studied in this report.

SW 13<sup>th</sup> Avenue is under the jurisdiction of the City of Canby and is classified by the City as an Arterial in the City's Transportation System Plan (TSP). It is a two-lane road with curbs, gutters, parking and sidewalks on both sides. The road will soon be striped with bike lanes, which would remove the on-street parking. The road width is about 40 to 44 feet and the posted speed is 25 mph. SW 13<sup>th</sup> Avenue terminates west of Aspen Way and will eventually be connected to Berg Parkway via a future western extension of 13<sup>th</sup> Avenue and a future southern extension of Berg Parkway.

S Ivy Street is under the jurisdiction of the City of Canby within the City limits. Outside of the City limits, it becomes the Canby-Marquam Highway (Highway 170) and is under the jurisdiction of Clackamas County. S Ivy Street is classified by the City of Canby as a Major Arterial. It has a posted speed of 40 mph south of 13<sup>th</sup> Avenue and has no posted speed outside the City. There is a posted 20-mph school zone north of the site. North of Ackerman Middle School, the speed becomes 30 mph. S Ivy Street is typically a two-lane facility widening to three lanes at most major intersections, including the 13<sup>th</sup> Avenue traffic signal. There are intermittent curbs and sidewalks along the road, but only near schools and recent developments. There are shoulders on both sides of the street at the site frontage.



While the road along the site frontage is named the Canby-Marquam Highway (Highway 170), it will be referred to as S Ivy Street throughout this report.

The intersection of Ivy Street and 13<sup>th</sup> Avenue is a standard four-legged intersection controlled by an eight-phase traffic signal. There are left-turn lanes and protected left-turn phases on all approaches.

S Fir Street is under the jurisdiction of the City of Canby and is classified as a Local Street in the City's TSP. It is a two-lane road that has been recently improved with curbs and sidewalks near 13<sup>th</sup> Avenue, but becomes a narrow gravel-surfaced road south of Hope Village, which is located north of, although not adjacent to the site, with shoulders on both sides and terminates near the site boundary. The road is about 47 feet wide near the 13<sup>th</sup> Avenue intersection and about 36 feet wide near Hope Village. There is no posted speed. The intersection of Fir Street and 13<sup>th</sup> Avenue is a standard four-legged intersection that is stop-controlled on the Fir Street approaches. The southbound, eastbound and westbound approaches are single-lane, although the northbound approach has sufficient width for use as a right-turn lane. Originally, the width was added to align the south leg of Fir Street with the north leg.

S Elm Street is under the jurisdiction of the City of Canby and is classified as a Collector north of 13<sup>th</sup> Avenue and a Local Street south of 13<sup>th</sup> Avenue in the City's TSP. It is a two-lane road with a 20-mph posted speed south of 13<sup>th</sup> Avenue and no posted speed north of 13<sup>th</sup> Avenue. The road has a width of about 32 feet. There are curbs, gutters, sidewalks and on-street parking on both sides of the road. The intersection of Elm Street and 13<sup>th</sup> Avenue is a standard four-legged intersection with STOP signs on the Elm Street approaches. All approaches to the intersection are single-lane.

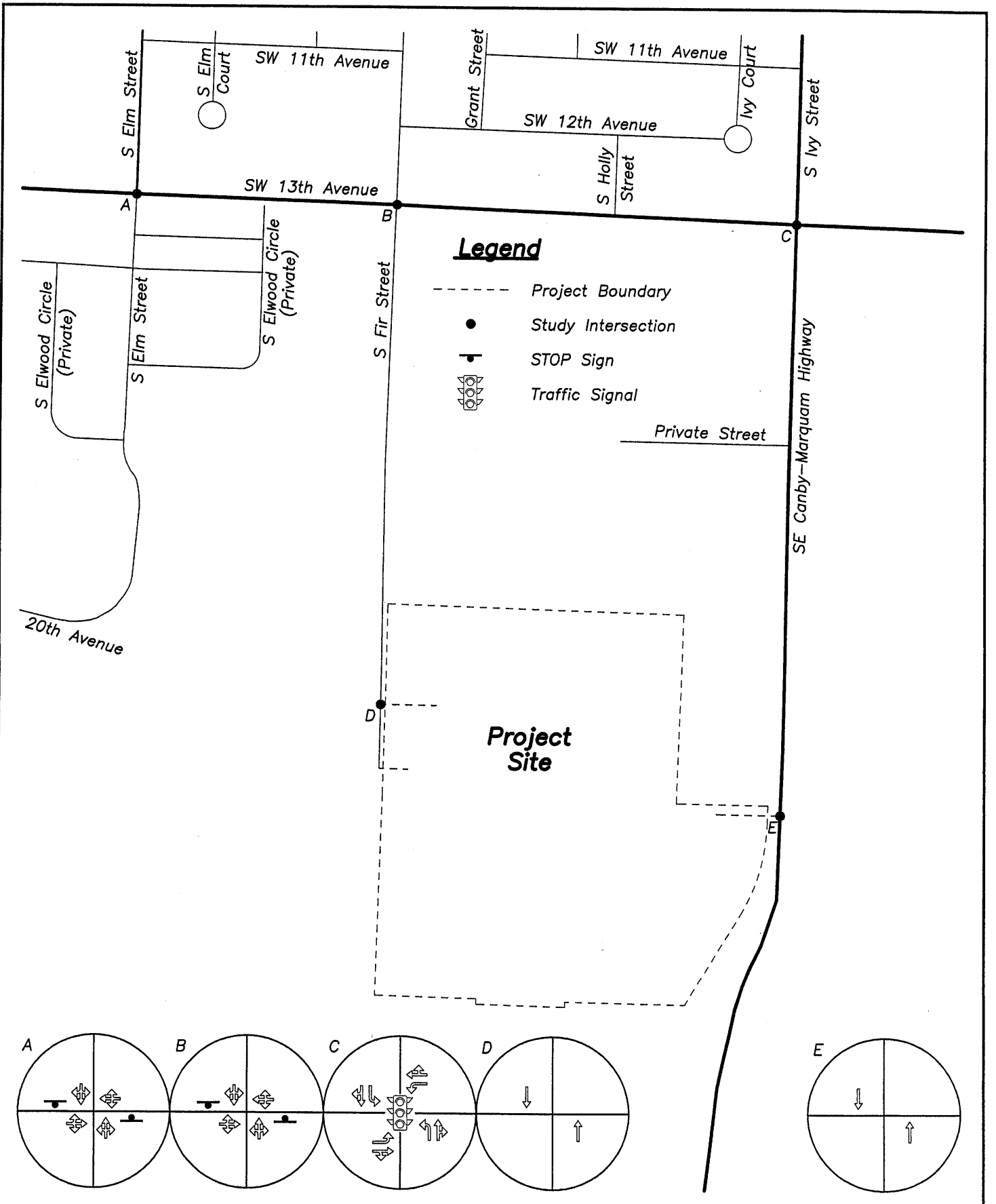
The area immediately surrounding the site is predominantly rural in character and is residential with single-family homes on large lots being typical. Hope Village to the north is a mixture of single-family homes and apartments and is a senior living/retirement community. Recent development in the area near the site has comprised large homes on small lots. Much of the area to the east and west of the site is also outside the City limits but within the Urban Growth Boundary, and could eventually be annexed into the City and developed.

The closest public transit system is the Canby Area Transit (CAT) Route 2, *South Canby*. Weekday service is every hour from about 6:15 AM to about 8:15 PM with stops at the Hope Village Cascade House north of the site. Saturday service is from about 9:15 AM to about 3:15 PM with 60-minute bus headways. The City also operates a paratransit service with the same hours of service as the CAT.

Manual turning movement counts were made at the study intersections during November 2004 from 7:00 to 9:00 AM and 4:00 to 6:00 PM. The peak hours typically occur from



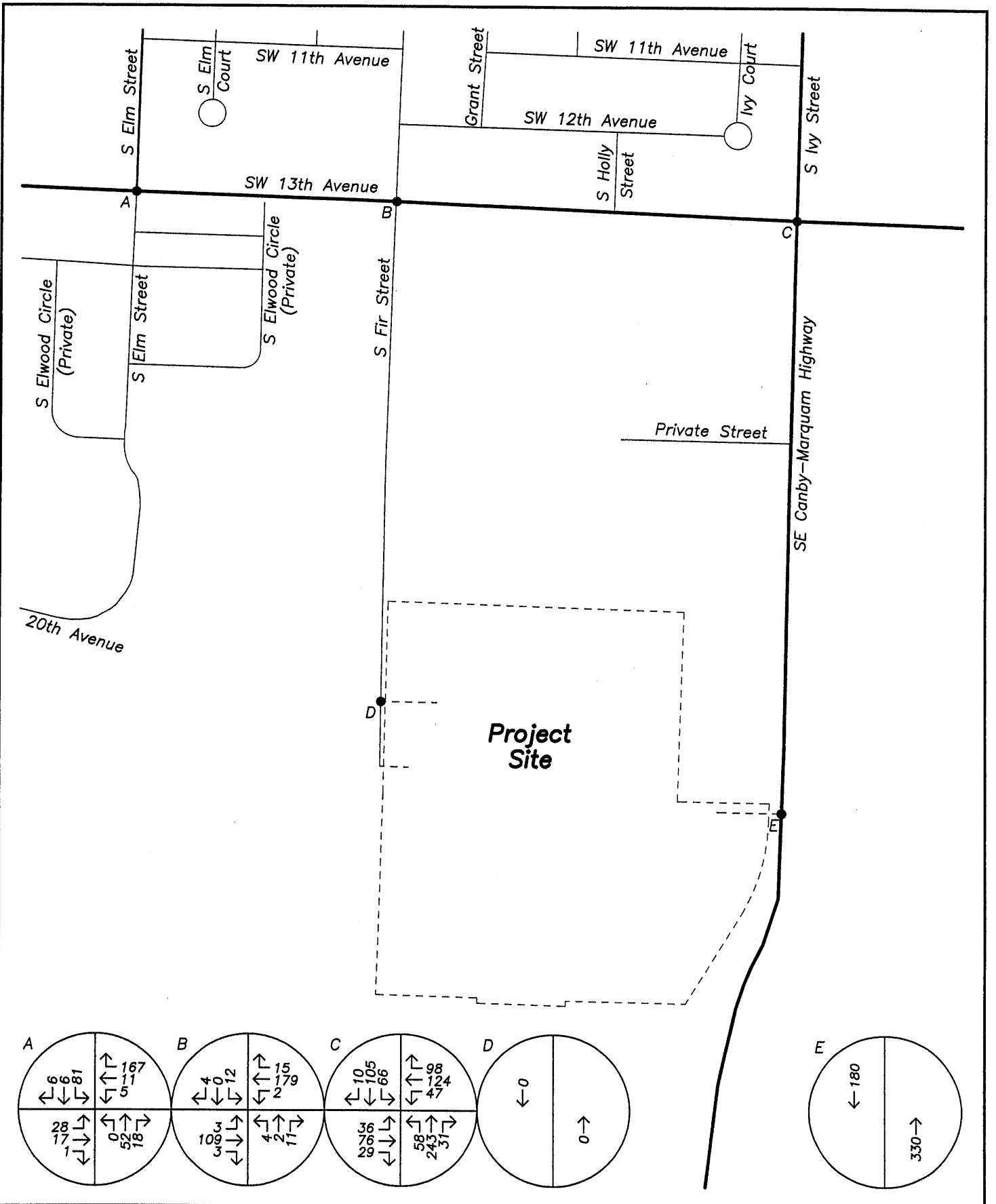
about 7:00 to 8:00 AM and from about 4:30 to 5:30 PM. Figures 2 and 3 on pages nine and ten show the traffic volumes for the morning and evening peak hours.



**VICINITY MAP**  
**Existing Lane Configurations**  
**& Traffic Control Devices**

no scale





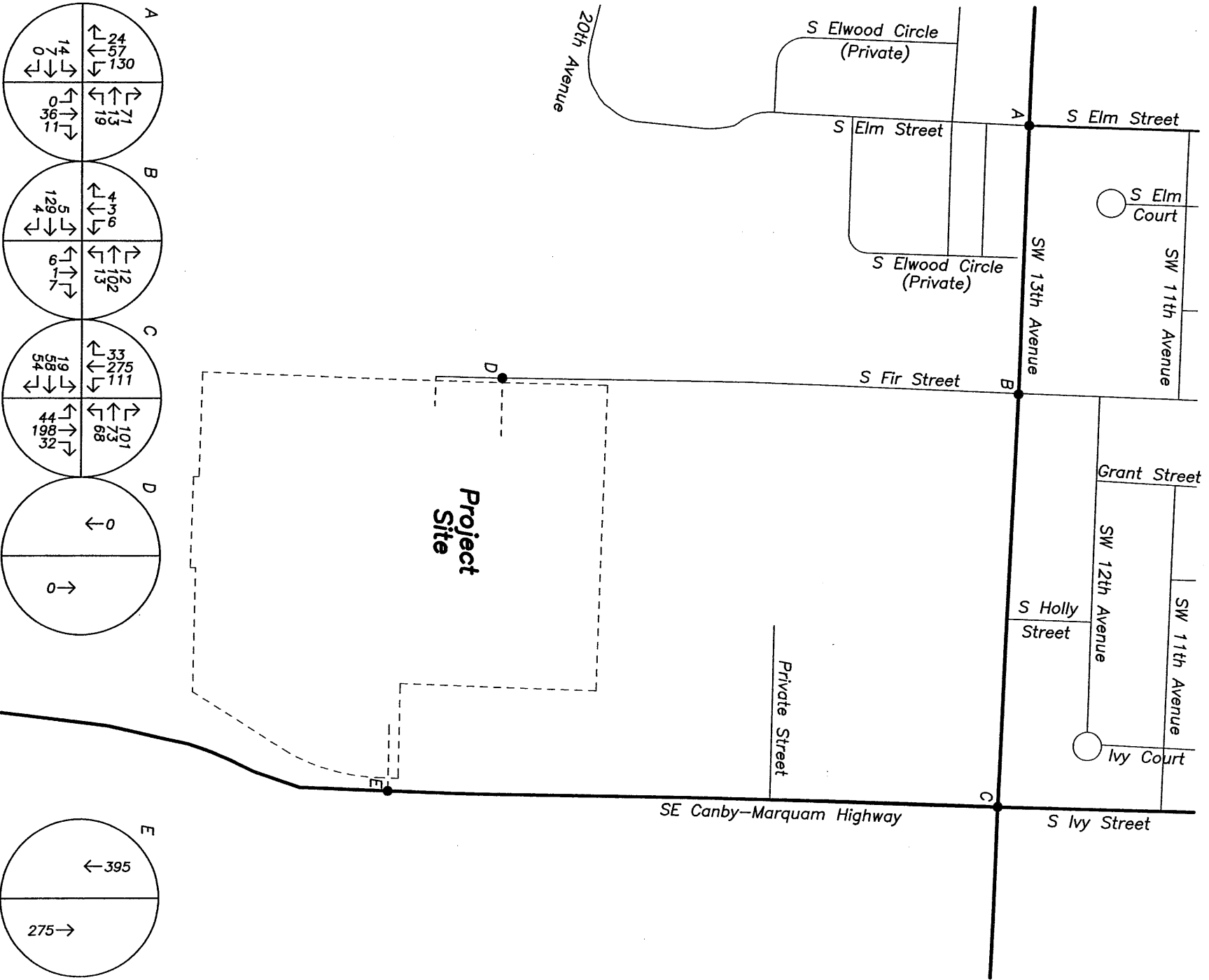
26

TRAFFIC VOLUMES  
Existing Conditions  
AM Peak Hour



FIGURE  
2

PAGE  
9



**TRAFFIC VOLUMES**  
Existing Conditions  
PM Peak Hour





## TRIP GENERATION

To estimate the number of trips that will be generated by the proposed annexation, trip rates and equations from *TRIP GENERATION*, Seventh Edition, published by the Institute of Transportation Engineers (ITE), were used. There is a mix of residential uses possible for the site. For the HDR portion of the site, land-use code 220, *Apartment*, was used. The trip equations are based on the number of occupied dwelling units and were calculated for a total of 118 units. It was assumed for a conservative estimate that all apartment units were occupied.

For the MDR portion of the site, land-use code 230, *Residential Condominium/Townhouse*, was used. The trip rates are based on the number of dwelling units and were calculated for a total of 41 units. The trip equations from land-use code 210, *Single-Family Detached Housing*, were used for the LDR portion of the site. The trip generation equations are based on the number of dwelling units and were calculated for 57 homes.

The trip generation calculations indicate that there will be an estimated total of 128 trips generated by the annexation during the morning peak hour. Of these, 27 will be entering and 101 will be exiting the site. During the evening peak hour, there are 167 trips expected, with 108 entering and 59 exiting the site. A total of 1,702 weekday trips is expected, with half entering and half exiting.

Because a residential development is typically an origin or destination for trips, no reduction was taken for pass-by trips. Because there is transit service near the site, a one percent reduction in the number of site trips was taken for transit use. This one percent reduction was based on ridership data in the area of the site.

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



## TRIP GENERATION SUMMARY

### McMartin Property Annexation

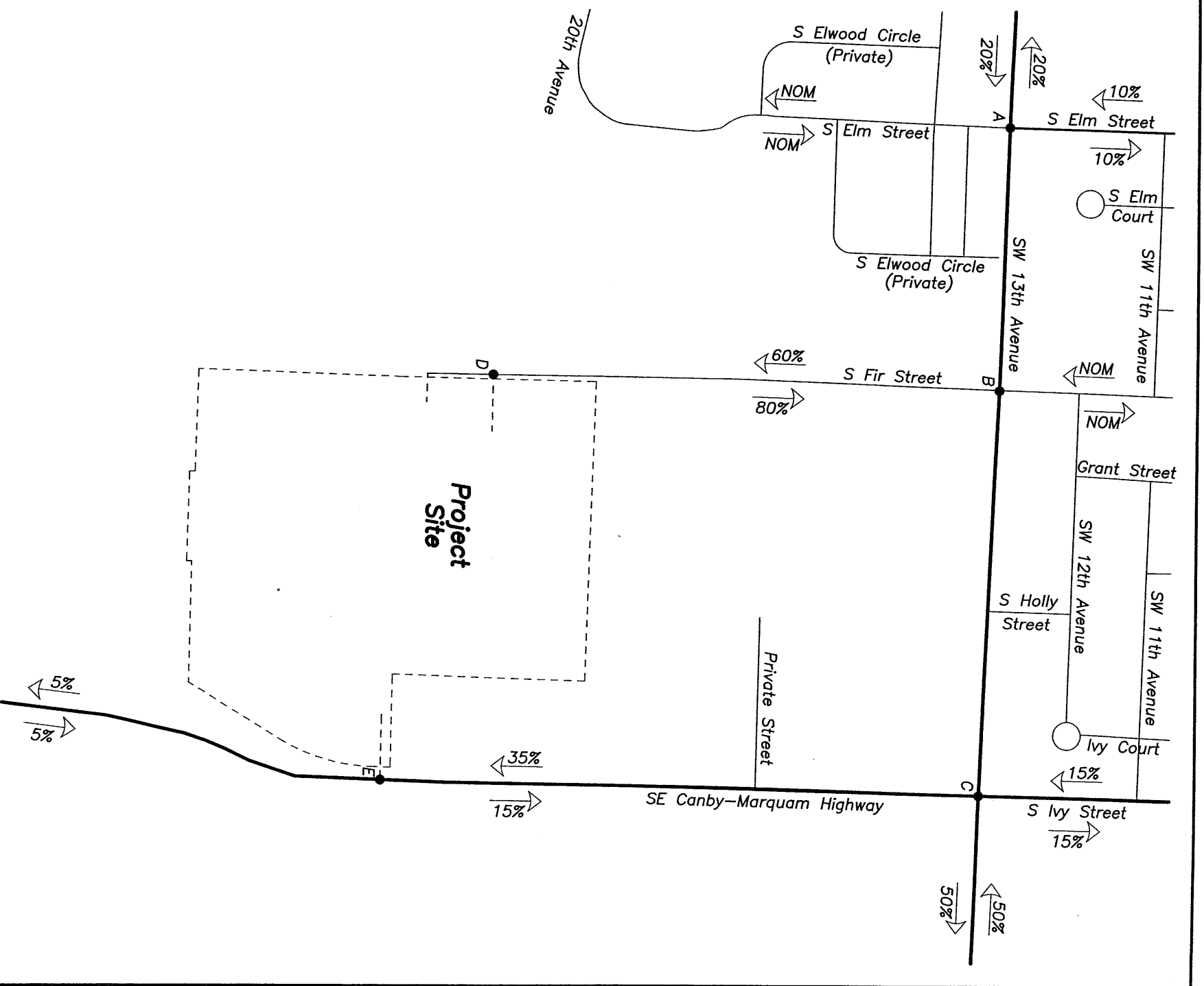
	Entering <u>Trips</u>	Exiting <u>Trips</u>	Total <u>Trips</u>
<i>118 Apartments</i>			
AM Peak Hour	12	50	62
PM Peak Hour	54	29	83
Weekday	430	430	860
<i>41 Single-Family Attached Homes</i>			
AM Peak Hour	3	15	18
PM Peak Hour	14	7	21
Weekday	120	120	240
<i>57 Single-Family Homes</i>			
AM Peak Hour	12	37	49
PM Peak Hour	41	24	65
Weekday	310	310	620
<i>Total Trips</i>			
AM Peak Hour	27	102	129
PM Peak Hour	109	60	169
Weekday	860	860	1,720
<i>One Percent Reduction for Transit Usage</i>			
AM Peak Hour	27	101	128
PM Peak Hour	108	59	167
Weekday	851	851	1,702



## *TRIP DISTRIBUTION*

Since the proposed land use is residential and is located among other residential land uses, it is expected that the trip distribution patterns would be similar to the existing patterns. The locations and densities of the residences shown in the site plan were used to determine the amount of traffic expected on Ivy Street and Fir Street. There will be a connection between 13<sup>th</sup> Avenue and Berg Parkway by 2020 and this connection was assumed in the distribution of the site trips. The locations of schools, shopping areas and commuter routes to Portland were also considered in the trip distribution.

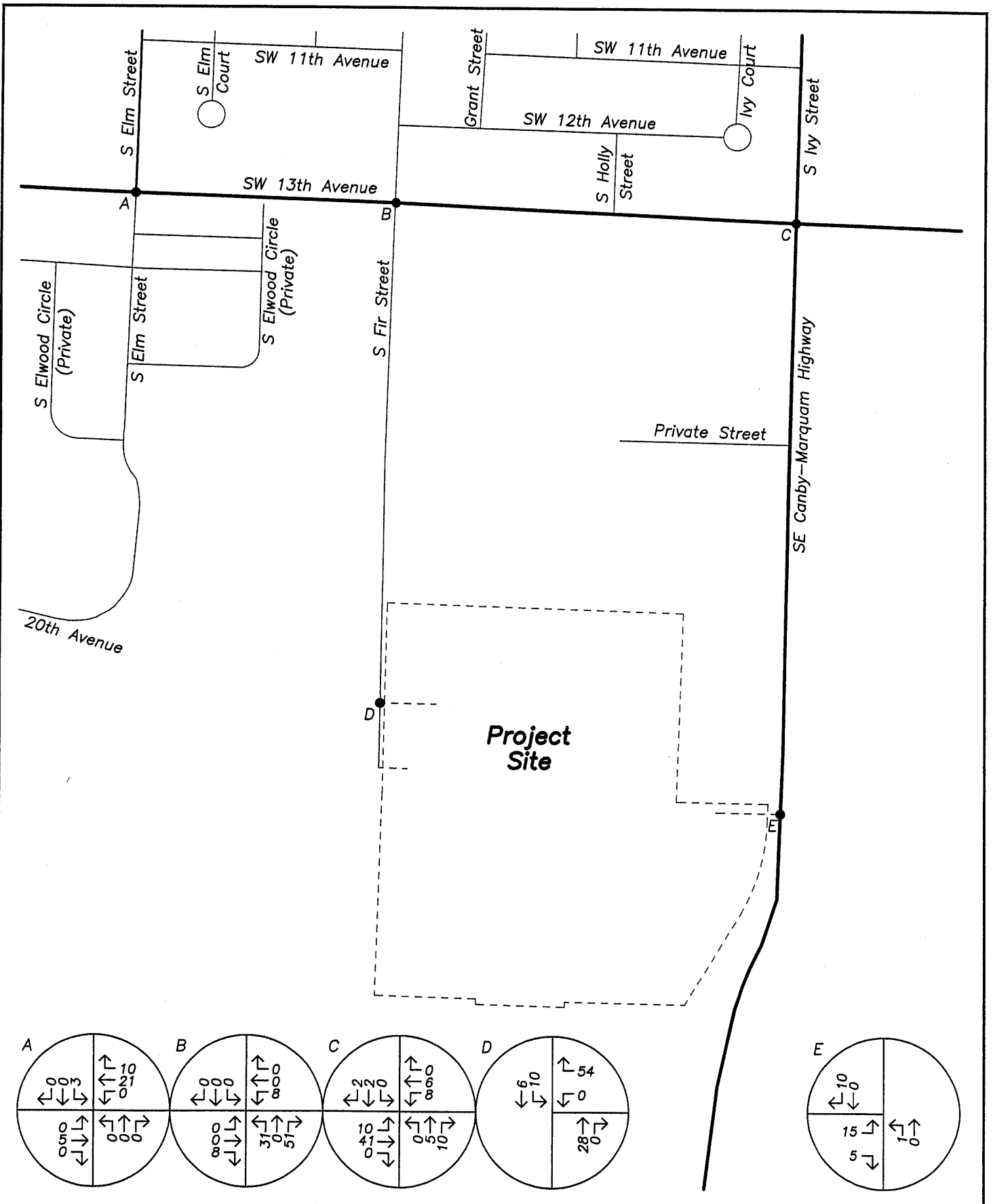
Figure 4 on page 14 shows the distribution of the site trips from the annexation property during the morning and evening peak hours. Figures 5 and 6 on pages 15 and 16 are the traffic flow diagrams showing the assignment of the site trips to the roadway network during the morning and evening peak hours.



12

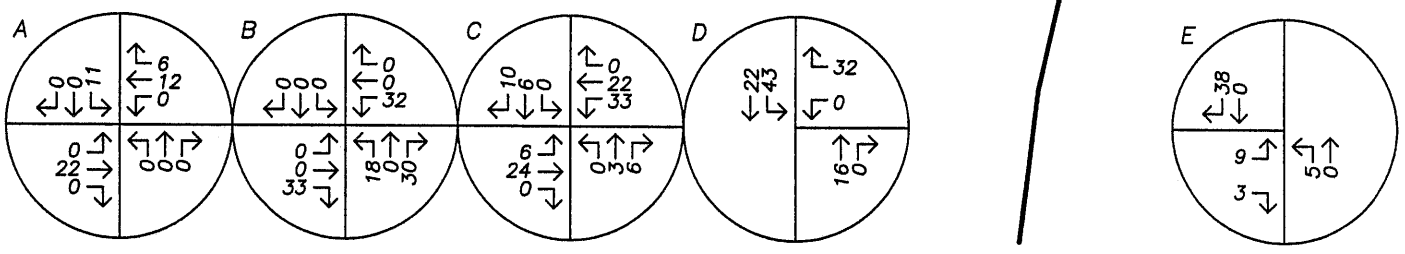
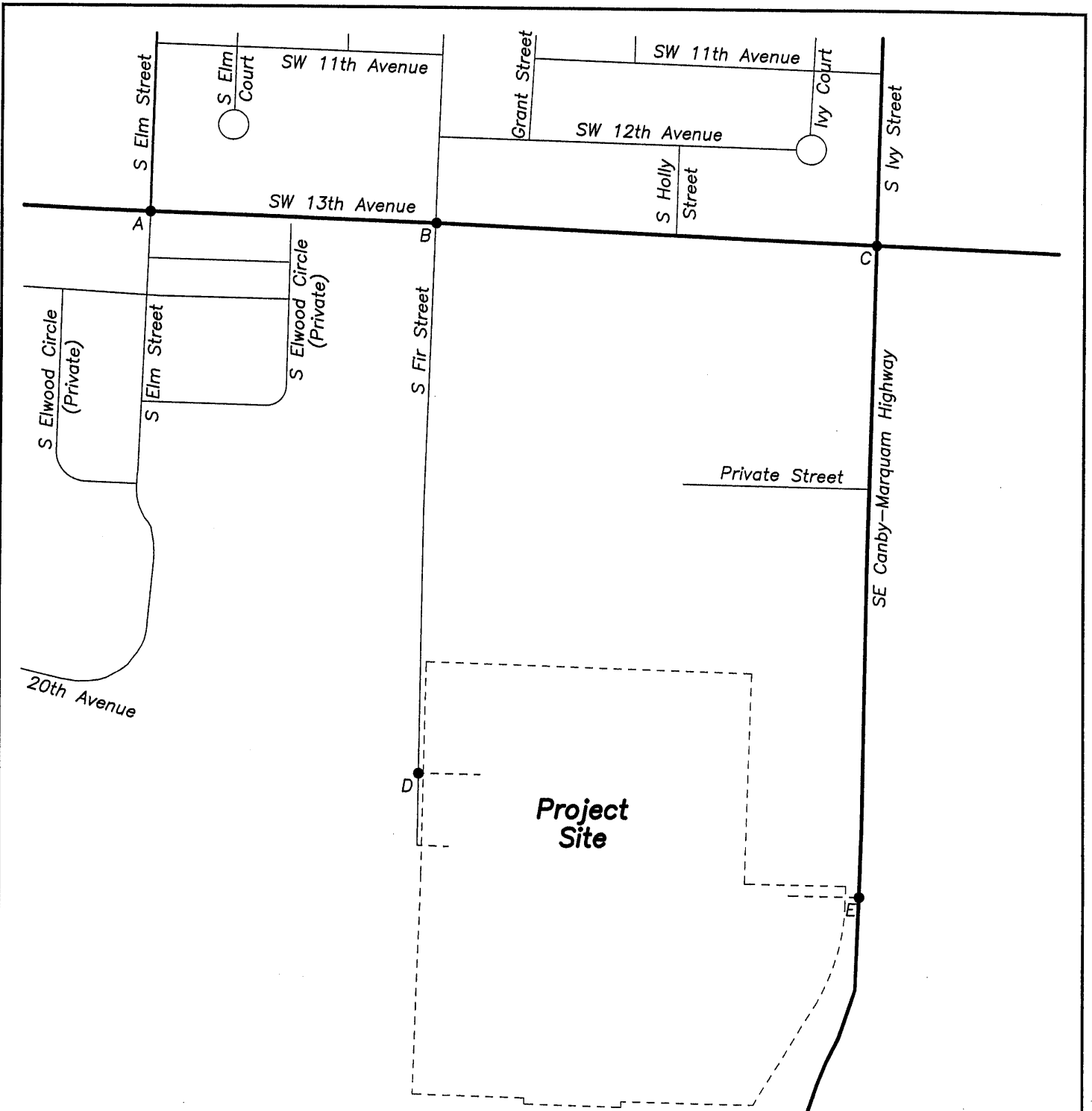
**SITE TRIP DISTRIBUTION**  
**Inbound & Outbound Percentages**  
**AM & PM Peak Hours**





**2e** SITE-GENERATED TRAFFIC  
 Proposed Development Plan  
 AM Peak Hour





**6** SITE-GENERATED TRAFFIC  
Proposed Development Plan  
PM Peak Hour







## OPERATIONAL ANALYSIS

### *Background Traffic*

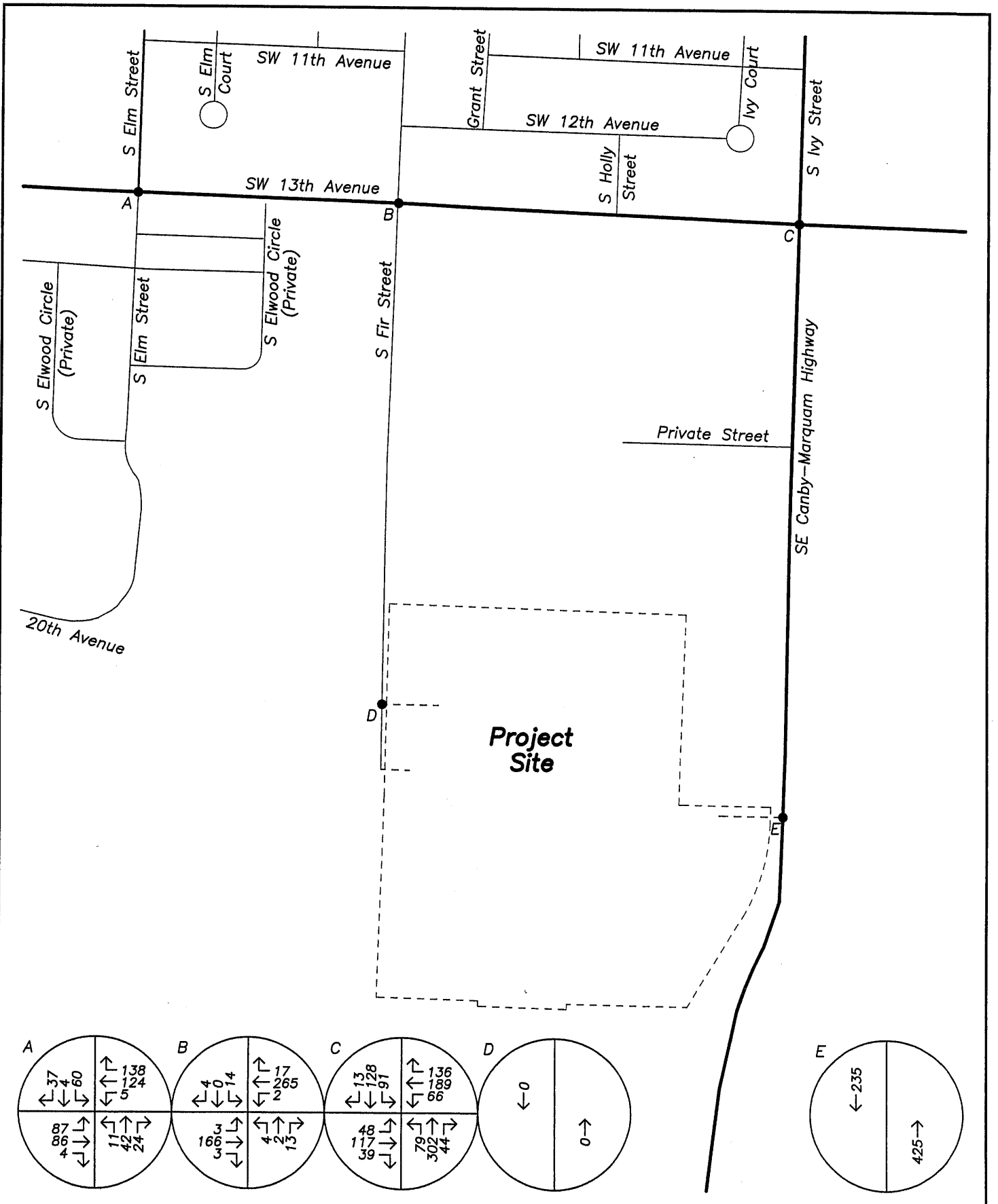
Because the project is an annexation, a future-year scenario was used to determine the impact of the annexation on the nearby roads. The City's Transportation System Plan takes into account the needs of the transportation system based on full build-out of the area under the existing zoning. However, annexation projects could change the timing for the road improvements. A future-year scenario is examined to determine if the City's planned transportation improvements are sufficient to accommodate the addition of the annexation traffic or if further improvements would be needed.

The City of Canby generally follows ODOT requirements for a traffic study. For this size project, ODOT requires a future-year scenario of the TSP analysis year or 15 years, whichever is longer. A 2020 scenario was used for this report.

The *emme/2* data used in the City's TSP shows a base model of 1993 and a future build model of 2015. Growth rates of 2.4 percent per year, 1.6 percent per year and 0.6 percent per year were interpolated from the model data for 13<sup>th</sup> Avenue, Ivy Street and Elm Street, respectively. A growth rate of 0.5 percent per year was used for Fir Street.

Although the 2015 *emme/2* data shows the connection between Berg Parkway and 13<sup>th</sup> Avenue, the link volumes were believed to be too small to represent actual conditions, particularly since the traffic signal at Elm Street and Highway 99E has been identified in a previous traffic study to operate above ODOT's capacity standards. Therefore some of the traffic was diverted from the traffic signal at Elm Street to the traffic signal at Berg Parkway. Figures 9 and 10 on pages 18 and 19 show the background traffic during the morning and evening peak hours.

The existing zoning designation for the site is EFU. This zoning designation typically generates very few trips and it was assumed that there were no trips under the existing zoning. Since the TSP and *emme/2* model data include trips under the existing zoning designations, it is the increase in trips from the new residential zoning designations that will impact the nearby streets. To determine the impact of the annexation, the net increase in site trips, which in this case is the same as the site trips under the proposed zoning, was added to the 2020 background volumes to estimate the 2020 background plus site trips conditions. Figures 11 and 12 on pages 20 and 21 show the background traffic with the site trips added.



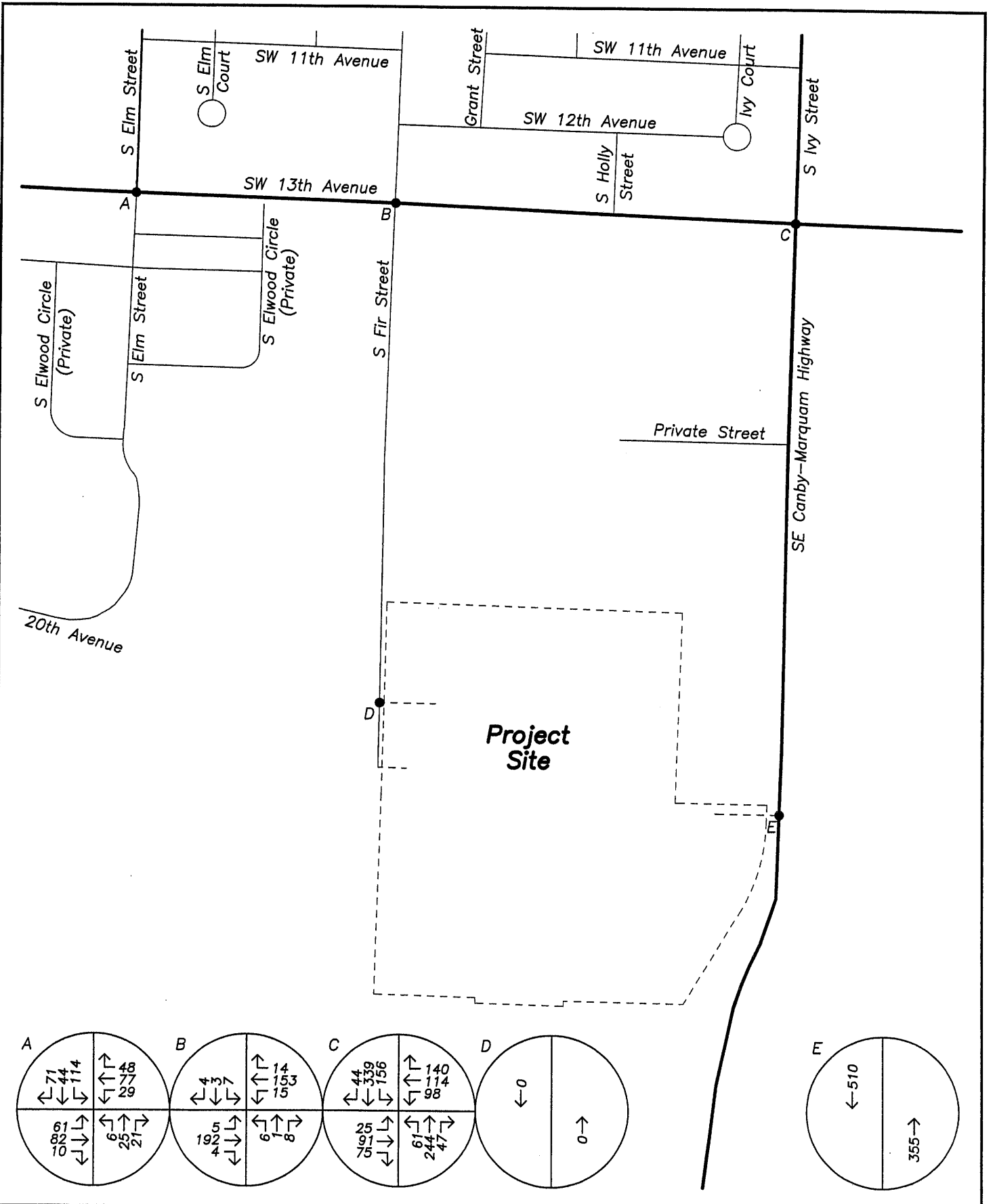
26

**TRAFFIC VOLUMES**  
 Year 2020 Background Conditions  
 AM Peak Hour

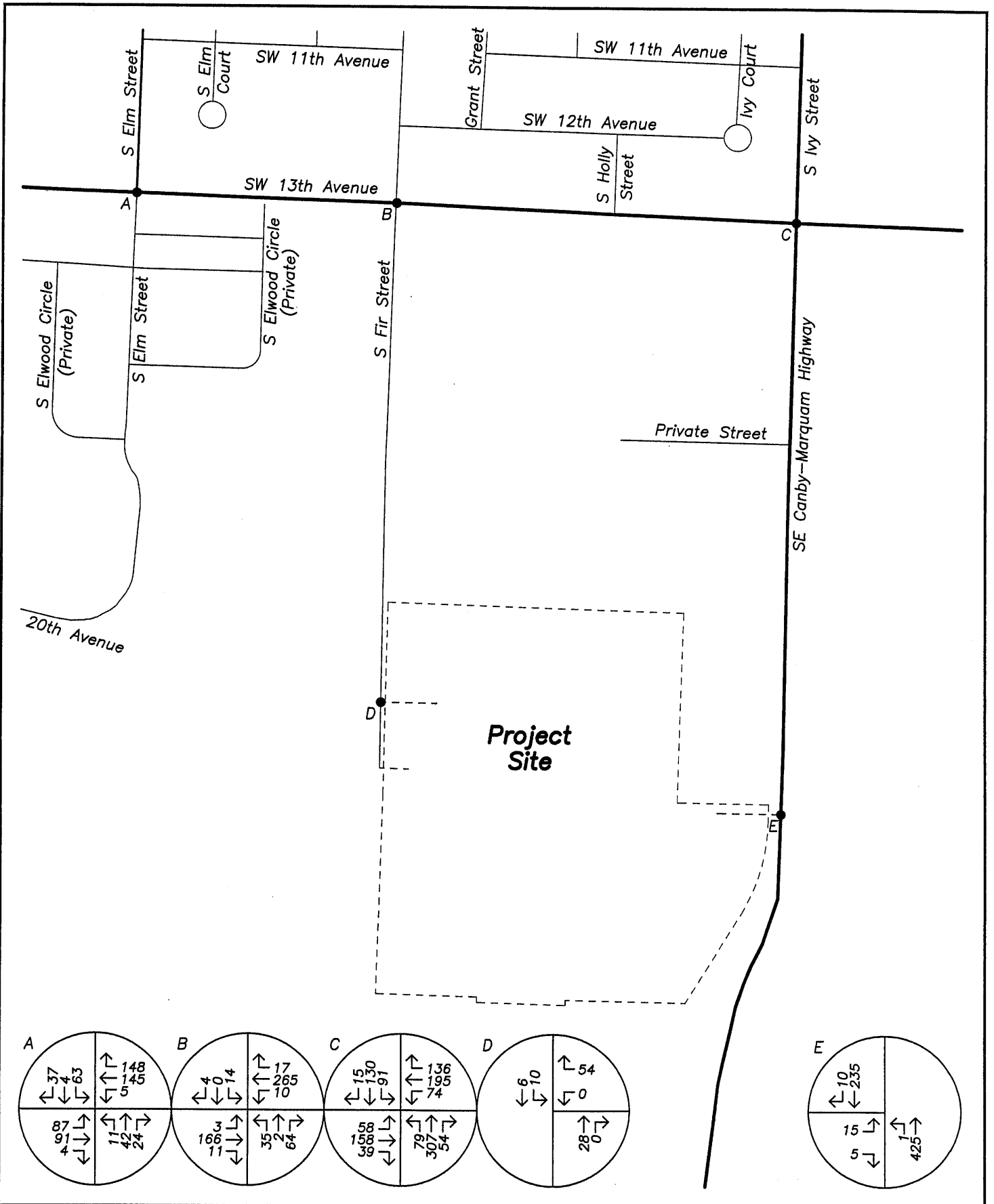


**FIGURE**  
7

**PAGE**  
18



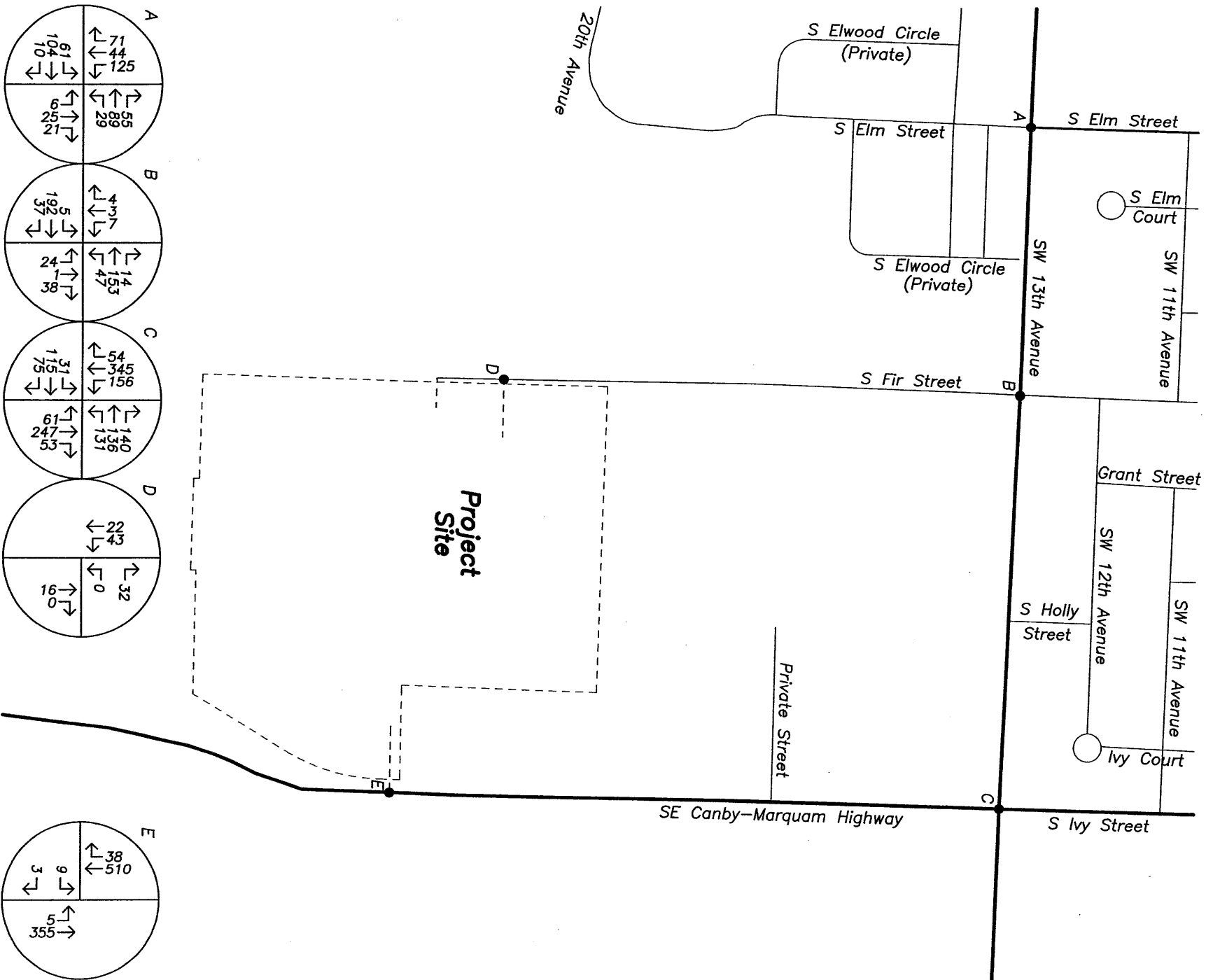
**TRAFFIC VOLUMES**  
 Year 2020 Background Conditions  
 PM Peak Hour



6

**TRAFFIC VOLUMES**  
 Year 2020 Background + Net Increase in Site Trips  
 AM Peak Hour





**TRAFFIC VOLUMES**  
 Year 2020 Background + Net Increase in Site Trips  
 PM Peak Hour





## *Capacity Analysis*

To determine the level of service at the study area intersections, a capacity analysis was conducted. The level of service can range from A, which indicates very little or no delay, to level F, which indicates a high degree of congestion and delay. The City of Canby does not have formal level of service standards, but D or better is typically acceptable in most jurisdictions.

The study area intersections were analyzed using the signalized and unsignalized intersection analysis methods in the *HIGHWAY CAPACITY MANUAL* published in 2000 by the Transportation Research Board. The analysis was made for the morning and evening peak hours for existing, year 2020 background, and year 2020 background plus net increase in site trips conditions.

The results of the capacity analysis show that the unsignalized intersection of Elm Street and 13<sup>th</sup> Avenue is currently functioning at level of service B during both the morning and evening peak hours. The level of service refers to the delay experienced by the southbound traffic on Elm Street. By the time of the background traffic, the connection to Berg Parkway will be in place and volumes on 13<sup>th</sup> Avenue would increase. The level of service will become C during both peak hours. The annexation does not change the level of service.

The unsignalized intersection of Fir Street and 13<sup>th</sup> Avenue is presently operating at level of service B during both the morning and evening peak hours. This level of service describes the delay experienced by the southbound traffic on Fir Street. By the year 2020, the level of service is forecast to be C during the morning peak hour and B during the evening peak hour. The annexation does not change the level of service.

The signalized intersection of Ivy Street and 13<sup>th</sup> Avenue is currently operating at level of service C during both the morning and evening peak hours. By 2020, the intersection is forecast to operate at level of service D during the morning peak hour and C during the evening peak hour. The annexation does not change the level of service.

The site access point onto Fir Street is expected to operate at level of service A during both peak hours. The site access onto S Ivy Street is expected to operate at C or better.

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



## LEVEL OF SERVICE SUMMARY

### McMartin Annexation

	AM Peak Hour		PM Peak Hour	
	<u>LOS</u>	<u>Delay</u>	<u>LOS</u>	<u>Delay</u>
<i>Elm Street &amp; 13th Avenue</i>				
Existing Conditions	B	13	B	12
2020 Background	C	22	C	16
2020 Back + Net Increase	C	25	C	18
<i>Fir Street &amp; 13th Avenue</i>				
Existing Conditions	B	12	B	10
2020 Background	C	16	B	11
2020 Back + Net Increase	C	18	B	13
<i>Ivy Street &amp; 13th Avenue*</i>				
Existing Conditions	C	30	C	27
2020 Background	D	35	C	31
2020 Back + Net Increase	D	36	C	33
<i>Fir Street &amp; Site Access</i>				
2020 Back + Net Increase	A	9	A	9
<i>Ivy Street &amp; Site Access</i>				
2020 Back + Net Increase	B	14	C	18

LOS = Level of Service

Delay = Average Delay per Vehicle in Seconds

\* signalized intersection

### *Left-Turn Lane Warrants*

The left-turn lane warrants were examined for the site access point onto Fir Street and onto S Ivy Street. The warrants used were those adapted from the Highway Research Record 211. The warrants take into account the left-turning volumes, through volumes and travel speeds on two-lane roads. The warrants were examined for background plus site trips conditions.



Traffic volumes on S Ivy Street and Fir Street were too low to meet the warrants for a left-turn lane on either street. Left-turn lanes are not recommended.

### *Sight Distance*

Sight distance was examined at the proposed site access onto S Ivy Street. In accordance with guidelines from *A Policy on Geometric Design of Highways and Streets*, published in 2001 by the American Association of State Highway and Transportation Officials (AASHTO), sight distance was measured at a point 15 feet from the edge of the travel lane from a driver's eye height of 3.5 feet to an oncoming driver's eye height of 3.5 feet. The speed to the south is 55 mph and to the north is 40 mph. The AASHTO sight distance equations require a minimum sight distance of 600 feet to the south and 445 feet to the north.

At the proposed location of the site access, about 45 feet south of the north property line, the sight distance was measured to be about 440 feet to the south and about 330 feet to the north. Sight distance to the north is restricted by the cypress trees on the adjacent property and to south is restricted by a crest vertical curve in the highway.

A potential site access was examined at other locations along the site frontage onto S Ivy Street. The location with the farthest sight distance was found to be near the southern property line just north of the embankment, approximately at the location of an existing driveway to the home on the site. At this driveway, about 265 feet south of the northern property line, the speed on S Ivy Street is 55 mph in both directions, requiring at least 600 feet of sight distance in both directions. The sight distance was measured to be about 400 feet to the north and about 635 feet to the south. The sight distance measurements assumed any site road would have a level grade at the approach, whereas the driveway has an upgrade at the approach to S Ivy Street. Thus, the sag curve at the driveway location would have to be filled during road construction.

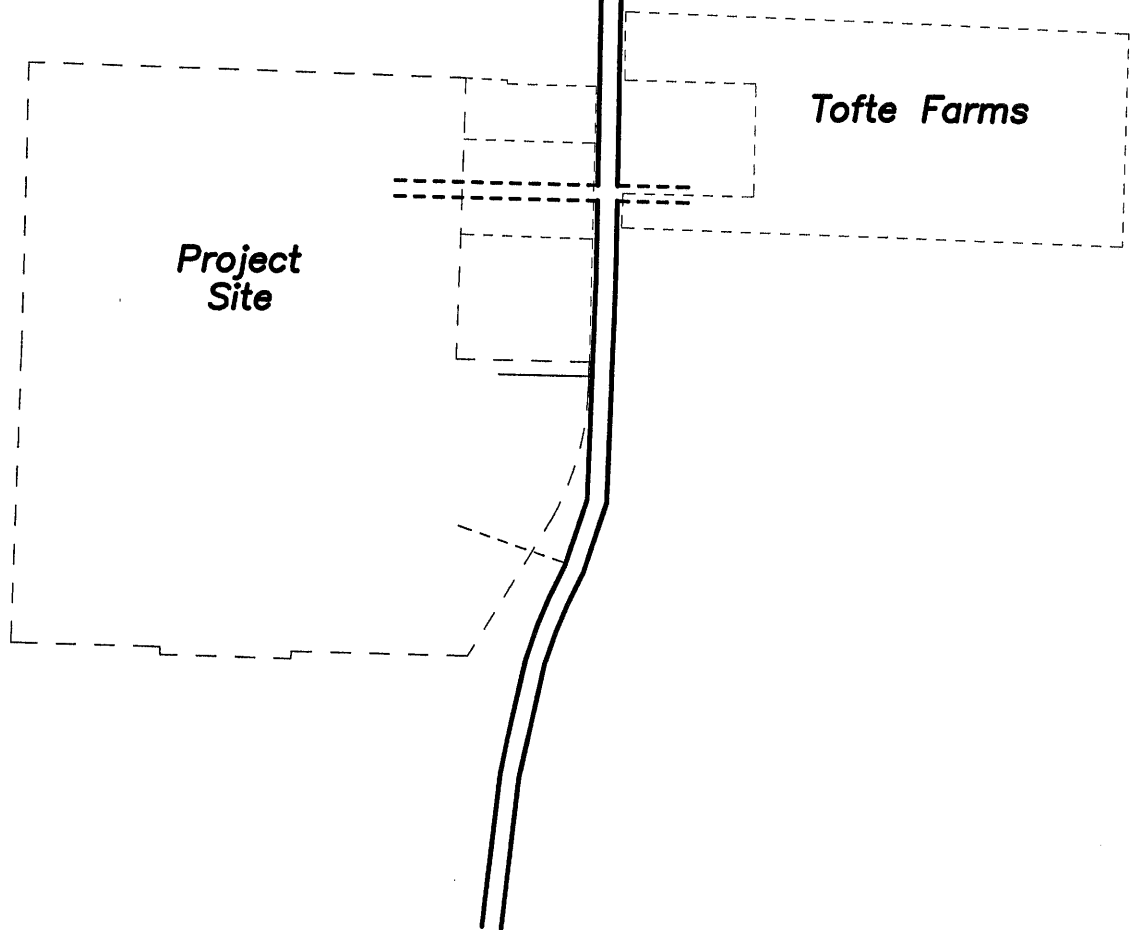
Sight distance to the north could be improved to about 600 feet if no obstructions are allowed within 25 feet of the right-of-way for S Ivy Street. This restriction applies to both the landscaping, which would be limited to grass, as well as any buildings.

A drawing showing the proposed location for site access as well as potential location for future access is shown on page 25.



**Legend**

- Possible Street Connection
- Street Connection Shown in Site Plan
- - - - - Alternative Location for Site Access



POTENTIAL ACCESS LOCATIONS



FIGURE 11

PAGE 25



### *Site Access/Future Conditions*

There are three tax lots to the north and east of the annexation property. These tax lots all have driveway access onto S Ivy Street. The centerline of the nearest driveway is located about 125 feet from the site property line and would be about 170 feet from the centerline of the proposed site road. The City of Canby requires at least 300 feet between access points and Clackamas County requires at least 400 feet between access points. The proposed site access would not meet either the City's or County's spacing standards. Locating the access near the embankment would increase the spacing to about 380 feet, which would conform to the City's access spacing, although the County's standards would not be met.

There is one other property, Tofte Farms, on the east side of S Ivy Street that has been attempting to annex property into the City and could potentially take access onto S Ivy Street. A previous study for Tofte Farms examined access to S Ivy Street at the southern boundary of that site. There were no sight distance issues noted in the traffic study for Tofte Farms at this location for access. Ideally, future access to the lots on the west of S Ivy Street should be aligned with any future access from Tofte Farms. However, this would set the location of site access within a tax lot that is not a part of the annexation or development proposal.

Therefore, it is recommended that the annexation property provide a future road connection to the tax lot opposite the southern boundary of Tofte Farms. When the tax lot develops, site access could at that time be provided to S Ivy Street at a location that meets the AASHTO sight distance standards. This would also provide the potential for an aligned intersection with Tofte Farms at such time as that property is annexed and developed. If it is possible to achieve such an aligned access, any site access onto S Ivy Street along the site frontage should be closed in favor of the northern intersection.

Not allowing road access onto S Ivy Street would force the site traffic to use Fir Street for access. Assuming ten times the evening peak hour volumes corresponds to the Average Daily Traffic (ADT), this would correlate to an ADT of roughly 2,000 vehicles per day (including existing traffic). Most jurisdictions allow an ADT up to 1,000 vehicles per day on Local Streets, such as Fir Street. There are several lots on the western side of Fir Street that could also be annexed into the City and future annexations in this area would further increase the volumes on Fir Street.

Most Local Streets, as long as they are not constructed to narrow street standards, have the capacity to carry higher volumes than 1,000 vehicles per day. Typically, it is residential concerns that limit the traffic on Local Streets. For example, Neighborhood Routes are gener-



ally constructed to similar standards as Local Streets, but are expected to carry an ADT from 1,500 up to 5,000 vehicles per day, depending upon the jurisdiction. Therefore, Fir Street should be physically able to accommodate the site traffic.

It is difficult to estimate the amount of traffic that future annexation in the area would generate, and therefore it is not possible to state how much traffic would ultimately be added to Fir Street, although it would be expected that Fir Street would carry volumes higher than is recommended for a Local Street. To reduce volumes on Fir Street as much as possible, future annexation in the area should be examined for alternative road access.

Assuming future annexation projects develop to a similar density as this project proposes, some of the future streets in the area could carry traffic volumes higher than is recommended for a Local Street as has been demonstrated on Fir Street. Collector or Neighborhood Connector access is advised since these roads are designed to carry higher volumes than Local Streets.

The future street system in the area surrounding the annexation site is not specifically addressed in the City's TSP. However, the TSP shows a future Neighborhood Connector on the east side of Ivy Street somewhat north of the site.

Without a Master Plan of the area, any discussion of the future street system is necessarily limited. However, there are some points that should be made. Having Collector access to area either through the current annexation project or future annexations might be able to provide connectivity to the area without unduly exceeding the standards for Local Streets. Since Ivy Street is an Arterial, a future Collector could have direct access to Ivy Street. If the potential site access could be aligned with the future Neighborhood Connector or with future access of any properties on the east side of Ivy Street, future signalization of the Collector/Arterial intersection could be a possibility.

In addition to, or as an alternative to Collector access to the site, Fir Street could be reclassified to a higher classification.

Because future conditions surrounding the annexation area are unknown, it is strongly encouraged that a Master Plan be developed for the area since it is unclear if the existing road system would be sufficient for future annexations and developments. In order to provide good operation and connectivity, the road network should be planned in advance of the annexations.



### *Conclusions and Recommendations*

At the location of the proposed site access onto S Ivy Street shown on the site plan, there is inadequate sight distance to the south. If the site road could be located farther south, sight distance to the south improves. At the location of an existing single-family home driveway just north of the embankment, about 265 feet south of the northern property line, sight distance is adequate to the south. However sight distance to the north becomes obscured. In order to satisfy the sight distance standards, no obstructions could be placed within 25 feet of the right-of-way of S Ivy Street along the site frontage. This includes buildings and landscaping, which would need to be restricted to grass.

There is a better location for future site access onto Ivy Street, although it could not be provided for site development. Sight distance had been examined at the southern boundary for the Tofte Farms project on the east side of S Ivy Street. If a road connection could be provided from the site to the lot opposite the southern boundary of Tofte Farms, a future street access could be constructed, which would provide site access to S Ivy Street as well as a potentially aligned intersection with a future Tofte Farms access.

If future access could be provided to the north, it is recommended that any site access along the frontage be closed in favor of the northern access.

There were no operational concerns noted at any of the study intersections. However, if site access cannot be provided to S Ivy Street, all site traffic would be required to use Fir Street for access. While the capacity of Fir Street would be able to accommodate the site traffic, it would exceed the standards typically set for Local Streets and future annexations on the west side of Fir Street would further increase the traffic on the road. It is recommended that any future annexation in the area be examined for alternative access. One possibility would be to provide a Collector access to S Ivy Street if the intersection could be made to operate safely. The City could also consider reclassifying some of the streets to a higher classification.



*APPENDIX*



## LEVEL OF SERVICE

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

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

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

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

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

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

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



*LEVEL OF SERVICE CRITERIA  
FOR SIGNALIZED INTERSECTIONS*

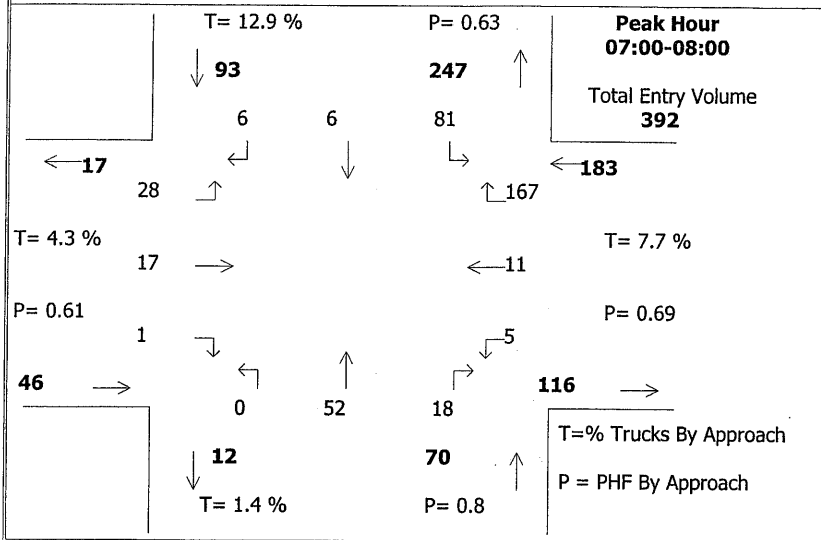
LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (Seconds)
A	< 10
B	10-20
C	20-35
D	35-55
E	55-80
F	> 80

*LEVEL OF SERVICE CRITERIA  
FOR UNSIGNALIZED INTERSECTIONS*

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

# INTERSECTION TURN MOVEMENT PEAK HOUR REPORT

File: CAFWJG



**LOCATION:**  
S ELM ST AT SW 13TH AVE  
CANBY, OR

Date: **11/18/04**      Day: **THU**  
Time: **07:00 - 09:00**

Report Prepared for:  
LANCASTER ENGINEERING

Surveyed By:  
**TRAFFIC SMITHY, INC**  
1225 NW Murray Blvd Suite 111  
Portland, OR 97229  
Phone: 503-641-6333 Fax: 503-643-8866

Report Reviewed by: JG

TIME PERIOD	EASTBOUND			SOUTHBOUND			NORTHBOUND			WESTBOUND			ALL
	↘	→	↗	↙	↓	↘	↖	↑	↗	←	↖		
<b>ALL VEHICLES</b>													
07:00-07:15	0	1	6	3	0	7	0	18	4	0	1	27	67
07:15-07:30	0	4	15	0	1	11	0	12	4	4	3	47	101
07:30-07:45	1	7	3	1	1	35	0	14	6	1	4	61	134
07:45-08:00	0	5	4	2	4	28	0	8	4	0	3	32	90
<b>LIGHT TRUCKS (SINGLE UNIT 2 AXLES)</b>													
07:00-07:15	0	0	0	1	0	0	0	0	0	0	0	1	2
07:15-07:30	0	0	1	0	0	2	0	0	0	0	0	1	4
07:30-07:45	1	0	0	0	0	7	0	1	0	0	1	3	13
07:45-08:00	0	0	0	0	0	2	0	0	0	0	0	8	10
<b>MEDIUM TRUCKS (SINGLE UNIT &gt;2 AXLES)</b>													
07:00-07:15	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15-07:30	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30-07:45	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45-08:00	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>HEAVY TRUCKS (SEMI-TRACTOR TRAILER)</b>													
07:00-07:15	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15-07:30	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30-07:45	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45-08:00	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>BICYCLES</b>													
07:00-07:15	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15-07:30	0	0	0	0	0	0	0	0	2	0	0	0	2
07:30-07:45	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45-08:00	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PEDESTRIANS</b>													
Crosswalk	SOUTH			WEST			EAST			NORTH			ALL
07:00-07:15	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15-07:30	1	0	0	1	0	0	0	0	2	1	0	0	3
07:30-07:45	1	0	0	0	0	0	1	0	0	0	0	0	2
07:45-08:00	0	0	0	1	0	0	0	0	0	2	0	0	3

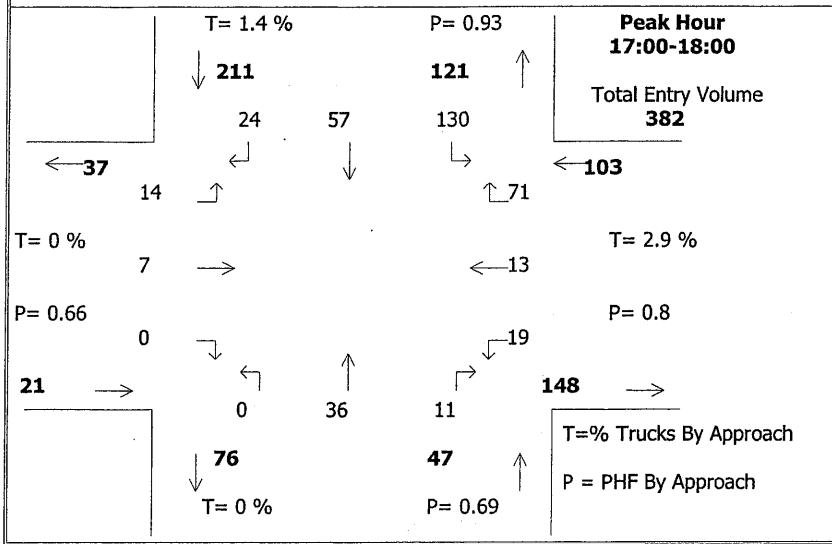
<b>Peak Hour By Movement</b>													
PHF	0.25	0.61	0.47	0.5	0.38	0.58	0	0.72	0.75	0.31	0.69	0.68	0.73
% Trucks(All)	100	0	3.6	16.7	0	13.6	0	1.9	0	0	9.1	7.8	7.4
% Trucks(M+H)	0	0	0	0	0	0	0	0	0	0	0	0	0
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0

<b>Hourly Totals</b>													
07:00-08:00	1	17	28	6	6	81	0	52	18	5	11	167	392
07:15-08:15	1	19	22	4	8	78	0	46	15	7	11	156	367
07:30-08:30	2	19	8	6	13	79	0	40	14	5	9	126	321
07:45-08:45	2	12	12	5	17	53	0	38	10	5	7	81	242
08:00-09:00	3	9	13	5	19	31	0	37	9	7	5	76	214



**INTERSECTION TURN MOVEMENT PEAK HOUR REPORT**

File: CAFXJG



**LOCATION:**

S ELM ST AT SW 13TH AVE  
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Phone: 503-641-6333 Fax: 503-643-8866

Report Reviewed by: JG

TIME PERIOD	EASTBOUND			SOUTHBOUND			NORTHBOUND			WESTBOUND			ALL
	↘	→	↗	↙	↓	↘	↖	↑	↗	←	↖		

ALL VEHICLES	0	3	4	8	17	29	0	12	2	5	1	15	96
17:00-17:15	0	3	4	8	17	29	0	12	2	5	1	15	96
17:15-17:30	0	0	1	4	14	29	0	12	5	7	2	23	97
17:30-17:45	0	2	3	2	15	36	0	2	2	4	3	15	84
17:45-18:00	0	2	6	10	11	36	0	10	2	3	7	18	105

LIGHT TRUCKS (SINGLE UNIT 2 AXLES)	0	0	0	0	1	0	0	0	0	0	0	1	2
17:00-17:15	0	0	0	0	1	0	0	0	0	0	0	1	2
17:15-17:30	0	0	0	0	0	0	0	0	0	0	0	1	1
17:30-17:45	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45-18:00	0	0	0	0	0	1	0	0	0	0	0	1	2

MEDIUM TRUCKS (SINGLE UNIT > 2 AXLES)	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00-17:15	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15-17:30	0	0	0	0	0	1	0	0	0	0	0	0	1
17:30-17:45	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45-18:00	0	0	0	0	0	0	0	0	0	0	0	0	0

HEAVY TRUCKS (SEMI-TRACTOR TRAILER)	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00-17:15	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15-17:30	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30-17:45	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45-18:00	0	0	0	0	0	0	0	0	0	0	0	0	0

BICYCLES	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00-17:15	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15-17:30	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30-17:45	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45-18:00	0	0	0	0	1	0	0	0	0	0	0	0	1

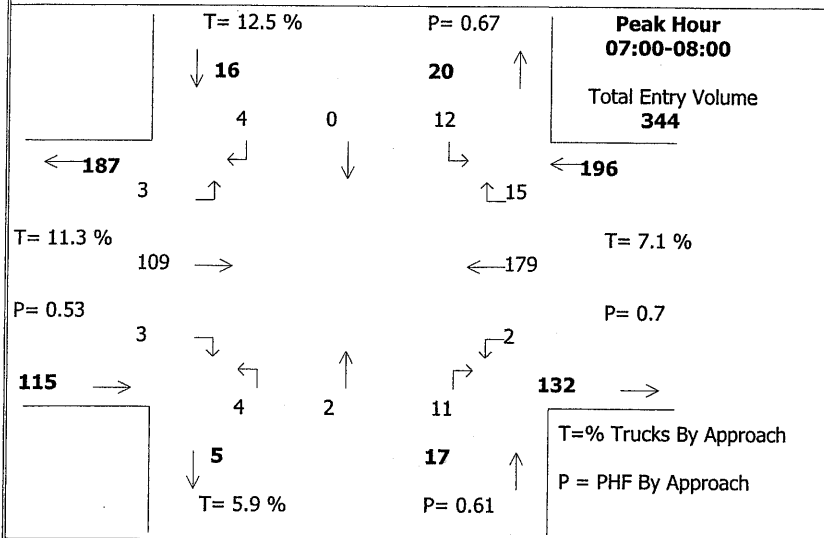
PEDESTRIANS	SOUTH			WEST			EAST			NORTH			ALL
Crosswalk	SOUTH			WEST			EAST			NORTH			ALL
17:00-17:15	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15-17:30	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30-17:45	2	0	0	0	0	0	0	0	0	0	0	0	2
17:45-18:00	0	0	0	1	0	0	0	0	0	0	0	0	1

Peak Hour By Movement	0	0.58	0.58	0.6	0.84	0.9	0	0.75	0.55	0.68	0.46	0.77	0.91
PHF	0	0.58	0.58	0.6	0.84	0.9	0	0.75	0.55	0.68	0.46	0.77	0.91
% Trucks(All)	0	0	0	0	1.8	1.5	0	0	0	0	0	4.2	1.6
% Trucks(M+H)	0	0	0	0	0	0.8	0	0	0	0	0	0	0.3
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0

Hourly Totals	3	12	17	19	48	127	0	31	13	15	14	79	378
16:00-17:00	3	12	17	19	48	127	0	31	13	15	14	79	378
16:15-17:15	3	11	16	20	51	127	0	32	13	16	12	77	378
16:30-17:30	1	9	15	17	53	119	0	39	13	19	11	86	382
16:45-17:45	1	7	15	17	59	116	0	34	10	19	8	73	359
17:00-18:00	0	7	14	24	57	130	0	36	11	19	13	71	382

# INTERSECTION TURN MOVEMENT PEAK HOUR REPORT

File: DEIKJG



## LOCATION:

S FIR ST AT SW 13TH AVE  
CANBY, OR

Date: **11/18/04** Day: **THU**  
Time: **07:00 - 09:00**

Report Prepared for:  
LANCASTER ENGINEERING

Surveyed By:  
**TRAFFIC SMITHY, INC**  
1225 NW Murray Blvd Suite 111  
Portland, OR 97229  
Phone: 503-641-6333 Fax: 503-643-8866

Report Reviewed by: JG

TIME PERIOD	EASTBOUND			SOUTHBOUND			NORTHBOUND			WESTBOUND			ALL
	↘	→	↗	↙	↓	↘	↖	↑	↗	↖	←	↗	
<b>ALL VEHICLES</b>													
07:00-07:15	0	12	0	0	0	2	2	0	5	0	32	4	57
07:15-07:30	1	17	0	1	0	3	0	1	0	0	51	3	77
07:30-07:45	2	50	2	1	0	3	2	1	3	0	64	6	134
07:45-08:00	0	30	1	2	0	4	0	0	3	2	32	2	76
<b>LIGHT TRUCKS (SINGLE UNIT 2 AXLES)</b>													
07:00-07:15	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15-07:30	1	1	0	0	0	0	0	0	0	0	4	0	6
07:30-07:45	0	7	1	0	0	0	0	0	1	0	6	0	15
07:45-08:00	0	3	0	2	0	0	0	0	0	1	3	0	9
<b>MEDIUM TRUCKS (SINGLE UNIT &gt;2 AXLES)</b>													
07:00-07:15	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15-07:30	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30-07:45	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45-08:00	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>HEAVY TRUCKS (SEMI-TRACTOR TRAILER)</b>													
07:00-07:15	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15-07:30	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30-07:45	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45-08:00	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>BICYCLES</b>													
07:00-07:15	0	2	0	0	0	0	0	0	0	0	0	0	2
07:15-07:30	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30-07:45	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45-08:00	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PEDESTRIANS</b>													
Crosswalk	SOUTH			WEST			EAST			NORTH			ALL
07:00-07:15	1			0			0			3			4
07:15-07:30	0			0			0			0			0
07:30-07:45	0			0			0			1			1
07:45-08:00	1			0			1			2			4

## Peak Hour By Movement

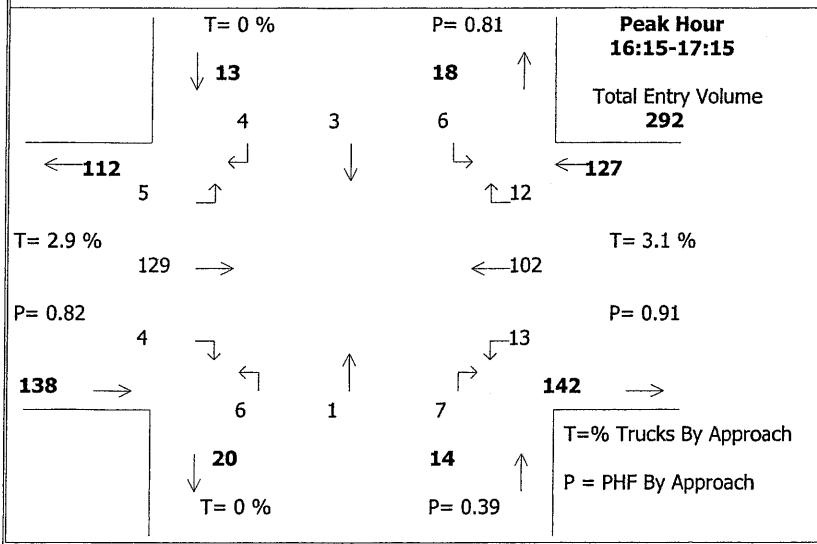
PHF	0.38	0.55	0.38	0.5	0	0.75	0.5	0.5	0.55	0.25	0.7	0.63	0.64
% Trucks(All)	33.3	10.1	33.3	50	0	0	0	0	9.1	50	7.3	0	8.7
% Trucks(M+H)	0	0	0	0	0	0	0	0	0	0	0	0	0
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0

## Hourly Totals

07:00-08:00	3	109	3	4	0	12	4	2	11	2	179	15	344
07:15-08:15	3	106	3	4	0	10	3	3	7	5	162	12	318
07:30-08:30	8	101	3	3	0	8	4	2	10	7	126	10	282
07:45-08:45	6	67	1	4	0	5	2	1	10	9	80	4	189
08:00-09:00	8	44	0	2	1	2	3	3	7	10	75	2	157

**INTERSECTION TURN MOVEMENT PEAK HOUR REPORT**

File: DEI1JG



**LOCATION:**

S FIR ST AT SW 13TH AVE  
CANBY, OR

Date: **11/18/04** Day: **THU**  
Time: **16:00 - 18:00**

Report Prepared for:  
LANCASTER ENGINEERING

Surveyed By:  
**TRAFFIC SMITHY, INC**  
1225 NW Murray Blvd Suite 111  
Portland, OR 97229  
Phone: 503-641-6333 Fax: 503-643-8866

Report Reviewed by: JG

TIME PERIOD	EASTBOUND			SOUTHBOUND			NORTHBOUND			WESTBOUND			ALL
	↓	→	↗	↖	↓	↘	←	↑	↗	↓	←	↖	
<b>ALL VEHICLES</b>													
16:15-16:30	2	37	3	3	1	0	0	0	2	4	27	4	83
16:30-16:45	1	34	2	0	1	1	4	1	4	6	28	1	83
16:45-17:00	0	28	0	1	1	2	1	0	1	2	22	4	62
17:00-17:15	1	30	0	0	0	3	1	0	0	1	25	3	64
<b>LIGHT TRUCKS (SINGLE UNIT 2 AXLES)</b>													
16:15-16:30	0	1	1	0	0	0	0	0	0	0	2	0	4
16:30-16:45	0	1	0	0	0	0	0	0	0	0	1	0	2
16:45-17:00	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00-17:15	0	1	0	0	0	0	0	0	0	0	0	1	2
<b>MEDIUM TRUCKS (SINGLE UNIT &gt;2 AXLES)</b>													
16:15-16:30	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30-16:45	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45-17:00	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00-17:15	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>HEAVY TRUCKS (SEMI-TRACTOR TRAILER)</b>													
16:15-16:30	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30-16:45	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45-17:00	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00-17:15	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>BICYCLES</b>													
16:15-16:30	0	0	0	0	0	0	0	0	0	0	2	0	2
16:30-16:45	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45-17:00	0	0	0	0	2	0	0	0	0	0	0	0	2
17:00-17:15	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PEDESTRIANS</b>													
Crosswalk	SOUTH			WEST			EAST			NORTH			ALL
16:15-16:30	0			0			1			1			2
16:30-16:45	0			0			0			3			3
16:45-17:00	1			0			0			0			1
17:00-17:15	0			0			0			0			0

**Peak Hour By Movement**

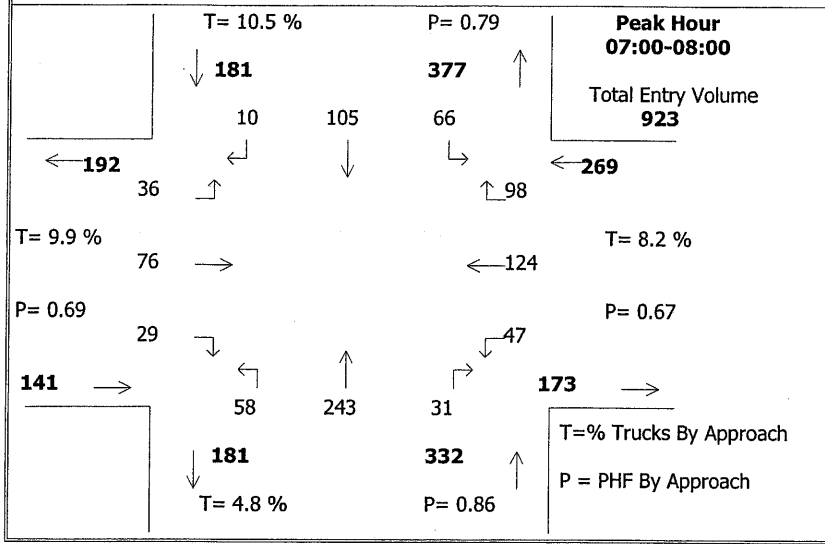
PHF	0.5	0.87	0.42	0.33	0.75	0.5	0.38	0.25	0.44	0.54	0.91	0.75	0.88
% Trucks(All)	0	2.3	20	0	0	0	0	0	0	0	2.9	8.3	2.7
% Trucks(M+H)	0	0	0	0	0	0	0	0	0	0	0	0	0
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0

**Hourly Totals**

16:00-17:00	6	134	6	4	3	5	7	1	9	13	94	9	291
16:15-17:15	4	129	5	4	3	6	6	1	7	13	102	12	292
16:30-17:30	5	125	3	1	2	9	8	1	5	11	101	12	283
16:45-17:45	5	125	1	1	1	9	5	0	2	5	96	12	262
17:00-18:00	9	130	2	0	0	8	4	2	1	6	100	10	272

# INTERSECTION TURN MOVEMENT PEAK HOUR REPORT

File: LTVPJG



### LOCATION:

S IVY ST/SE CANBY-MARQUAM HWY AT SW/SE 13TH AVE  
CANBY, OR

Date: **11/18/04** Day: **THU**  
Time: **07:00 - 09:00**

Report Prepared for:  
LANCASTER ENGINEERING

Surveyed By:  
**TRAFFIC SMITHY, INC**  
1225 NW Murray Blvd Suite 111  
Portland, OR 97229  
Phone: 503-641-6333 Fax: 503-643-8866

Report Reviewed by: JG

TIME PERIOD	EASTBOUND			SOUTHBOUND			NORTHBOUND			WESTBOUND			ALL
	↘	→	↗	↙	↓	↘	↖	↑	↗	↙	←	↖	
<b>ALL VEHICLES</b>													
07:00-07:15	5	9	8	2	28	4	12	54	4	13	20	16	175
07:15-07:30	6	10	6	2	28	16	20	66	5	8	34	15	216
07:30-07:45	11	30	10	3	17	24	17	49	9	17	45	38	270
07:45-08:00	7	27	12	3	32	22	9	74	13	9	25	29	262
<b>LIGHT TRUCKS (SINGLE UNIT 2 AXLES)</b>													
07:00-07:15	0	0	0	0	3	0	0	0	0	1	0	1	5
07:15-07:30	1	0	0	0	1	0	1	5	2	0	3	0	13
07:30-07:45	3	6	1	0	1	10	0	0	1	3	6	3	34
07:45-08:00	0	3	0	0	1	1	1	4	1	2	3	0	16
<b>MEDIUM TRUCKS (SINGLE UNIT &gt;2 AXLES)</b>													
07:00-07:15	0	0	0	0	1	0	0	0	0	0	0	0	1
07:15-07:30	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30-07:45	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45-08:00	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>HEAVY TRUCKS (SEMI-TRACTOR TRAILER)</b>													
07:00-07:15	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15-07:30	0	0	0	0	1	0	0	0	0	0	0	0	1
07:30-07:45	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45-08:00	0	0	0	0	0	0	0	1	0	0	0	0	1
<b>BICYCLES</b>													
07:00-07:15	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15-07:30	0	2	0	0	0	0	0	0	0	0	0	0	2
07:30-07:45	0	0	0	0	0	0	0	0	0	0	0	1	1
07:45-08:00	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PEDESTRIANS</b>													
Crosswalk	SOUTH			WEST			EAST			NORTH			ALL
07:00-07:15	0			1			0			3			4
07:15-07:30	0			0			0			2			2
07:30-07:45	0			0			0			7			7
07:45-08:00	0			1			0			3			4

### Peak Hour By Movement

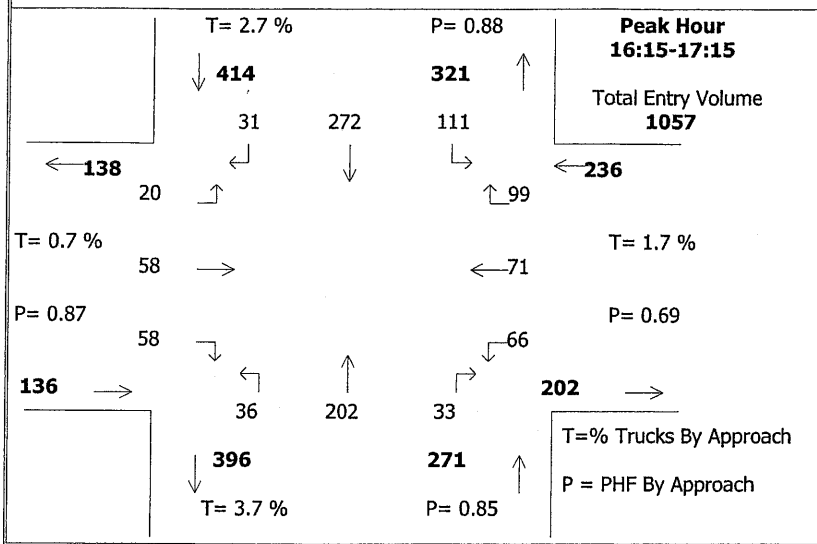
PHF	0.66	0.63	0.75	0.83	0.82	0.69	0.73	0.82	0.6	0.69	0.69	0.64	0.85
% Trucks(All)	13.8	11.8	2.8	0	7.6	16.7	3.4	4.1	12.9	12.8	9.7	4.1	7.7
% Trucks(M+H)	0	0	0	0	1.9	0	0	0.4	0	0	0	0	0.3
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0

### Hourly Totals

07:00-08:00	29	76	36	10	105	66	58	243	31	47	124	98	923
07:15-08:15	29	71	29	12	96	68	59	239	32	43	108	95	881
07:30-08:30	29	65	31	15	98	55	47	215	35	40	81	88	799
07:45-08:45	29	39	26	17	110	37	38	211	32	30	43	59	671
08:00-09:00	26	16	16	23	101	25	35	183	25	29	33	41	553

**INTERSECTION TURN MOVEMENT PEAK HOUR REPORT**

File: LTVQJG



**LOCATION:**

S IVY ST/SE CANBY-MARQUAM HWY AT SW/SE 13TH AVE  
CANBY, OR

Date: **11/18/04** Day: **THU**  
Time: **16:00 - 18:00**

Report Prepared for:  
LANCASTER ENGINEERING

Surveyed By:  
**TRAFFIC SMITHY, INC**  
1225 NW Murray Blvd Suite 111  
Portland, OR 97229  
Phone: 503-641-6333 Fax: 503-643-8866

Report Reviewed by: JG

TIME PERIOD	EASTBOUND			SOUTHBOUND			NORTHBOUND			WESTBOUND			ALL
	↘	→	↗	↙	↓	↘	←	↑	↗	↖	↗		
<b>ALL VEHICLES</b>													
16:15-16:30	16	17	5	9	59	27	8	49	10	12	17	26	255
16:30-16:45	14	19	6	10	65	38	11	57	12	23	21	41	317
16:45-17:00	12	10	6	3	63	23	7	51	2	16	14	17	224
17:00-17:15	16	12	3	9	85	23	10	45	9	15	19	15	261
<b>LIGHT TRUCKS (SINGLE UNIT 2 AXLES)</b>													
16:15-16:30	1	0	0	0	1	0	1	2	1	0	0	0	6
16:30-16:45	0	0	0	0	1	2	2	1	0	0	0	2	8
16:45-17:00	0	0	0	0	2	1	0	0	0	0	0	0	3
17:00-17:15	0	0	0	0	0	0	0	1	0	0	0	1	2
<b>MEDIUM TRUCKS (SINGLE UNIT &gt;2 AXLES)</b>													
16:15-16:30	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30-16:45	0	0	0	0	1	0	0	0	0	0	0	0	1
16:45-17:00	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00-17:15	0	0	0	0	1	0	0	1	0	0	0	0	2
<b>HEAVY TRUCKS (SEMI-TRACTOR TRAILER)</b>													
16:15-16:30	0	0	0	0	0	0	0	1	0	0	0	0	1
16:30-16:45	0	0	0	0	0	0	0	0	0	1	0	0	1
16:45-17:00	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00-17:15	0	0	0	0	1	1	0	0	0	0	0	0	2
<b>BICYCLES</b>													
16:15-16:30	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30-16:45	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45-17:00	0	0	0	0	0	0	0	2	0	0	0	0	2
17:00-17:15	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PEDESTRIANS</b>													
Crosswalk	SOUTH			WEST			EAST			NORTH			ALL
16:15-16:30	0	0	0	0	0	0	0	0	0	4	0	0	4
16:30-16:45	1	0	0	0	0	0	1	0	0	0	0	0	2
16:45-17:00	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00-17:15	0	0	0	0	0	0	0	0	0	0	0	0	0

**Peak Hour By Movement**

PHF	0.91	0.76	0.83	0.77	0.8	0.73	0.82	0.89	0.69	0.72	0.85	0.6	0.83
% Trucks(All)	1.7	0	0	0	2.6	3.6	8.3	3	3	1.5	0	3	2.5
% Trucks(M+H)	0	0	0	0	1.1	0.9	0	1	0	1.5	0	0	0.7
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0

**Hourly Totals**

16:00-17:00	56	67	23	34	249	104	30	211	37	65	60	107	1043
16:15-17:15	58	58	20	31	272	111	36	202	33	66	71	99	1057
16:30-17:30	55	60	21	33	271	100	40	194	31	70	62	81	1018
16:45-17:45	54	63	18	29	273	81	38	180	33	57	56	46	928
17:00-18:00	58	69	19	36	280	73	43	172	46	53	55	37	941



## TRIP GENERATION CALCULATIONS

*Land Use:* Single-Family Detached Housing  
*Land Use Code:* 210  
*Variable:* Dwelling Units  
*Variable Value:* 57

### AM PEAK HOUR

Trip Equation:  $T=0.70(X)+9.43$

	Enter	Exit	Total
Directional Distribution	25%	75%	
Trip Ends	12	37	49

### PM PEAK HOUR

Trip Equation:  $\ln(T)=0.90 \ln(X)+0.53$

	Enter	Exit	Total
Directional Distribution	63%	37%	
Trip Ends	41	24	65

### WEEKDAY

Trip Equation:  $\ln(T)=0.92 \ln(X)+2.71$

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	310	310	620

### SATURDAY

Trip Equation:  $\ln(T)=0.94 \ln(X)+2.63$

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	310	310	620



## TRIP GENERATION CALCULATIONS

*Land Use:* Apartment  
*Land Use Code:* 220  
*Variable:* Occupied Dwelling Units  
*Variable Value:* 118

### AM PEAK HOUR

*Trip Equation:*  $T = 0.49(X) + 3.73$

	Enter	Exit	Total
Directional Distribution	20%	80%	
Trip Ends	12	50	62

### PM PEAK HOUR

*Trip Equation:*  $T = 0.55(X) + 17.65$

	Enter	Exit	Total
Directional Distribution	65%	35%	
Trip Ends	54	29	83

### WEEKDAY

*Trip Equation:*  $T = 6.01(X) + 150.35$

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	430	430	860

### SUNDAY

*Trip Equation:*  $T = 6.42(X) - 101.12$

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	328	328	656



## TRIP GENERATION CALCULATIONS

*Land Use:* Residential Condominium/Townhouse  
*Land Use Code:* 230  
*Variable:* Dwelling Units  
*Variable Value:* 41

### AM PEAK HOUR

*Trip Rate:* 0.44

	Enter	Exit	Total
Directional Distribution	17%	83%	
Trip Ends	3	15	18

### PM PEAK HOUR

*Trip Rate:* 0.52

	Enter	Exit	Total
Directional Distribution	67%	33%	
Trip Ends	14	7	21

### WEEKDAY

*Trip Rate:* 5.86

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	120	120	240

### SATURDAY

*Trip Rate:* 5.67

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



	2004	2003	2002	2000	growth rate
Canby-Marquam			7,200	6,750	3.3%
13th	724	594			21.9%
Ivy	1408	1286			9.5%

emme/2	1993	2015	growth
Ivy	670	948	1.6
Elm	275	313	0.6
13th	195	329	2.4

## Projected Future Traffic Volumes

Analyst: Catriona Sumrain  
 Intersection: Fir Street & 13th Avenue  
 Project: McMartin Annexation  
 Time Period: AM Peak Hour  
 Scenario: 2020 Background  
 Date: 12/9/2004

### Growth Rates

east/west street: 2.4%  
 north/south street: 0.5%  
 number of years: 16

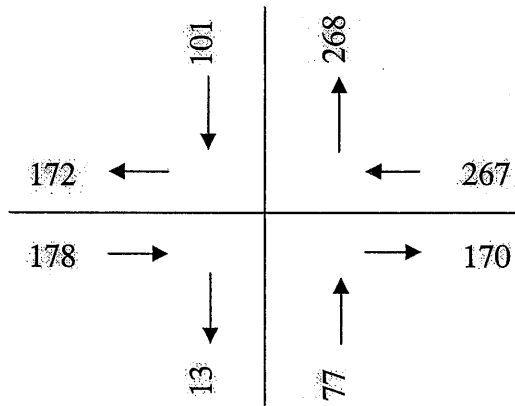
### Base traffic counts

		93		247	
		6	6	81	
18	28			167	183
		17		11	
46	1			5	116
		1	52	18	
		12		71	
TEV	393				

### Future traffic counts

		101		268	
		37	4	60	
172	87			138	267
		86		124	
178	4			5	170
		11	42	24	
		13		77	
TEV	622				

### Future Link Volumes



Total Entering Volume: 623  
 Total Exiting Volume: 622

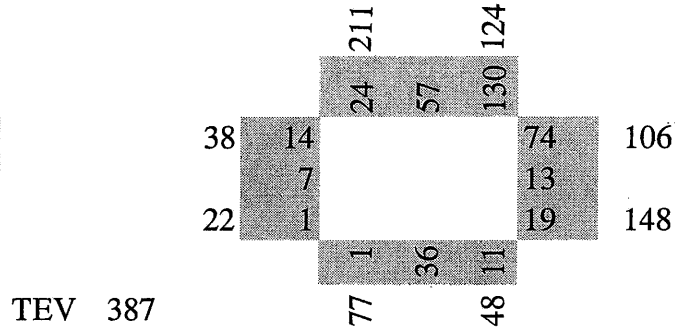
## Projected Future Traffic Volumes

Analyst: Catriona Sumrain  
 Intersection: Fir Street & 13th Avenue  
 Project: McMartin Annexation  
 Time Period: PM Peak Hour  
 Scenario: 2020 Background  
 Date: 12/9/2004

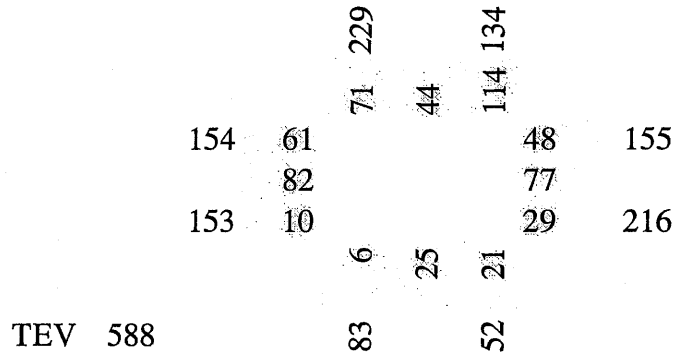
### Growth Rates

east/west street: 2.4%  
 north/south street: 0.5%  
 number of years: 16

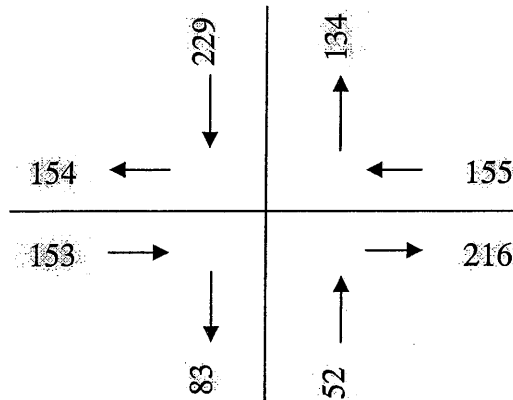
### Base traffic counts



### Future traffic counts



### Future Link Volumes

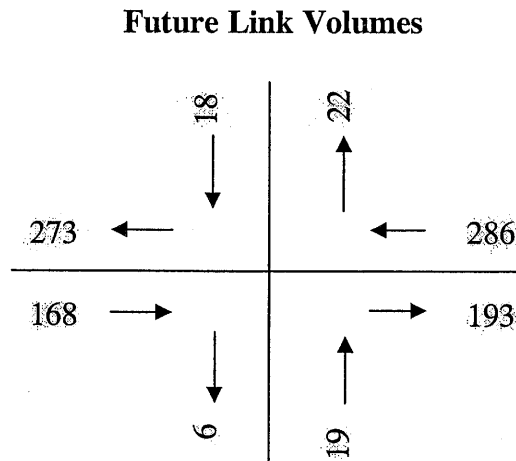
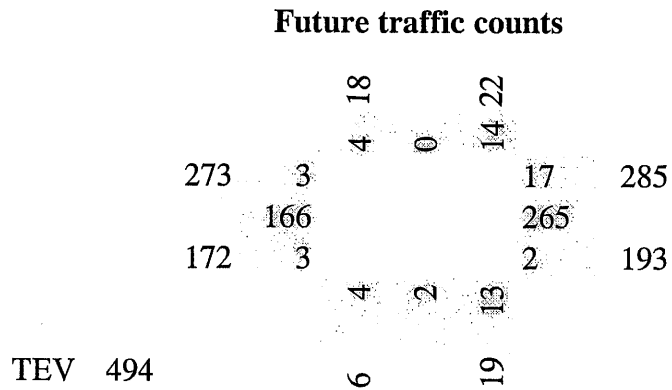
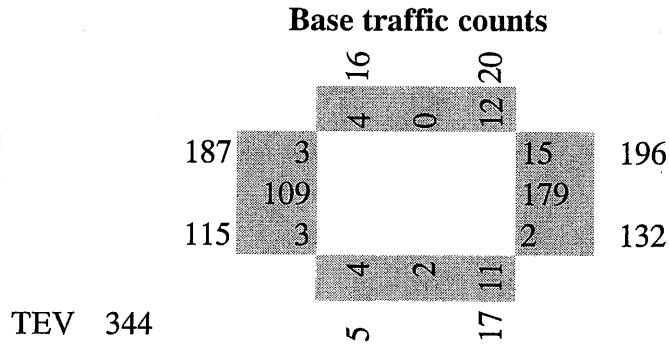


Total Entering Volume: 588  
 Total Exiting Volume: 588

## Projected Future Traffic Volumes

Analyst: Catriona Sumrain  
 Intersection: Fir Street & 13th Avenue  
 Project: McMartin Annexation  
 Time Period: AM Peak Hour  
 Scenario: 2020 Background  
 Date: 12/9/2004

**Growth Rates**  
 east/west street: 2.4%  
 north/south street: 0.6%  
 number of years: 16

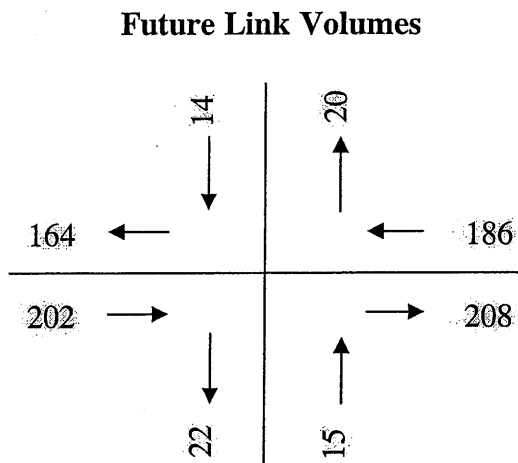
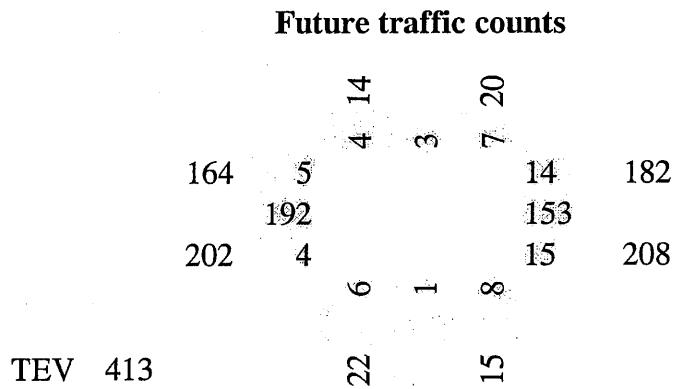
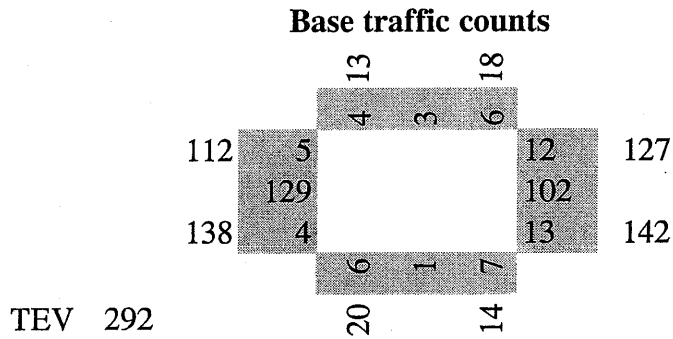


Total Entering Volume: 491  
 Total Exiting Volume: 494

## Projected Future Traffic Volumes

Analyst: Catriona Sumrain  
 Intersection: Fir Street & 13th Avenue  
 Project: McMartin Annexation  
 Time Period: PM Peak Hour  
 Scenario: 2020 Background  
 Date: 12/9/2004

**Growth Rates**  
 east/west street: 2.4%  
 north/south street: 0.6%  
 number of years: 16



Total Entering Volume: 417  
 Total Exiting Volume: 413

## Projected Future Traffic Volumes

Analyst: Catriona Sumrain  
 Intersection: Ivy Street & 13th Avenue  
 Project: McMartin Annexation  
 Time Period: AM Peak Hour  
 Scenario: 2020 Background  
 Date: 12/9/2004

### Growth Rates

east/west street: 2.4%  
 north/south street: 1.6%  
 number of years: 16

### Base traffic counts

		181		377	
		10	105	66	
192	36			98	269
	76			124	
141	29			47	173
		58	243	31	
		181		332	

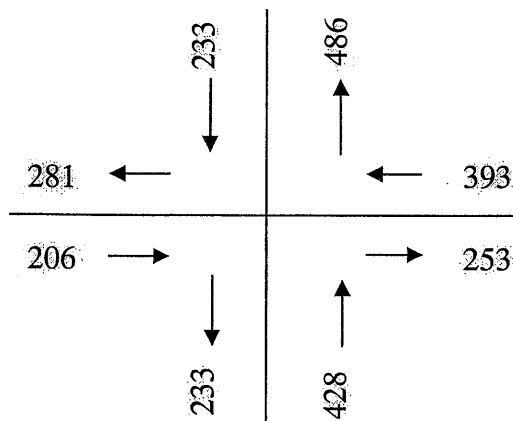
TEV 923

### Future traffic counts

		232		486	
		13	128	91	
281	48			136	391
	117			189	
205	39			66	253
		79	302	44	
		233		425	

TEV 1253

### Future Link Volumes



Total Entering Volume: 1261

Total Exiting Volume: 1253

## Projected Future Traffic Volumes

Analyst: Catriona Sumrain  
 Intersection: Ivy Street & 13th Avenue  
 Project: McMartin Annexation  
 Time Period: PM Peak Hour  
 Scenario: 2020 Background  
 Date: 12/9/2004

### Growth Rates

east/west street: 2.4%  
 north/south street: 1.6%  
 number of years: 16

### Base traffic counts

			419		
		33	275	111	
150	19				242
	58			73	
131	54			68	201
		44	198	32	
		397		274	

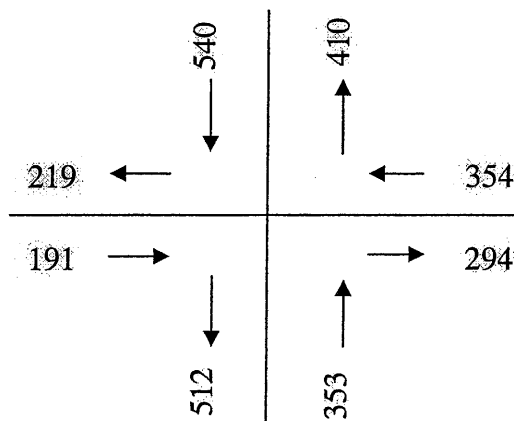
TEV 1066

### Future traffic counts

			539		
		44	339	156	
219	25				353
	91			114	
191	75			98	294
		61	244	47	
		512		352	

TEV 1435

### Future Link Volumes



Total Entering Volume: 1439

Total Exiting Volume: 1435

## TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information		
Analyst	CS		Intersection	13th/ELM	
Agency/Co.	LANCASTER		Jurisdiction	CANBY	
Date Performed	12/9/04		Analysis Year	EXISTING (2004)	
Analysis Time Period	AM PEAK				
Project Description <i>McMARTIN ANNEXATION</i>					
East/West Street: <i>13th AVENUE</i>			North/South Street: <i>ELM STREET</i>		
Intersection Orientation: <i>East-West</i>			Study Period (hrs): <i>0.25</i>		

### Vehicle Volumes and Adjustments

Major Street Movement	Eastbound			Westbound		
	1 L	2 T	3 R	4 L	5 T	6 R
Volume (veh/h)	28	17	1	5	11	167
Peak-hour factor, PHF	0.73	0.73	0.73	0.73	0.73	0.73
Hourly Flow Rate (veh/h)	38	23	1	6	15	228
Proportion of heavy vehicles, P <sub>HV</sub>	4	--	--	0	--	--
Median type	<i>Undivided</i>					
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration	<i>LTR</i>			<i>LTR</i>		
Upstream Signal		0			0	

Minor Street Movement	Northbound			Southbound		
	7 L	8 T	9 R	10 L	11 T	12 R
Volume (veh/h)	0	52	18	81	6	6
Peak-hour factor, PHF	0.73	0.73	0.73	0.73	0.73	0.73
Hourly Flow Rate (veh/h)	0	71	24	110	8	8
Proportion of heavy vehicles, P <sub>HV</sub>	0	2	0	14	0	17
Percent grade (%)	0			0		
Flared approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration		<i>LTR</i>			<i>LTR</i>	

### Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
			7	8	9	10	11	12
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>LTR</i>	<i>LTR</i>		<i>LTR</i>			<i>LTR</i>	
Volume, v (vph)	38	6		95			126	
Capacity, c <sub>m</sub> (vph)	1307	1602		623			561	
v/c ratio	0.03	0.00		0.15			0.22	
Queue length (95%)	0.09	0.01		0.54			0.86	
Control Delay (s/veh)	7.8	7.3		11.8			13.3	
LOS	A	A		B			B	
Approach delay (s/veh)	--	--		11.8			13.3	
Approach LOS	--	--		B			B	



## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CS	Intersection	13th/ELM
Agency/Co.	LANCASTER	Jurisdiction	CANBY
Date Performed	12/9/04	Analysis Year	EXISTING (2004)
Analysis Time Period	PM PEAK		
Project Description <i>McMARTIN ANNEXATION</i>			
East/West Street: <i>13th AVENUE</i>		North/South Street: <i>ELM STREET</i>	
Intersection Orientation: <i>East-West</i>		Study Period (hrs): <i>0.25</i>	

### Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	14	7	0	19	13	71
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Hourly Flow Rate (veh/h)	15	7	0	20	14	78
Proportion of heavy vehicles, P <sub>HV</sub>	0	--	--	0	--	--
Median type	<i>Undivided</i>					
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration	<i>LTR</i>			<i>LTR</i>		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	36	11	130	57	24
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Hourly Flow Rate (veh/h)	0	39	12	142	62	26
Proportion of heavy vehicles, P <sub>HV</sub>	0	0	0	2	2	0
Percent grade (%)	0			0		
Flared approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration		<i>LTR</i>			<i>LTR</i>	

### Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>LTR</i>	<i>LTR</i>		<i>LTR</i>			<i>LTR</i>	
Volume, v (vph)	15	20	51			230		
Capacity, c <sub>m</sub> (vph)	1513	1627	772			772		
v/c ratio	0.01	0.01	0.07			0.30		
Queue length (95%)	0.03	0.04	0.21			1.25		
Control Delay (s/veh)	7.4	7.2	10.0			11.6		
LOS	A	A	A			B		
Approach delay (s/veh)	--	--	10.0			11.6		
Approach LOS	--	--	A			B		

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CS	Intersection	13th/ELM
Agency/Co.	LANCASTER	Jurisdiction	CANBY
Date Performed	12/9/04	Analysis Year	2020 BACKGROUND
Analysis Time Period	AM PEAK		
Project Description <i>McMARTIN ANNEXATION</i>			
East/West Street: <i>13th AVENUE</i>		North/South Street: <i>ELM STREET</i>	
Intersection Orientation: <i>East-West</i>		Study Period (hrs): <i>0.25</i>	

### Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	87	86	4	5	124	138
Peak-hour factor, PHF	0.73	0.73	0.73	0.73	0.73	0.73
Hourly Flow Rate (veh/h)	119	117	5	6	169	189
Proportion of heavy vehicles, P <sub>HV</sub>	4	--	--	0	--	--
Median type	<i>Undivided</i>					
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration	<i>LTR</i>			<i>LTR</i>		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	11	42	24	60	4	37
Peak-hour factor, PHF	0.73	0.73	0.73	0.73	0.73	0.73
Hourly Flow Rate (veh/h)	15	57	32	82	5	50
Proportion of heavy vehicles, P <sub>HV</sub>	0	2	0	14	0	17
Percent grade (%)	0			0		
Flared approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration		<i>LTR</i>			<i>LTR</i>	

### Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>LTR</i>	<i>LTR</i>		<i>LTR</i>			<i>LTR</i>	
Volume, v (vph)	119	6		104			137	
Capacity, c <sub>m</sub> (vph)	1186	1476		390			348	
v/c ratio	0.10	0.00		0.27			0.39	
Queue length (95%)	0.33	0.01		1.06			1.82	
Control Delay (s/veh)	8.4	7.4		17.6			21.9	
LOS	A	A		C			C	
Approach delay (s/veh)	--	--		17.6			21.9	
Approach LOS	--	--		C			C	

## TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information		
Analyst	CS		Intersection	13th/ELM	
Agency/Co.	LANCASTER		Jurisdiction	CANBY	
Date Performed	12/9/04		Analysis Year	2020 BACKGROUND	
Analysis Time Period	PM PEAK				
Project Description <i>McMARTIN ANNEXATION</i>					
East/West Street: <i>13th AVENUE</i>			North/South Street: <i>ELM STREET</i>		
Intersection Orientation: <i>East-West</i>			Study Period (hrs): <i>0.25</i>		

### Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	61	82	10	29	77	48
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Hourly Flow Rate (veh/h)	67	90	10	31	84	52
Proportion of heavy vehicles, P <sub>HV</sub>	0	--	--	0	--	--
Median type	<i>Undivided</i>					
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration	<i>LTR</i>			<i>LTR</i>		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	6	25	21	114	44	71
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Hourly Flow Rate (veh/h)	6	27	23	125	48	78
Proportion of heavy vehicles, P <sub>HV</sub>	0	0	0	2	2	0
Percent grade (%)	0			0		
Flared approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration		<i>LTR</i>			<i>LTR</i>	

### Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>LTR</i>	<i>LTR</i>		<i>LTR</i>			<i>LTR</i>	
Volume, v (vph)	67	31	56			251		
Capacity, c <sub>m</sub> (vph)	1458	1505	595			567		
v/c ratio	0.05	0.02	0.09			0.44		
Queue length (95%)	0.14	0.06	0.31			2.25		
Control Delay (s/veh)	7.6	7.4	11.7			16.3		
LOS	A	A	B			C		
Approach delay (s/veh)	--	--	11.7			16.3		
Approach LOS	--	--	B			C		

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CS	Intersection	13th/ELM
Agency/Co.	LANCASTER	Jurisdiction	CANBY
Date Performed	12/9/04	Analysis Year	2020 BACKGROUND + SIITE
Analysis Time Period	AM PEAK		

Project Description <i>McMARTIN ANNEXATION</i>	
East/West Street: <i>13th AVENUE</i>	North/South Street: <i>ELM STREET</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

### Vehicle Volumes and Adjustments

Major Street Movement	Eastbound			Westbound		
	1 L	2 T	3 R	4 L	5 T	6 R
Volume (veh/h)	87	91	4	5	145	148
Peak-hour factor, PHF	0.73	0.73	0.73	0.73	0.73	0.73
Hourly Flow Rate (veh/h)	119	124	5	6	198	202
Proportion of heavy vehicles, P <sub>HV</sub>	4	--	--	0	--	--
Median type	<i>Undivided</i>					
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration	<i>LTR</i>			<i>LTR</i>		
Upstream Signal		0			0	

Minor Street Movement	Northbound			Southbound		
	7 L	8 T	9 R	10 L	11 T	12 R
Volume (veh/h)	11	42	24	63	4	37
Peak-hour factor, PHF	0.73	0.73	0.73	0.73	0.73	0.73
Hourly Flow Rate (veh/h)	15	57	32	86	5	50
Proportion of heavy vehicles, P <sub>HV</sub>	0	2	0	14	0	17
Percent grade (%)	0			0		
Flared approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration		<i>LTR</i>			<i>LTR</i>	

### Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
	1	4	7	8	9	10	11	12
Movement								
Lane Configuration	<i>LTR</i>	<i>LTR</i>		<i>LTR</i>			<i>LTR</i>	
Volume, v (vph)	119	6		104			141	
Capacity, c <sub>m</sub> (vph)	1144	1467		367			319	
v/c ratio	0.10	0.00		0.28			0.44	
Queue length (95%)	0.35	0.01		1.15			2.17	
Control Delay (s/veh)	8.5	7.5		18.6			24.9	
LOS	A	A		C			C	
Approach delay (s/veh)	--	--		18.6			24.9	
Approach LOS	--	--		C			C	

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CS	Intersection	13th/ELM
Agency/Co.	LANCASTER	Jurisdiction	CANBY
Date Performed	12/9/04	Analysis Year	2020 BACKGROUND + SITE
Analysis Time Period	PM PEAK		

Project Description <i>McMARTIN ANNEXATION</i>	
East/West Street: <i>13th AVENUE</i>	North/South Street: <i>ELM STREET</i>
Intersection Orientation: <i>East-West</i>	Study Period (hrs): <i>0.25</i>

### Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	61	104	10	29	89	55
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Hourly Flow Rate (veh/h)	67	114	10	31	97	60
Proportion of heavy vehicles, P <sub>HV</sub>	0	--	--	0	--	--
Median type	<i>Undivided</i>					
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration	<i>LTR</i>			<i>LTR</i>		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	6	25	21	125	44	71
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Hourly Flow Rate (veh/h)	6	27	23	137	48	78
Proportion of heavy vehicles, P <sub>HV</sub>	0	0	0	2	2	0
Percent grade (%)	0			0		
Flared approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration		<i>LTR</i>			<i>LTR</i>	

### Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>LTR</i>	<i>LTR</i>		<i>LTR</i>			<i>LTR</i>	
Volume, v (vph)	67	31		56			263	
Capacity, c <sub>m</sub> (vph)	1433	1475		564			531	
v/c ratio	0.05	0.02		0.10			0.50	
Queue length (95%)	0.15	0.06		0.33			2.72	
Control Delay (s/veh)	7.6	7.5		12.1			18.2	
LOS	A	A		B			C	
Approach delay (s/veh)	--	--		12.1			18.2	
Approach LOS	--	--		B			C	

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CS	Intersection	FIR/13th
Agency/Co.	LANCASTER	Jurisdiction	CANBY
Date Performed	12/9/04	Analysis Year	EXISTING (2004)
Analysis Time Period	AM PEAK		
Project Description <i>McMARTIN ANNEXATION</i>			
East/West Street: <i>13th AVENUE</i>		North/South Street: <i>FIR STREET</i>	
Intersection Orientation: <i>East-West</i>		Study Period (hrs): <i>0.25</i>	

### Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	3	109	3	2	179	15
Peak-hour factor, PHF	0.64	0.64	0.64	0.64	0.64	0.64
Hourly Flow Rate (veh/h)	4	170	4	3	279	23
Proportion of heavy vehicles, P <sub>HV</sub>	2	--	--	3	--	--
Median type	<i>Undivided</i>					
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration	<i>LTR</i>			<i>LTR</i>		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	4	2	11	12	0	4
Peak-hour factor, PHF	0.64	0.64	0.64	0.64	0.64	0.64
Hourly Flow Rate (veh/h)	6	3	17	18	0	6
Proportion of heavy vehicles, P <sub>HV</sub>	0	0	1	0	0	3
Percent grade (%)	0			0		
Flared approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized?			0			0
Lanes	1	1	0	0	1	0
Configuration	<i>L</i>		<i>TR</i>		<i>LTR</i>	

### Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>LTR</i>	<i>LTR</i>	<i>L</i>		<i>TR</i>		<i>LTR</i>	
Volume, v (vph)	4	3	6		20		24	
Capacity, c <sub>m</sub> (vph)	1259	1394	489		769		520	
v/c ratio	0.00	0.00	0.01		0.03		0.05	
Queue length (95%)	0.01	0.01	0.04		0.08		0.14	
Control Delay (s/veh)	7.9	7.6	12.5		9.8		12.3	
LOS	<i>A</i>	<i>A</i>	<i>B</i>		<i>A</i>		<i>B</i>	
Approach delay (s/veh)	--	--	10.4			12.3		
Approach LOS	--	--	<i>B</i>			<i>B</i>		

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CS	Intersection	FIR/13th
Agency/Co.	LANCASTER	Jurisdiction	CANBY
Date Performed	12/9/04	Analysis Year	EXISTING (2004)
Analysis Time Period	PM PEAK		
Project Description <i>McMARTIN ANNEXATION</i>			
East/West Street: <i>13th AVENUE</i>		North/South Street: <i>FIR STREET</i>	
Intersection Orientation: <i>East-West</i>		Study Period (hrs): <i>0.25</i>	

### Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	5	129	4	13	102	12
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88
Hourly Flow Rate (veh/h)	5	146	4	14	115	13
Proportion of heavy vehicles, P <sub>HV</sub>	20	--	--	0	--	--
Median type	<i>Undivided</i>					
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration	<i>LTR</i>			<i>LTR</i>		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	6	1	7	6	3	4
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88
Hourly Flow Rate (veh/h)	6	1	7	6	3	4
Proportion of heavy vehicles, P <sub>HV</sub>	0	0	0	0	0	0
Percent grade (%)	0			0		
Flared approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized?			0			0
Lanes	1	1	0	0	1	0
Configuration	<i>L</i>		<i>TR</i>	<i>LTR</i>		

### Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>LTR</i>	<i>LTR</i>	<i>L</i>		<i>TR</i>		<i>LTR</i>	
Volume, v (vph)	5	14	6		8		13	
Capacity, c <sub>m</sub> (vph)	1354	1441	629		841		688	
v/c ratio	0.00	0.01	0.01		0.01		0.02	
Queue length (95%)	0.01	0.03	0.03		0.03		0.06	
Control Delay (s/veh)	7.7	7.5	10.8		9.3		10.3	
LOS	A	A	B		A		B	
Approach delay (s/veh)	--	--	9.9			10.3		
Approach LOS	--	--	A			B		

## TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information		
Analyst	CS		Intersection	FIR/13th	
Agency/Co.	LANCASTER		Jurisdiction	CANBY	
Date Performed	12/9/04		Analysis Year	2020 BACKGROUND	
Analysis Time Period	AM PEAK				
Project Description <i>McMARTIN ANNEXATION</i>					
East/West Street: <i>13th AVENUE</i>			North/South Street: <i>FIR STREET</i>		
Intersection Orientation: <i>East-West</i>			Study Period (hrs): <i>0.25</i>		

### Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	3	166	3	2	265	17
Peak-hour factor, PHF	0.64	0.64	0.64	0.64	0.64	0.64
Hourly Flow Rate (veh/h)	4	259	4	3	414	26
Proportion of heavy vehicles, P <sub>HV</sub>	2	--	--	3	--	--
Median type	<i>Undivided</i>					
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration	<i>LTR</i>			<i>LTR</i>		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	4	2	13	14	0	4
Peak-hour factor, PHF	0.64	0.64	0.64	0.64	0.64	0.64
Hourly Flow Rate (veh/h)	6	3	20	21	0	6
Proportion of heavy vehicles, P <sub>HV</sub>	0	0	1	0	0	3
Percent grade (%)	0			0		
Flared approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized?			0			0
Lanes	1	1	0	0	1	0
Configuration	<i>L</i>		<i>TR</i>		<i>LTR</i>	

### Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>LTR</i>	<i>LTR</i>	<i>L</i>		<i>TR</i>		<i>LTR</i>	
Volume, v (vph)	4	3	6		23		27	
Capacity, c <sub>m</sub> (vph)	1120	1293	346		667		369	
v/c ratio	0.00	0.00	0.02		0.03		0.07	
Queue length (95%)	0.01	0.01	0.05		0.11		0.24	
Control Delay (s/veh)	8.2	7.8	15.6		10.6		15.5	
LOS	<i>A</i>	<i>A</i>	<i>C</i>		<i>B</i>		<i>C</i>	
Approach delay (s/veh)	--	--	11.6			15.5		
Approach LOS	--	--	<i>B</i>			<i>C</i>		



## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CS	Intersection	FIR/13th
Agency/Co.	LANCASTER	Jurisdiction	CANBY
Date Performed	12/9/04	Analysis Year	2020 BACKGROUND
Analysis Time Period	PM PEAK		
Project Description <i>McMARTIN ANNEXATION</i>			
East/West Street: <i>13th AVENUE</i>		North/South Street: <i>FIR STREET</i>	
Intersection Orientation: <i>East-West</i>		Study Period (hrs): <i>0.25</i>	

### Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	5	192	4	15	153	14
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88
Hourly Flow Rate (veh/h)	5	218	4	17	173	15
Proportion of heavy vehicles, P <sub>HV</sub>	20	--	--	0	--	--
Median type	<i>Undivided</i>					
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration	<i>LTR</i>			<i>LTR</i>		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	8	1	6	7	3	4
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88
Hourly Flow Rate (veh/h)	9	1	6	7	3	4
Proportion of heavy vehicles, P <sub>HV</sub>	0	0	0	0	0	0
Percent grade (%)	0			0		
Flared approach		N			N	
Storage		0			0	
RT Channelized?			0			0
Lanes	1	1	0	0	1	0
Configuration	<i>L</i>		<i>TR</i>	<i>LTR</i>		

### Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>LTR</i>	<i>LTR</i>	<i>L</i>		<i>TR</i>		<i>LTR</i>	
Volume, v (vph)	5	17	9		7		14	
Capacity, c <sub>m</sub> (vph)	1285	1357	510		747		573	
v/c ratio	0.00	0.01	0.02		0.01		0.02	
Queue length (95%)	0.01	0.04	0.05		0.03		0.08	
Control Delay (s/veh)	7.8	7.7	12.2		9.9		11.4	
LOS	A	A	B		A		B	
Approach delay (s/veh)	--	--	11.2			11.4		
Approach LOS	--	--	B			B		

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CS	Intersection	FIR/13th
Agency/Co.	LANCASTER	Jurisdiction	CANBY
Date Performed	12/9/04	Analysis Year	2020 BACKGROUND + SITE
Analysis Time Period	AM PEAK		
Project Description <i>McMARTIN ANNEXATION</i>			
East/West Street: <i>13th AVENUE</i>		North/South Street: <i>FIR STREET</i>	
Intersection Orientation: <i>East-West</i>		Study Period (hrs): <i>0.25</i>	

### Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	3	166	11	10	265	17
Peak-hour factor, PHF	0.64	0.64	0.64	0.64	0.64	0.64
Hourly Flow Rate (veh/h)	4	259	17	15	414	26
Proportion of heavy vehicles, P <sub>HV</sub>	2	--	--	3	--	--
Median type	<i>Undivided</i>					
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration	<i>LTR</i>			<i>LTR</i>		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	35	2	64	14	0	4
Peak-hour factor, PHF	0.64	0.64	0.64	0.64	0.64	0.64
Hourly Flow Rate (veh/h)	54	3	100	21	0	6
Proportion of heavy vehicles, P <sub>HV</sub>	0	0	1	0	0	3
Percent grade (%)	0			0		
Flared approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized?			0			0
Lanes	1	1	0	0	1	0
Configuration	<i>L</i>		<i>TR</i>		<i>LTR</i>	

### Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>LTR</i>	<i>LTR</i>	<i>L</i>		<i>TR</i>		<i>LTR</i>	
Volume, v (vph)	4	15	54		103		27	
Capacity, c <sub>m</sub> (vph)	1120	1279	327		736		301	
v/c ratio	0.00	0.01	0.17		0.14		0.09	
Queue length (95%)	0.01	0.04	0.58		0.49		0.29	
Control Delay (s/veh)	8.2	7.8	18.2		10.7		18.1	
LOS	<i>A</i>	<i>A</i>	<i>C</i>		<i>B</i>		<i>C</i>	
Approach delay (s/veh)	--	--	13.3			18.1		
Approach LOS	--	--	<i>B</i>			<i>C</i>		

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CS	Intersection	FIR/13th
Agency/Co.	LANCASTER	Jurisdiction	CANBY
Date Performed	12/9/04	Analysis Year	2020 BACKGROUND + SITE
Analysis Time Period	PM PEAK		
Project Description <i>McMARTIN ANNEXATION</i>			
East/West Street: <i>13th AVENUE</i>		North/South Street: <i>FIR STREET</i>	
Intersection Orientation: <i>East-West</i>		Study Period (hrs): <i>0.25</i>	

### Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	5	192	37	47	153	14
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88
Hourly Flow Rate (veh/h)	5	218	42	53	173	15
Proportion of heavy vehicles, P <sub>HV</sub>	20	--	--	0	--	--
Median type	<i>Undivided</i>					
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration	<i>LTR</i>			<i>LTR</i>		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	24	1	38	7	3	4
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88
Hourly Flow Rate (veh/h)	27	1	43	7	3	4
Proportion of heavy vehicles, P <sub>HV</sub>	0	0	0	0	0	0
Percent grade (%)	0			0		
Flared approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized?			0			0
Lanes	1	1	0	0	1	0
Configuration	<i>L</i>		<i>TR</i>		<i>LTR</i>	

### Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>LTR</i>	<i>LTR</i>	<i>L</i>		<i>TR</i>		<i>LTR</i>	
Volume, v (vph)	5	53	27		44		14	
Capacity, c <sub>m</sub> (vph)	1285	1314	432		782		478	
v/c ratio	0.00	0.04	0.06		0.06		0.03	
Queue length (95%)	0.01	0.13	0.20		0.18		0.09	
Control Delay (s/veh)	7.8	7.9	13.9		9.9		12.8	
LOS	A	A	B		A		B	
Approach delay (s/veh)	--	--	11.4			12.8		
Approach LOS	--	--	B			B		

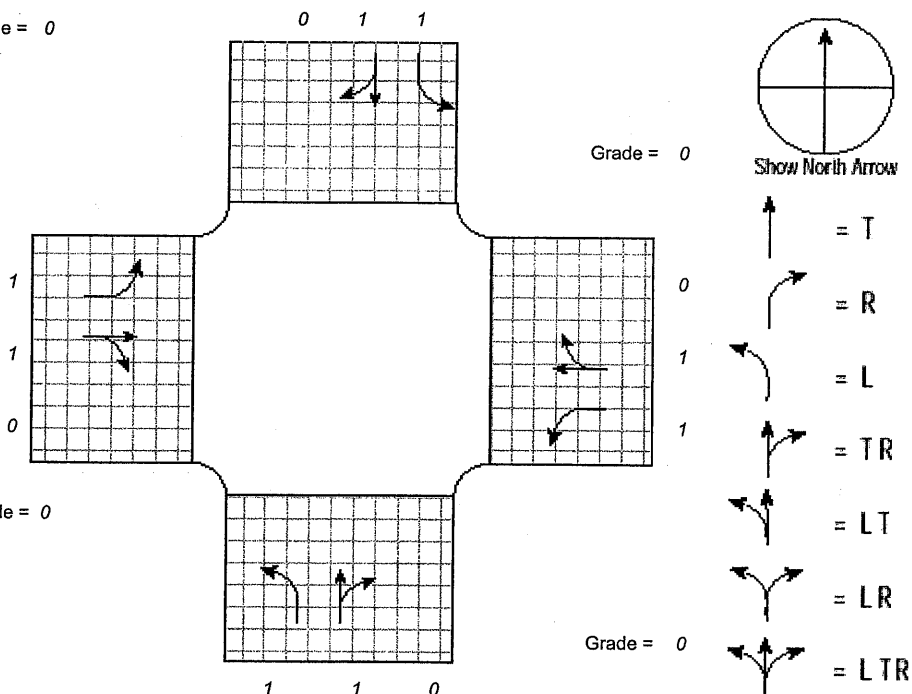
## INPUT WORKSHEET

General Information		Site Information	
Analyst	CS	Intersection	IVY/13th
Agency or Co.	LANCASTER	Area Type	All other areas
Date Performed	12/9/04	Jurisdiction	CANBY
Time Period	AM PEAK	Analysis Year	EXISTING (2004)

Project Description *McMARTIN ANNEXATION*

### Intersection Geometry

Grade = 0



### Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume, V (vph)	36	76	29	47	124	98	58	243	31	66	105	10
% heavy vehicles, % HV	3	12	14	13	10	4	3	4	13	17	8	0
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Pretimed (P) or actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up lost time, l <sub>1</sub> (sec)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Extension of effective green, e (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival type, AT	3	3		3	3		3	3		3	3	
Unit extension, UE (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume per hour	0	2	0	15	1	0	0	0	0	2	0	0
Lane width, W	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking (Y or N)	N		N	N		N	N		N	N		N
Parking maneuvers, N <sub>m</sub> (man/h)												
Bus stopping, N <sub>b</sub> (buses/hr)	0	0		0	0		0	0		0	0	
	Excl. Left	WB Only	Thru & RT	04	Excl. Left	SB Only	Thru & RT	08				
Timing	G = 4.0	G = 3.0	G = 20.0	G =	G = 5.0	G = 2.0	G = 32.0	G =				
	Y = 4	Y = 3.5	Y = 4.5	Y =	Y = 4	Y = 3.5	Y = 4.5	Y =				
Analysis duration, T (h) = 0.25							Cycle Length, C (s) = 90.0					

## CAPACITY AND LOS WORKSHEET

### General Information

Project Description *McMARTIN ANNEXATION*

### Capacity Analysis

	EB			WB			NB			SB		
	L	TR		L	TR		L	TR		L	TR	
Lane group												
Adj. flow rate	42	123		55	261		68	322		78	136	
Satflow rate	1752	1608		1597	1614		1752	1779		1543	1747	
Lost time	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Green ratio	0.04	0.22		0.12	0.29		0.06	0.36		0.12	0.42	
Lane group cap.	78	357		195	475		97	633		189	728	
v/c ratio	0.54	0.34		0.28	0.55		0.70	0.51		0.41	0.19	
Flow ratio	0.02	0.08		0.03	0.16		0.04	0.18		0.05	0.08	
Crit. lane group		N			Y			Y			N	
Sum flow ratios	0.42											
Lost time/cycle	16.50											
Critical v/c ratio	0.51											

### Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	L	TR		L	TR		L	TR		L	TR	
Lane group												
Adj. flow rate	42	123		55	261		68	322		78	136	
Lane group cap.	78	357		195	475		97	633		189	728	
v/c ratio	0.54	0.34		0.28	0.55		0.70	0.51		0.41	0.19	
Green ratio	0.04	0.22		0.12	0.29		0.06	0.36		0.12	0.42	
Unif. delay d1	42.1	29.5		35.9	26.7		41.8	22.8		36.5	16.6	
Delay factor k	0.14	0.11		0.11	0.15		0.27	0.12		0.11	0.11	
Increm. delay d2	7.3	0.6		0.8	1.4		20.2	0.7		1.5	0.1	
PF factor	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Control delay	49.4	30.1		36.7	28.1		62.0	23.5		38.0	16.7	
Lane group LOS	D	C		D	C		E	C		D	B	
Apprch. delay	35.0			29.6			30.2			24.5		
Approach LOS	C			C			C			C		
Intersec. delay	29.6			Intersection LOS						C		

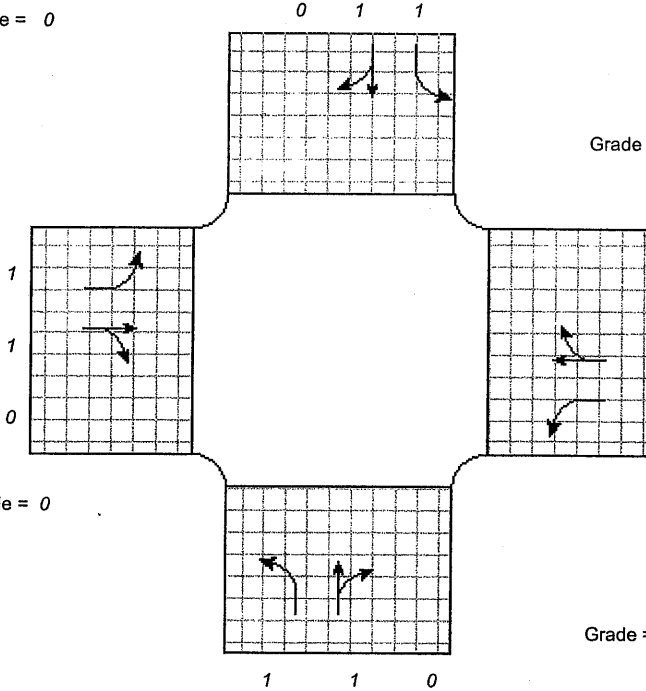
## INPUT WORKSHEET

General Information		Site Information	
Analyst	CS	Intersection	IVY/13th
Agency or Co.	LANCASTER	Area Type	All other areas
Date Performed	12/9/04	Jurisdiction	CANBY
Time Period	PM PEAK	Analysis Year	EXISTING (2004)

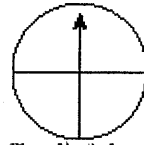
Project Description *McMARTIN ANNEXATION*

### Intersection Geometry

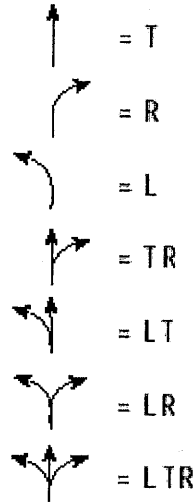
Grade = 0



Grade = 0



Show North Arrow



Grade = 0

Grade = 0

### Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume, V (vph)	19	58	54	68	73	101	44	198	32	111	275	33
% heavy vehicles, % HV	0	0	2	2	0	3	8	3	3	4	3	0
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Pretimed (P) or actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up lost time, l <sub>1</sub> (sec)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Extension of effective green, e (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival type, AT	3	3		3	3		3	3		3	3	
Unit extension, UE (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume per hour	1	0	0	4	0	0	1	2	0	0	0	0
Lane width, W	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking (Y or N)	N		N	N		N	N		N	N		N
Parking maneuvers, N <sub>m</sub> (man/h)												
Bus stopping, N <sub>b</sub> (buses/hr)	0	0		0	0		0	0		0	0	
	Excl. Left	WB Only	Thru & RT	04	Excl. Left	SB Only	Thru & RT	08				
Timing	G = 4.0	G = 3.0	G = 17.0	G =	G = 6.0	G = 3.0	G = 33.0	G =				
	Y = 4	Y = 3.5	Y = 4.5	Y =	Y = 4	Y = 3.5	Y = 4.5	Y =				
Analysis duration, T (h) = 0.25							Cycle Length, C (s) = 90.0					

## CAPACITY AND LOS WORKSHEET

### General Information

Project Description *McMARTIN ANNEXATION*

### Capacity Analysis

	EB			WB			NB			SB		
	L	TR		L	TR		L	TR		L	TR	
Lane group												
Adj. flow rate	23	135		82	210		53	278		134	371	
Satflow rate	1805	1744		1770	1694		1671	1800		1736	1821	
Lost time	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Green ratio	0.04	0.19		0.12	0.26		0.07	0.37		0.14	0.44	
Lane group cap.	80	329		216	442		111	660		251	799	
v/c ratio	0.29	0.41		0.38	0.48		0.48	0.42		0.53	0.46	
Flow ratio	0.01	0.08		0.05	0.12		0.03	0.15		0.08	0.20	
Crit. lane group		N			Y			N			Y	
Sum flow ratios	0.37											
Lost time/cycle	17.00											
Critical v/c ratio	0.46											

### Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	L	TR		L	TR		L	TR		L	TR	
Lane group												
Adj. flow rate	23	135		82	210		53	278		134	371	
Lane group cap.	80	329		216	442		111	660		251	799	
v/c ratio	0.29	0.41		0.38	0.48		0.48	0.42		0.53	0.46	
Green ratio	0.04	0.19		0.12	0.26		0.07	0.37		0.14	0.44	
Unif. delay d1	41.6	32.1		36.4	28.0		40.5	21.3		35.7	17.8	
Delay factor k	0.11	0.11		0.11	0.11		0.11	0.11		0.14	0.11	
Increm. delay d2	2.0	0.8		1.1	0.8		3.2	0.4		2.2	0.4	
PF factor	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Control delay	43.6	32.9		37.5	28.9		43.7	21.8		37.9	18.2	
Lane group LOS	D	C		D	C		D	C		D	B	
Apprch. delay	34.5			31.3			25.3			23.4		
Approach LOS	C			C			C			C		
Intersec. delay	27.1			Intersection LOS						C		

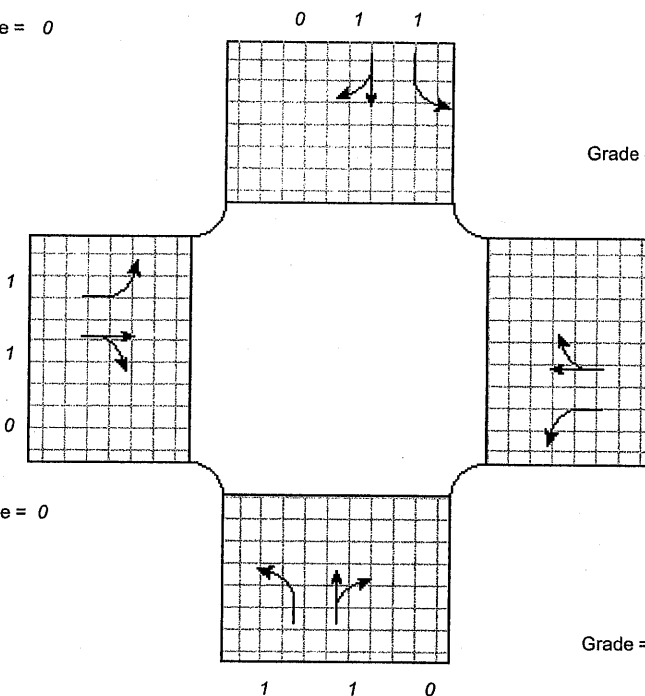
## INPUT WORKSHEET

General Information		Site Information	
Analyst	CS	Intersection	IVY/13th
Agency or Co.	LANCASTER	Area Type	All other areas
Date Performed	12/9/04	Jurisdiction	CANBY
Time Period	AM PEAK	Analysis Year	2020 BACKGROUND

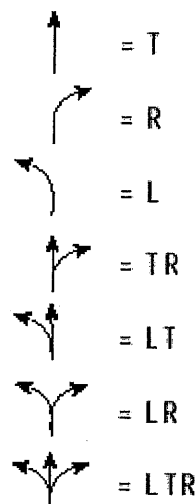
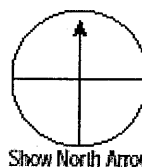
Project Description *McMARTIN ANNEXATION*

### Intersection Geometry

Grade = 0



Grade = 0



Grade = 0

Grade = 0

### Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume, V (vph)	48	117	39	66	189	136	79	302	44	91	128	13
% heavy vehicles, % HV	3	12	14	13	10	4	3	4	13	17	8	0
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Pretimed (P) or actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up lost time, I <sub>1</sub> (sec)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Extension of effective green, e (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival type, AT	3	3		3	3		3	3		3	3	
Unit extension, UE (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume per hour	0	2	0	15	1	0	0	0	0	2	0	0
Lane width, W	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking (Y or N)	N		N	N		N	N		N	N		N
Parking maneuvers, N <sub>m</sub> (man/h)												
Bus stopping, N <sub>b</sub> (buses/hr)	0	0		0	0		0	0		0	0	
	Excl. Left	WB Only	Thru & RT	04	Excl. Left	SB Only	Thru & RT	08				
Timing	G = 4.0	G = 3.0	G = 22.0	G =	G = 6.0	G = 2.0	G = 29.0	G =				
	Y = 4	Y = 3.5	Y = 4.5	Y =	Y = 4	Y = 3.5	Y = 4.5	Y =				
Analysis duration, T (h) = 0.25							Cycle Length, C (s) = 90.0					



## CAPACITY AND LOS WORKSHEET

### General Information

Project Description *McMARTIN ANNEXATION*

### Capacity Analysis

	EB			WB			NB			SB		
	L	TR		L	TR		L	TR		L	TR	
Lane group												
Adj. flow rate	56	184		78	382		93	407		107	166	
Satflow rate	1752	1616		1597	1621		1752	1772		1543	1747	
Lost time	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Green ratio	0.04	0.24		0.12	0.32		0.07	0.32		0.13	0.38	
Lane group cap.	78	395		195	513		117	571		206	670	
v/c ratio	0.72	0.47		0.40	0.74		0.79	0.71		0.52	0.25	
Flow ratio	0.03	0.11		0.05	0.24		0.05	0.23		0.07	0.10	
Crit. lane group		N			Y			Y			N	
Sum flow ratios	0.57											
Lost time/cycle	16.50											
Critical v/c ratio	0.69											

### Lane Group Capacity, Control Delay, and LOS Determination

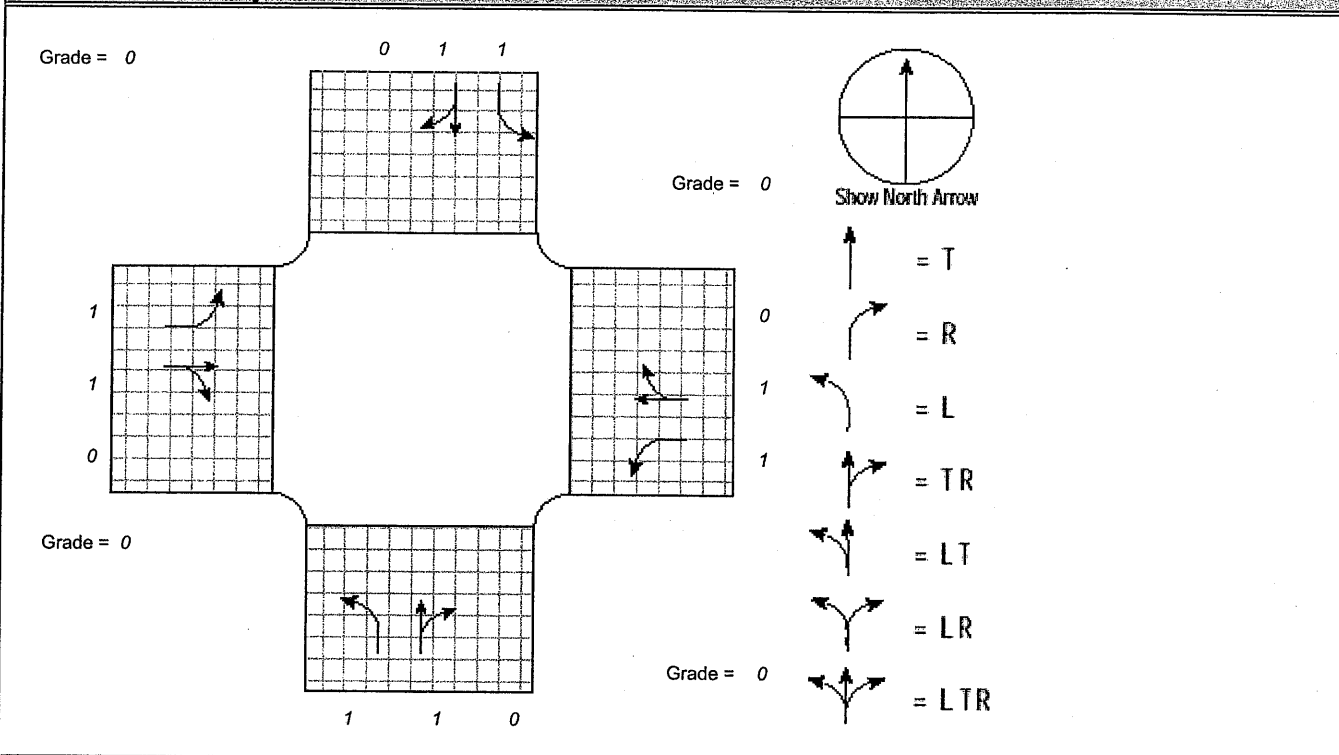
	EB			WB			NB			SB		
	L	TR		L	TR		L	TR		L	TR	
Lane group												
Adj. flow rate	56	184		78	382		93	407		107	166	
Lane group cap.	78	395		195	513		117	571		206	670	
v/c ratio	0.72	0.47		0.40	0.74		0.79	0.71		0.52	0.25	
Green ratio	0.04	0.24		0.12	0.32		0.07	0.32		0.13	0.38	
Unif. delay d1	42.4	29.0		36.5	27.5		41.4	26.8		36.3	18.9	
Delay factor k	0.28	0.11		0.11	0.30		0.34	0.28		0.13	0.11	
Increm. delay d2	27.1	0.9		1.3	5.9		30.5	4.2		2.3	0.2	
PF factor	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Control delay	69.5	29.9		37.8	33.4		71.9	31.0		38.7	19.1	
Lane group LOS	E	C		D	C		E	C		D	B	
Apprch. delay	39.1			34.1			38.6			26.8		
Approach LOS	D			C			D			C		
Intersec. delay	35.1			Intersection LOS						D		

## INPUT WORKSHEET

General Information		Site Information	
Analyst	CS	Intersection	IVY/13th
Agency or Co.	LANCASTER	Area Type	All other areas
Date Performed	12/9/04	Jurisdiction	CANBY
Time Period	PM PEAK	Analysis Year	2020 BACKGROUND

Project Description *McMARTIN ANNEXATION*

### Intersection Geometry



### Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume, V (vph)	25	91	75	98	114	140	61	244	47	156	339	44
% heavy vehicles, % HV	0	0	2	2	0	3	8	3	3	4	3	0
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Pretimed (P) or actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up lost time, $l_1$ (sec)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Extension of effective green, e (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival type, AT	3	3		3	3		3	3		3	3	
Unit extension, UE (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume per hour	1	0	0	4	0	0	1	2	0	0	0	0
Lane width, W	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking (Y or N)	N		N	N		N	N		N	N		N
Parking maneuvers, $N_m$ (man/h)												
Bus stopping, $N_b$ (buses/hr)	0	0		0	0		0	0		0	0	
	Excl. Left	WB Only	Thru & RT	04	Excl. Left	SB Only	Thru & RT	08				
Timing	G = 4.0	G = 3.0	G = 19.0	G =	G = 7.0	G = 3.0	G = 30.0	G =				
	Y = 4	Y = 3.5	Y = 4.5	Y =	Y = 4	Y = 3.5	Y = 4.5	Y =				
Analysis duration, T (h) = 0.25							Cycle Length, C (s) = 90.0					

## CAPACITY AND LOS WORKSHEET

### General Information

Project Description *McMARTIN ANNEXATION*

### Capacity Analysis

	EB			WB			NB			SB		
	L	TR		L	TR		L	TR		L	TR	
Lane group												
Adj. flow rate	30	200		118	306		73	351		188	461	
Satflow rate	1805	1754		1770	1706		1671	1793		1736	1819	
Lost time	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Green ratio	0.04	0.21		0.12	0.28		0.08	0.33		0.16	0.41	
Lane group cap.	80	370		216	483		130	598		270	738	
v/c ratio	0.38	0.54		0.55	0.63		0.56	0.59		0.70	0.62	
Flow ratio	0.02	0.11		0.07	0.18		0.04	0.20		0.11	0.25	
Crit. lane group		N			Y			Y			N	
Sum flow ratios	0.50											
Lost time/cycle	16.50											
Critical v/c ratio	0.61											

### Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	L	TR		L	TR		L	TR		L	TR	
Lane group												
Adj. flow rate	30	200		118	306		73	351		188	461	
Lane group cap.	80	370		216	483		130	598		270	738	
v/c ratio	0.38	0.54		0.55	0.63		0.56	0.59		0.70	0.62	
Green ratio	0.04	0.21		0.12	0.28		0.08	0.33		0.16	0.41	
Unif. delay d1	41.8	31.6		37.2	28.2		40.0	24.9		36.0	21.3	
Delay factor k	0.11	0.14		0.15	0.21		0.16	0.18		0.26	0.21	
Increm. delay d2	2.9	1.6		2.9	2.7		5.5	1.5		7.6	1.7	
PF factor	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Control delay	44.7	33.2		40.0	30.9		45.5	26.4		43.6	23.0	
Lane group LOS	D	C		D	C		D	C		D	C	
Apprch. delay	34.7			33.4			29.7			28.9		
Approach LOS	C			C			C			C		
Intersec. delay	31.0			Intersection LOS						C		

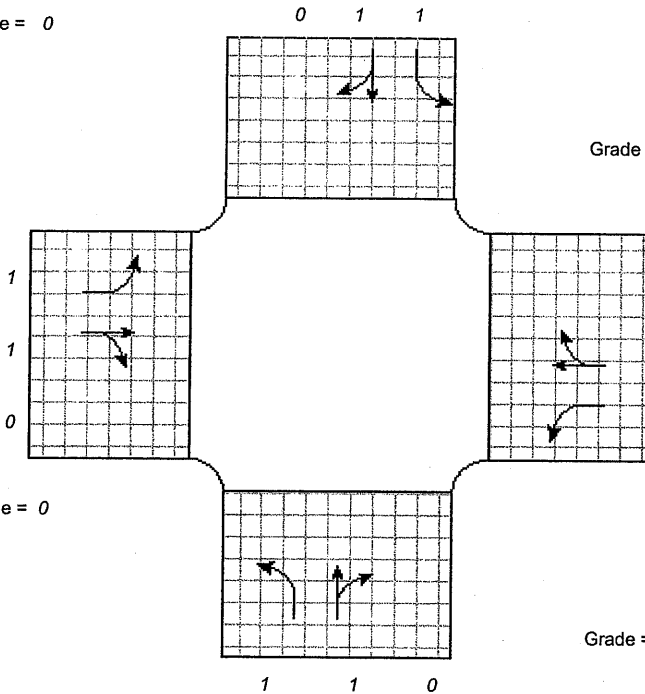
## INPUT WORKSHEET

General Information		Site Information	
Analyst	CS	Intersection	IVY/13th
Agency or Co.	LANCASTER	Area Type	All other areas
Date Performed	12/9/04	Jurisdiction	CANBY
Time Period	AM PEAK	Analysis Year	2020 BACKGROUND + SITE

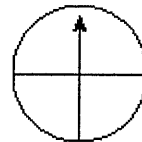
Project Description *McMARTIN ANNEXATION*

### Intersection Geometry

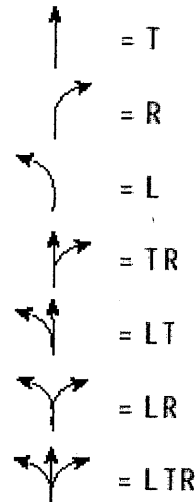
Grade = 0



Grade = 0



Show North Arrow



Grade = 0

Grade = 0

### Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume, V (vph)	58	158	39	74	195	136	79	307	54	91	130	15
% heavy vehicles, % HV	3	12	14	13	10	4	3	4	13	17	8	0
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Pretimed (P) or actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up lost time, I <sub>1</sub> (sec)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Extension of effective green, e (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival type, AT	3	3		3	3		3	3		3	3	
Unit extension, UE (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume per hour	0	2	0	15	1	0	0	0	0	2	0	0
Lane width, W	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking (Y or N)	N		N	N		N	N		N	N		N
Parking maneuvers, N <sub>m</sub> (man/h)												
Bus stopping, N <sub>b</sub> (buses/hr)	0	0		0	0		0	0		0	0	
	Excl. Left	WB Only	Thru & RT	04	Excl. Left	SB Only	Thru & RT	08				
Timing	G = 5.0	G = 3.0	G = 22.0	G =	G = 6.0	G = 2.0	G = 28.0	G =				
	Y = 4	Y = 3.5	Y = 4.5	Y =	Y = 4	Y = 3.5	Y = 4.5	Y =				
Analysis duration, T (h) = 0.25							Cycle Length, C (s) = 90.0					

## CAPACITY AND LOS WORKSHEET

### General Information

Project Description *McMARTIN ANNEXATION*

### Capacity Analysis

	EB			WB			NB			SB		
	L	TR		L	TR		L	TR		L	TR	
Lane group												
Adj. flow rate	68	232		87	389		93	425		107	171	
Satflow rate	1752	1633		1597	1623		1752	1763		1543	1745	
Lost time	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Green ratio	0.06	0.24		0.13	0.32		0.07	0.31		0.13	0.37	
Lane group cap.	97	399		213	514		117	548		206	650	
v/c ratio	0.70	0.58		0.41	0.76		0.79	0.78		0.52	0.26	
Flow ratio	0.04	0.14		0.05	0.24		0.05	0.24		0.07	0.10	
Crit. lane group		N			Y			Y			N	
Sum flow ratios	0.59											
Lost time/cycle	16.50											
Critical v/c ratio	0.72											

### Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	L	TR		L	TR		L	TR		L	TR	
Lane group												
Adj. flow rate	68	232		87	389		93	425		107	171	
Lane group cap.	97	399		213	514		117	548		206	650	
v/c ratio	0.70	0.58		0.41	0.76		0.79	0.78		0.52	0.26	
Green ratio	0.06	0.24		0.13	0.32		0.07	0.31		0.13	0.37	
Unif. delay d1	41.8	29.9		35.7	27.6		41.4	28.1		36.3	19.7	
Delay factor k	0.27	0.17		0.11	0.31		0.34	0.32		0.13	0.11	
Increm. delay d2	20.2	2.2		1.3	6.4		30.5	6.9		2.3	0.2	
PF factor	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Control delay	62.0	32.1		37.0	34.0		71.9	35.1		38.7	19.9	
Lane group LOS	E	C		D	C		E	D		D	B	
Apprch. delay	38.9			34.6			41.7			27.1		
Approach LOS	D			C			D			C		
Intersec. delay	36.4			Intersection LOS						D		

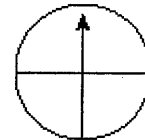
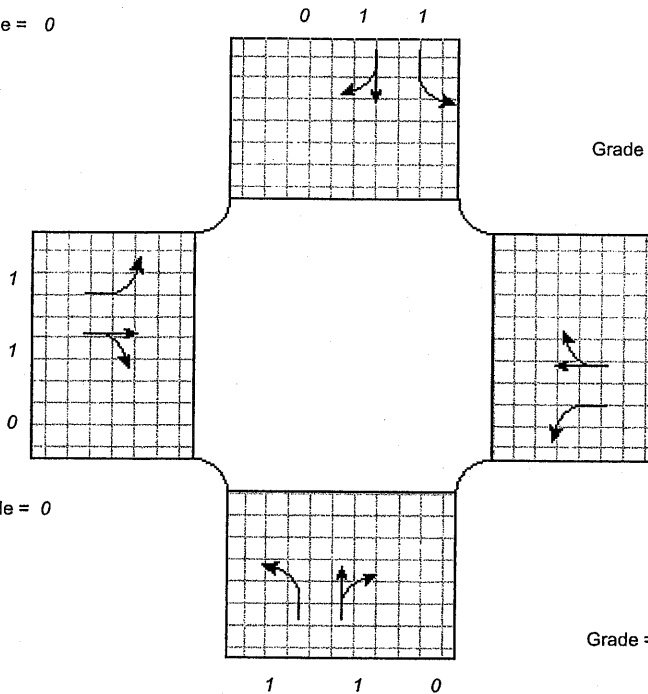
## INPUT WORKSHEET

General Information		Site Information	
Analyst	CS	Intersection	IVY/13th
Agency or Co.	LANCASTER	Area Type	All other areas
Date Performed	12/9/04	Jurisdiction	CANBY
Time Period	PM PEAK	Analysis Year	2020 BACKGROUND +SITE

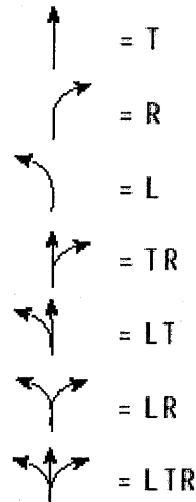
Project Description *McMARTIN ANNEXATION*

### Intersection Geometry

Grade = 0



Grade = 0



### Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Volume, V (vph)	31	115	75	131	136	140	61	247	53	156	345	54
% heavy vehicles, % HV	0	0	2	2	0	3	8	3	3	4	3	0
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Pretimed (P) or actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up lost time, I <sub>1</sub> (sec)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Extension of effective green, e (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival type, AT	3	3		3	3		3	3		3	3	
Unit extension, UE (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Ped/Bike/RTOR Volume per hour	1	0	0	4	0	0	1	2	0	0	0	0
Lane width, W	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking (Y or N)	N		N	N		N	N		N	N		N
Parking maneuvers, N <sub>m</sub> (man/h)												
Bus stopping, N <sub>b</sub> (buses/hr)	0	0		0	0		0	0		0	0	
	Excl. Left	WB Only	Thru & RT	04	Excl. Left	SB Only	Thru & RT	08				
Timing	G = 4.0	G = 3.0	G = 19.0	G =	G = 7.0	G = 3.0	G = 30.0	G =				
	Y = 4	Y = 3.5	Y = 4.5	Y =	Y = 4	Y = 3.5	Y = 4.5	Y =				
Analysis duration, T (h) = 0.25							Cycle Length, C (s) = 90.0					

## CAPACITY AND LOS WORKSHEET

### General Information

Project Description *McMARTIN ANNEXATION*

### Capacity Analysis

	EB			WB			NB			SB		
	L	TR		L	TR		L	TR		L	TR	
Lane group												
Adj. flow rate	37	229		158	333		73	362		188	481	
Satflow rate	1805	1773		1770	1721		1671	1788		1736	1814	
Lost time	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Green ratio	0.04	0.21		0.12	0.28		0.08	0.33		0.16	0.41	
Lane group cap.	80	374		216	488		130	596		270	736	
v/c ratio	0.46	0.61		0.73	0.68		0.56	0.61		0.70	0.65	
Flow ratio	0.02	0.13		0.09	0.19		0.04	0.20		0.11	0.27	
Crit. lane group		Y			N			Y			N	
Sum flow ratios	0.53											
Lost time/cycle	16.00											
Critical v/c ratio	0.64											

### Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	L	TR		L	TR		L	TR		L	TR	
Lane group												
Adj. flow rate	37	229		158	333		73	362		188	481	
Lane group cap.	80	374		216	488		130	596		270	736	
v/c ratio	0.46	0.61		0.73	0.68		0.56	0.61		0.70	0.65	
Green ratio	0.04	0.21		0.12	0.28		0.08	0.33		0.16	0.41	
Unif. delay d1	42.0	32.2		38.1	28.7		40.0	25.1		36.0	21.6	
Delay factor k	0.11	0.20		0.29	0.25		0.16	0.19		0.26	0.23	
Increm. delay d2	4.2	3.0		12.0	3.9		5.5	1.8		7.6	2.1	
PF factor	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Control delay	46.1	35.1		50.1	32.5		45.5	26.9		43.6	23.7	
Lane group LOS	D	D		D	C		D	C		D	C	
Approch. delay	36.6			38.2			30.0			29.3		
Approach LOS	D			D			C			C		
Intersec. delay	32.9			Intersection LOS						C		

## TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information					
Analyst	CS		Intersection	FIR/SITE ACCESS				
Agency/Co.	LANCASTER		Jurisdiction	CANBY				
Date Performed	12/9/04		Analysis Year	2020 BACK + NET				
Analysis Time Period	AM PEAK							
Project Description <i>McMARTIN ANNEXATION</i>								
East/West Street: <i>SITE ACCESS</i>			North/South Street: <i>FIR STREET</i>					
Intersection Orientation: <i>North-South</i>			Study Period (hrs): <i>0.25</i>					
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume	0	28	0	8	6	0		
Peak-Hour Factor, PHF	0.80	0.80	0.80	0.80	0.80	0.80		
Hourly Flow Rate, HFR	0	34	0	9	7	0		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	<i>Undivided</i>							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Upstream Signal		0			0			
Minor Street	Westbound			Eastbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume	0	0	54	0	0	0		
Peak-Hour Factor, PHF	0.80	0.80	0.80	0.80	0.80	0.80		
Hourly Flow Rate, HFR	0	0	67	0	0	0		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration		LR						
Delay, Queue Length, and Level of Service								
Approach	NB	SB	Westbound		Eastbound			
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (vph)		9		67				
C (m) (vph)		1591		1045				
v/c		0.01		0.06				
95% queue length		0.02		0.21				
Control Delay		7.3		8.7				
LOS		A		A				
Approach Delay	--	--		8.7				
Approach LOS	--	--		A				

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## TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information		
Analyst	CS		Intersection	FIR/SITE ACCESS	
Agency/Co.	LANCASTER		Jurisdiction	CANBY	
Date Performed	12/9/04		Analysis Year	2020 BACK + NET	
Analysis Time Period	PM PEAK				
Project Description <i>McMARTIN ANNEXATION</i>					
East/West Street: <i>SITE ACCESS</i>			North/South Street: <i>FIR STREET</i>		
Intersection Orientation: <i>North-South</i>			Study Period (hrs): <i>0.25</i>		

### Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	16	0	43	22	0
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	0	17	0	47	24	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	32	0	0	0
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Hourly Flow Rate, HFR	0	0	35	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

### Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (vph)		47		35				
C (m) (vph)		1613		1068				
v/c		0.03		0.03				
95% queue length		0.09		0.10				
Control Delay		7.3		8.5				
LOS		A		A				
Approach Delay	--	--	8.5					
Approach LOS	--	--	A					

## TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CS	Intersection	IVY/SITE ACCESS
Agency/Co.	LANCASTER	Jurisdiction	CLACKAMAS
Date Performed	12/9/04	Analysis Year	2020 BACK + NET
Analysis Time Period	AM PEAK		
Project Description <i>McMARTIN ANNEXATION</i>			
East/West Street: <i>SITE ACCESS</i>		North/South Street: <i>CANBY-MARQUAM HIGHWAY</i>	
Intersection Orientation: <i>North-South</i>		Study Period (hrs): <i>0.25</i>	

### Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	1	425	0	0	235	10
Peak-Hour Factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85
Hourly Flow Rate, HFR	1	499	0	0	276	11
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type	<i>Undivided</i>					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration	<i>LT</i>					<i>TR</i>
Upstream Signal		0			0	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	15	0	5
Peak-Hour Factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85
Hourly Flow Rate, HFR	0	0	0	17	0	5
Percent Heavy Vehicles	0	0	0	2	0	0
Percent Grade (%)	0			0		
Flared Approach		<i>N</i>			<i>N</i>	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					<i>LR</i>	

### Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	<i>LT</i>						<i>LR</i>	
v (vph)	1						22	
C (m) (vph)	1275						411	
v/c	0.00						0.05	
95% queue length	0.00						0.17	
Control Delay	7.8						14.3	
LOS	<i>A</i>						<i>B</i>	
Approach Delay	--	--					14.3	
Approach LOS	--	--					<i>B</i>	

## TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information					
Analyst	CS	Intersection	IVY/SITE ACCESS					
Agency/Co.	LANCASTER	Jurisdiction	CLACKAMAS					
Date Performed	12/9/04	Analysis Year	2020 BACK + NET					
Analysis Time Period	PM PEAK							
Project Description <i>McMARTIN ANNEXATION</i>								
East/West Street: <i>SITE ACCESS</i>			North/South Street: <i>CANBY-MARQUAM HIGHWAY</i>					
Intersection Orientation: <i>North-South</i>			Study Period (hrs): <i>0.25</i>					
Vehicle Volumes and Adjustments								
Major Street	Northbound			Southbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume	5	355	0	0	510	38		
Peak-Hour Factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85		
Hourly Flow Rate, HFR	5	417	0	0	599	44		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	<i>Undivided</i>							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration	LT					TR		
Upstream Signal		0			0			
Minor Street	Westbound			Eastbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume	0	0	0	9	0	3		
Peak-Hour Factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85		
Hourly Flow Rate, HFR	0	0	0	10	0	3		
Percent Heavy Vehicles	0	0	0	0	0	0		
Percent Grade (%)	0			0				
Flared Approach		N			N			
Storage		0			0			
RT Channelized			0			0		
Lanes	0	0	0	0	0	0		
Configuration					LR			
Delay, Queue Length, and Level of Service								
Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (vph)	5						13	
C (m) (vph)	951						286	
v/c	0.01						0.05	
95% queue length	0.02						0.14	
Control Delay	8.8						18.2	
LOS	A						C	
Approach Delay	--	--					18.2	
Approach LOS	--	--					C	

# LEFT-TURN LANE WARRANTS

VOLUME WARRANTS FOR LEFT-TURN REFUGES  
ON TWO-LANE STREETS  
AT UNSIGNALIZED INTERSECTIONS

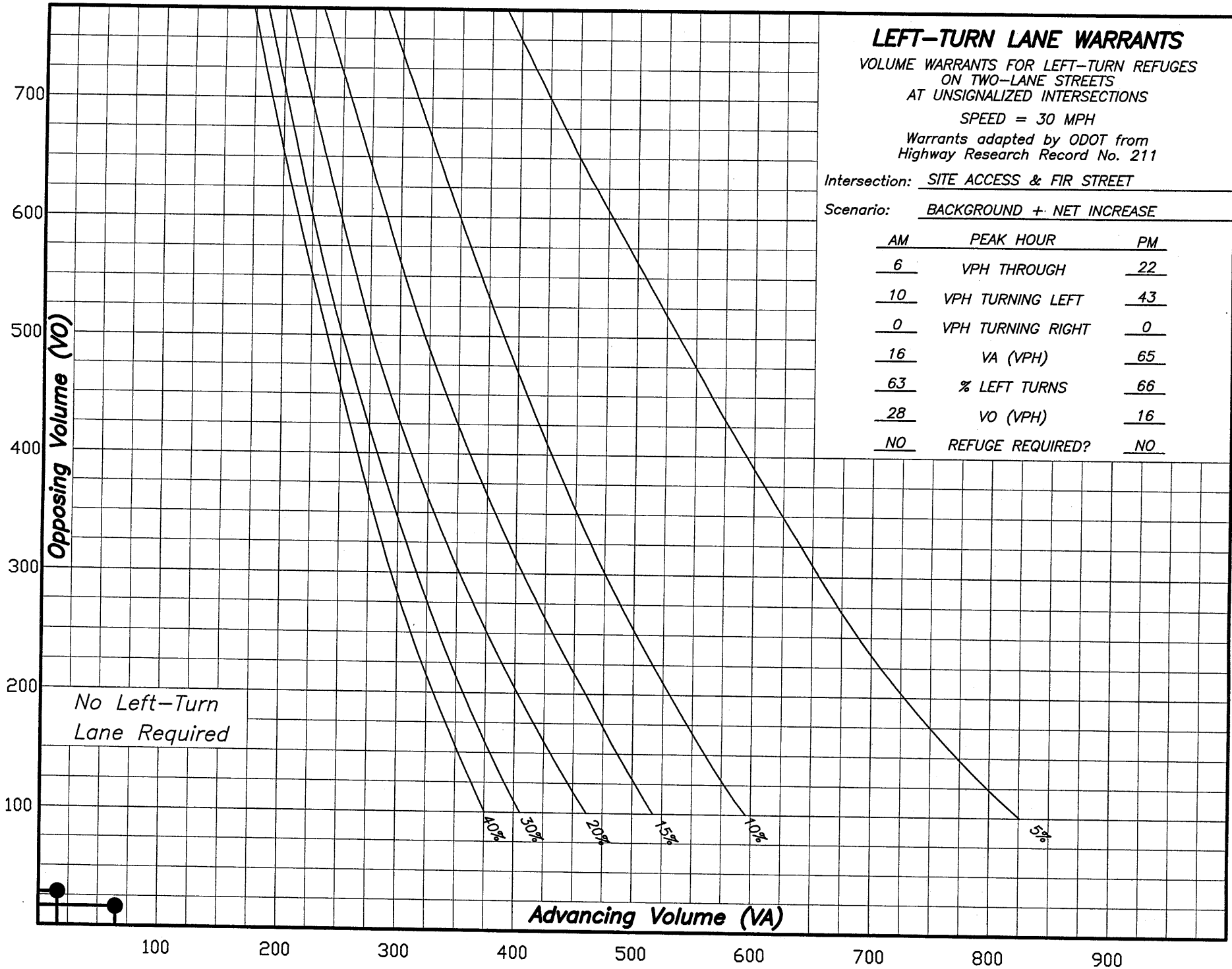
SPEED = 30 MPH

Warrants adapted by ODOT from  
Highway Research Record No. 211

Intersection: SITE ACCESS & FIR STREET

Scenario: BACKGROUND + NET INCREASE

<u>AM</u>	<u>PEAK HOUR</u>	<u>PM</u>
<u>6</u>	<u>VPH THROUGH</u>	<u>22</u>
<u>10</u>	<u>VPH TURNING LEFT</u>	<u>43</u>
<u>0</u>	<u>VPH TURNING RIGHT</u>	<u>0</u>
<u>16</u>	<u>VA (VPH)</u>	<u>65</u>
<u>63</u>	<u>% LEFT TURNS</u>	<u>66</u>
<u>28</u>	<u>VO (VPH)</u>	<u>16</u>
<u>NO</u>	<u>REFUGE REQUIRED?</u>	<u>NO</u>



No Left-Turn  
Lane Required

Advancing Volume (VA)

700  
600  
500  
400  
300  
200  
100

100 200 300 400 500 600 700 800 900

40% 30% 20% 15% 10% 5%

# LEFT-TURN LANE WARRANTS

VOLUME WARRANTS FOR LEFT-TURN REFUGES  
ON TWO-LANE STREETS  
AT UNSIGNALIZED INTERSECTIONS

Warrants adapted by ODOT from  
Highway Research Record No. 211

Intersection: SITE ACCESS & CANBY-MARQUAM HWY

Scenario: BACKGROUND + NET INCREASE

<u>AM</u>	<u>PEAK HOUR</u>	<u>PM</u>
<u>425</u>	<u>VPH THROUGH</u>	<u>355</u>
<u>1</u>	<u>VPH TURNING LEFT</u>	<u>5</u>
<u>0</u>	<u>VPH TURNING RIGHT</u>	<u>0</u>
<u>426</u>	<u>VA (VPH)</u>	<u>360</u>
<u>0</u>	<u>% LEFT TURNS</u>	<u>1</u>
<u>235</u>	<u>VO (VPH)</u>	<u>510</u>
<u>NO</u>	<u>REFUGE REQUIRED?</u>	<u>NO</u>

