AGENDA

CANBY CITY COUNCIL MEETING
January 16, 2019
7:00 PM
Council Chambers
222 NE 2nd Avenue, 1st Floor

Mayor Brian Hodson

Council President Tim Dale | ***Councilor Greg Parker***
Councilor Tracie Heidt | ***Councilor Sarah Spoon***
Councilor Traci Hensley | ***Councilor Shawn Varwig***

CITY COUNCIL WORK SESSION - 6:00 PM

Willow Creek Conference Room
222 NE 2nd Avenue, 1st Floor

The City Council will be meeting in a Work Session to review expressions of interest for the old library building.

CITY COUNCIL MEETING – 7:00 PM

1. CALL TO ORDER

A. Invocation
B. Pledge of Allegiance
C. Swearing in of Councilor Greg Parker
D. Friends of the Library Check Presentation
E. Update on Splash Pad by Parks and Recreation Advisory Board
F. Update on Ackerman Field Complex Pg. 1
G. Martin Luther King Jr. Day of Service Proclamation Pg. 4

2. COMMUNICATIONS

3. CITIZEN INPUT & COMMUNITY ANNOUNCEMENTS

(This is an opportunity for audience members to address the City Council on items not on the agenda. Each person will be given 3 minutes to speak. You are first required to fill out a testimony/comment card prior to speaking and hand it to the City Recorder. These forms are available by the sign-in podium. Staff and the City Council will make every effort to respond to questions raised during citizens input before tonight's meeting ends or as quickly as possible thereafter. For Agenda items, please fill out a testimony/comment card and give to the City Recorder noting which item you wish to speak on.)

4. MAYOR'S BUSINESS

5. COUNCILOR COMMENTS & LIAISON REPORTS

6. CONSENT AGENDA

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

A. Approval of Minutes of the January 2, 2019 City Council Regular Meeting

7. PUBLIC HEARING

A. ANN 18-05/ZC 18-06 (N Holly) and Adoption of Proposed N Holly Street Development Concept Plan Pg. 5

8. RESOLUTIONS & ORDINANCES

A. Res. 1308, Requesting an Intergovernmental Agreement Between Clackamas County and the City of Canby Related to the South Ivy Street Sidewalk Improvement Project Pg. 286

B. Ord. 1500, Proclaiming Annexation of 5.03 Acres Including 4.84 Acres of Real Property and 0.18 Acres of the Adjacent North Redwood Street Right-of-Way; Amending the Zoning; and Setting the Boundaries of the Property to be Included Within the City of Canby **(2nd Reading)** Pg. 302

C. Ord. 1501, Proclaiming Annexation of 47.647 Acres Including 43.79 Acres of Real Property and 3.857 Acres of the Adjacent Road Right-of-Way; Amending the Zoning, and Setting the Boundaries of the Property to be Included Within the City of Canby Pg. 307

D. Ord. 1502, Authorizing Contract with Curran McLeod, Inc. Consulting Engineers for Design and Construction Phase Engineering Services for the South Ivy Street Wastewater Pumping Station Pg. 312

9. NEW BUSINESS

A. Review and Approve City Administrator Recruiting Steps, Schedule, and Profile

B. Findings, Conclusion and Final Order ANN 18-04/ZC 18-05 (Swelland) Pg. 329

10. CITY ADMINISTRATOR'S BUSINESS & STAFF REPORTS

11. CITIZEN INPUT

12. ACTION REVIEW

13. EXECUTIVE SESSION: ORS 192.660(2)(h) Litigation

14. ADJOURN

*The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours before the meeting to Kim Scheafer at 503.266.0733. A copy of this Agenda can be found on the City's web page at www.canbyoregon.gov. City Council and Planning Commission Meetings are broadcast live and can be viewed on CTV Channel 5. For a schedule of the playback times, please call 503.263.6287.

City of Canby

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MEMORANDUM

Date: Prepared:	January 6, 2019 for January 16, 2019 Council Meeting
To:	Mayor and Council
From:	Mayor Brian Hodson and Parks and Recreation Advisory Board
RE:	Moving Forward with a Field and Facility Layout for Proposed Ackerman Field Complex

Background Summary

As has been shared at various City Council meetings and with each councilor in recent conversations, the Mayor, Mike Zagyva from Canby School Board, and Barry Johnson from City of Canby Parks and Recreation Advisory began meeting in November 2018 to discuss the interest in creating a sports field complex located on the greenspace behind Ackerman Junior High and Lee Elementary. After the initial meeting, the group expanded to include Superintendent Trip Goodall and City Administrator Rick Robinson (Group of 5). At these conversations was discussion of the existing fields and greenspace, as to how can the school district and the city of Canby work together to create a sports field complex. Since November 2018, there have been seven meetings to organize potential phases and additional stakeholder involvement.

Discussion

The immediate discussion is about the field space. The desire is to create an area that has fields to support all outdoor sports programs - baseball, softball, soccer, lacrosse, rugby, and football, see attached map (Exhibit 1). The greenspace is seen as an area with huge opportunity to be maximized for sports teams to practice, hold games, and tournaments. The initial desire by Mr. Johnson, Mr. Zagyva, and Mayor Hodson was to not just discuss the Ackerman Field Complex. It is to actually make this a reality within the next two years.

In December 2018, The Group of 5 met and discussed: the potential for this project, what pieces need to be worked out, and the creation of a stakeholder group. All involved think there is a tremendous potential to make this come to fruition. Members of the stakeholder group are being met with to gain their involvement. The next piece of information to gather is a Field Layout Feasibility. Mr. Robinson and Superintendent Goodall both felt that more information may need to be gathered for the City Council, Parks and Recreation Advisory Board, and School Board to assist in discussions as to whether or not to move forward.

Mr. Robinson suggested that the City could move forward with requesting and funding the initial field layout feasibility. Initial cost projection for the feasibility may be $40,000 - $50,000. This will present City Council, School Board, Parks and Recreation Advisory, and Stakeholder Group with 3-4 potential layouts for fields, restrooms, concession stand(s), storage, courts, parking, and path around the complex.

Parks and Recreation Advisory Board Recommendation

A presentation was made to the Parks and Recreation Advisory Board on December 18th 2018. The request made by Board Member Barry Johnson and Mayor Hodson was to have the Parks and Recreation Advisory Board approve and make a recommendation to the City Council to move forward with directing staff, through consensus, to request a field layout feasibility study. The Parks and Recreation Advisory Board unanimously voted to have the Mayor bring this to the council.

Recommended Council Action

Through consensus, Council directs staff to take the next step in the Ackerman Field Complex by seeking out a field layout feasibility study that will include 3-4 layout options, potential phasing, and potential costs.

Attachment(s)

- "Map of Ackerman Junior High and Lee Elementary with border of area being discussed. Mayor

Office of the Mayor

Proclamation

Martin Luther King Jr. Day of Service

WHEREAS, Dr. Martin Luther King Jr. devoted his life to advancing equality, social justice, and opportunity for all, and challenged all Americans to participate in the never-ending work of building a more perfect union; and

WHEREAS, Dr. King's teachings can continue to guide and inspire us in addressing challenges in our communities; and Whereas, the King Holiday and Service Act, enacted in 1994, designated the King Holiday as a national day of a volunteer service, and charged the Corporation for National and Community Service with leading this effort; and

WHEREAS, since 1994 millions of Americans have been inspired by the life and work of Dr. Martin Luther King Jr. to serve their neighbors and communities on the King Holiday; and

WHEREAS, serving on the King Holiday is an appropriate way to honor Dr. King, meet local and national needs, bring our citizens together, and strengthen our communities and nation; and

WHEREAS, the King Day of Service is the only federal holiday commemorated as a national day of service, and offers an opportunity for Americans to give back to their communities on the holiday and make an ongoing commitment to service throughout the year; and

WHEREAS, King Day of Service projects are being organized by a wide range of nonprofit and community organizations, educational institutions, public agencies, private businesses, and other organizations across the nation; and

WHEREAS, each of us can and must contribute to making our communities better with increased opportunity for all our citizens; and

WHEREAS, citizens of Canby have the opportunity to participate in events throughout our city on the King Day of Service, January 21, 2019, as well as create and implement community service projects where they identify the need.

NOW, THEREFORE, I Brian Hodson, as Mayor of the City of Canby do hereby proclaim the Martin Luther King Jr. Holiday as a Day of Service in Canby and call upon the people of Canby to tribute to the life and works of Dr. Martin Luther King Jr. through participation in community service projects on Martin Luther King Day and throughout the year.

Given unto my hand this 16th day of January 2019 in the City of Canby, Oregon.

Brian Hodson
Mayor

City of Canby

M E M O R A N D U M

DATE: Prepared: January 7, 2019 for January 16, 2019 Council Hearing

TO: Mayor and City Council

FROM: Bryan Brown, Planning Director

RE: Annexation/Zone Change (File No. ANN 18-05/ZC 18-06) and Adoption of Proposed N Holly Street Development Concept Plan

Background: At their December 10, 2018 meeting, the Canby Planning Commission held a public hearing, moved into deliberation at which time a motion was made to approve the annexation resulting in a 3-3 vote on the motion. It was obvious with a tie vote that another motion would not correct the lack of a majority vote, resulting in affect the Planning Commission forwarding a recommendation of denial of annexation and zone change **(File ANN 18-05/ZC 18-06**) to the City Council.

This request if approved would annex 47.647 acres into the City limits – including 43.79 acres of real property consisting of nine different tax lots having five different property owners along with approximately 3.857 acres of adjacent street right-of-way consisting of the one-half of N Holly Street, one-half of SE/SW 22nd Avenue, the entire width of N Locust Street and the entire width of SE Territorial Road abutting the annexation area. The R-1 Low Density Residential zone is proposed for the entire annexation area in accordance with the Comprehensive Plan Map land use designation for LDR – Low Density Residential for the nine Tax Lots which are a part of the annexation application.

The Planning Commission listened to evidence presented by the applicant demonstrating that the annexation of this additional land to be designated R-1 zone was needed to maintain a three year supply of readily available developable land for new homes. The land needs analysis provided clearly indicates that there is a current deficiency today's of available fully served vacant platted R-1 zoned lots. When taking in the potential supply of additional platted lots that could be available if all previously approved subdivision plats were to move forward with construction of all necessary infrastructure and then be recorded within a typical time frame, and homes constructed based on the estimated actual historical average capacity of home builders in Canby to construct homes; supply of platted lots are shown to grow to a peak in late 2019 and another in late 2020 both just shy of a 3-year land supply. This analysis does not include additional subdivisions which are not yet known. There is currently very little additional land readily available for subdividing without further annexation in the community.

The proposed properties to be annexed are located in an area specified by Figure 16.84.040 of the City of Canby Annexation ordinance to require the adoption of a Development Concept Plan for an area consisting of over 58.79 acres. The Comprehensive Plan defines the Canby Urban Growth Boundary to also include some parcels fronting on the west side of N Holly Street as well as well as those on the east side over to N Locust Street which make up the proposed Development Concept Plan area.

Stafford Land Development has entered into a contract with just one property owner at this time for likely future development of a residential subdivision for the approximate 20 acre tract. The other property owners saw efficiency in processing costs in entering into a shared annexation application offered by the developer but have not yet indicated when they might be ready to either develop themselves or sale there property for future development. The City of Canby has joined in this annexation with the 2.31 acre undeveloped city park which is surrounded by the remaining eight other Tax Lots which are a part of this annexation. No additional park land is currently planned to be dedicated in association with the proposed N Holly Development Concept Plan.

The primary reasons given by the Planning Commission in its failure to obtain move a positive recommended forward are outlined within the Planning Commission Findings, Conclusions and Final Order draft which is attached to this memorandum. Traffic concerns relating to the timing of needed street improvements were mentioned as well as some concern that the supply of residentially annexed land is likely already sufficient if development moves forward on those areas previously annexed with development. No particular concerns were voiced about the design or layout of the proposed N Holly Development Concept Plan for the area. It is important to keep in mind, that a Development Concept Plan must be adopted by the Council before any individual property within the DCP defined area may be approved for a zone change associated with annexation.

An extensive traffic analysis was completed for the entire Development Concept Plan area. The "Executive Summary" indicates the entire DCP to have a potential for 240 R-1 lots when fully developed. The site could reasonably generate up to 178 morning peak hour trips, 238 evening peak hour trips, and 2,266 weekday trips at full development. The only warrant projected to be met for needed traffic improvements was for the year 2030 with full buildout of the DCP area when a new left turn lane within Territorial Road for the eastbound approach at the intersection with N Locust Street would be justified and helpful to reduce congestion and improve safety. All nearby intersections where found to continue to operate at an "A" level of service except for the NE Territorial Road and Locust Street intersection which was found to still operate at a "B" level of service at total buildout which is well within City adopted standards and considered a good operational standard with few delays.

The developer choose his own Traffic Engineer to complete the scope of work outlined by the City in working with our Traffic Engineer. As required by code, the City had our professional traffic engineer perform a peer review of the TIA prepared. They pointed out that a few Tasks identified in the Scope of Work that are usually performed along with submittal of an actual subdivision development were not included in the TIA. Staff & DKS Associates modeled the scope of work after that created for the S Ivy Street DCP, annexation and proposed Subdivision application. The Planning Commission seemed to imply a preference to have the additional analysis associated with the future planned subdivision with their review of the annexation and DCP. The applicant indicated to staff they had already started the additional analysis associated with their planned subdivision with hopes it could be completed and available prior to the Council hearing on their request. Staff is comfortable in delaying the additional analysis until submission of the actual development application which is typically done. Staff will forward this subdivision level of analysis if completed prior to the hearing.

File ANN 18-05/ZC 18-06

Again, because of the tie vote, the Planning Commission recommendation forwarded to the City Council is to deny this annexation, zone change and DCP at this time.

Alternative Option:

1. Approve Annexation and Zone Change (ANN 18-05/ZC 18-06) and direct staff to complete the remaining boundary change processes with the State, County, and district service providers to finalize the decision; and,
2. Upon annexation, the zoning of the subject properties shall be designated as R-1 in accordance with the Comprehensive Plan Map land use designation for the subject Tax Lots; and,
3. Adopt the proposed N Holly Development Concept Plan as represented in the applicant's submittal drawings and associated application narrative.

Council Sample Motion for Approval: *I move to approve Annexation/Zone Change File ANN 18-05/ZC 18-06 pursuant to the alternative option outlined above in this Council memorandum.*

Attachments:

- Planning Commission Final Findings (Draft – to be approved January 14, 2019 by PC)
- Planning Commission Minutes (December 10, 2018) – To Be Forwarded Separately When Available
- Staff Report ANN 18-05/ZC 18-06 to the Planning Commission with written public comments and DKS TIA Peer Review
- Applicant's submittal, including application forms, narrative, TIA neighborhood meeting notes, pre-application meeting minutes, legal description and survey, and N Holly Development Concept Plan Maps/Drawings and Associated Narrative.

BEFORE THE PLANNING COMMISSION
OF THE CITY OF CANBY

A REQUEST FOR APPROVAL OF	**)**	**FINDINGS, CONCLUSION & FINAL ORDER**
ANNEXATION AND ZONE CHANGE	**)**	**ANN 18-05/ZC 18-06**
FOR PROPERTY LOCATED AT 1882,	**)**	**THOMAS DODDS, MONTECUCCO RENTALS, LLC, SUSAN**
2030, 2058, 2146 N. HOLLY ST. 2041 N.	**)**	**BURKERT, DAVID AND SUSAN GORDON, HEMMERLING**
LOCUST ST, 102 NE TERRITORIAL RD	**)**	**NURSERY, LLC, CITY OF CANBY, Stafford Land Development**

NATURE OF THE APPLICATION

The applicants sought approval for a Development Concept Plan (DCP) and an annexation/zone change application ANN 18-05/ZC 18-06 to annex 43.79 acres of real property described as Tax Lots 31E28C00400, 31E28C00500, 31E28C00601, 31E28C00600, 31E28C00700, 31E28C00800, 31E28C00100, 31E28C00200, and 31E28C00401, Clackamas County, Oregon. The property is zoned Clackamas County RRFF-5 and is requested to be zoned City R-1, Low Density Residential.

HEARINGS

The Planning Commission considered applications ANN 18-05/ZC 18-06 after the duly noticed hearing on December 10, 2018 during which the Planning Commission by a tied 3 /3 vote failed to obtain a majority decision therefore, forwarding in affect a denial to the City Council with regard to ANN 18-05/ZC 18-06.

CRITERIA AND STANDARDS

In judging whether or not the DCP, annexation and zone change applications shall be approved, the Planning Commission determines whether criteria from the *City of Canby Land Development and Planning Ordinance* are met, or can be met by observance of conditions. Applicable criteria and standards were reviewed in the Planning Commission staff report presented at the December 10, 2018 public hearing of the Planning Commission.

FINDINGS AND REASONS

The Planning Commission considered applications ANN 18-05/ZC 18-06 at a public hearing held on December 10, 2018 during which the staff report was presented, including all attachments including the applicant's submittals. Staff recommended that the Planning Commission forward a recommendation of approval to the City Council for the proposed DCP, annexation and new zoning designation.

After hearing public testimony, and closing the public hearing, the Planning Commission deliberated to arrive at a decision and support a recommendation to the Council. Although the Planning Commission had several positive things to say about the applications, three Planning Commissioners in particular voiced their concerns. Upon a motion being seconded to approve the applications a 3/3 non-majority vote occurred leading to in affect a denial of this request, so findings indicating those who were not in favor of the annexation are provided below:

- Concern was voiced about the need for additional platted lots at this time, inferring skepticism concerning the applicant's justification related to a 3-year land supply noting that many annexations have been recently approved with mention that evidence presented in recent annexations indicated that a 3-year supply was estimated to be within reach and it would be best to wait to see if they all previously approved annexations and subdivision approvals move forward with development as expected or not.
- Concern was voiced about a lack of adequate street infrastructure improvements to support the proposed annexation and development to follow especially when the added impact from the additional traffic from other recent annexations and approved development is not yet fully known on Territorial Road in particular. Improving roadways ahead of annexation and development was deemed preferable to continuing to lower the quality of life for those who live along or use N Holly and Territorial Road. A more

detailed traffic assessment taking into account all previously approved annexations and subdivisions in the area is needed. Staff noted a condition of approval was recommended to have the applicant actually complete a subdivision development level of traffic analysis prior to City Council acting on the annexation request based on the independent review of the traffic study by DKS Associates that a couple of items requested in the scope of work were not yet provided in the traffic study performed but agreed they are usually provided in a subsequent subdivision development application.

CONCLUSION

In summary, the Planning Commission failed to provide a definitive recommendation with the tie vote therefore in effect denying the request and concluding that the annexation/zone change did not satisfactorily meet all applicable approval criteria. The Planning Commission's order is reflected below.

ORDER

Based on the application submitted and the facts, findings, and conclusions reached during public input and during Commission deliberation, the Planning Commission failed to gain a majority vote, therefor, are sending a recommendation for denial of this annexation request.

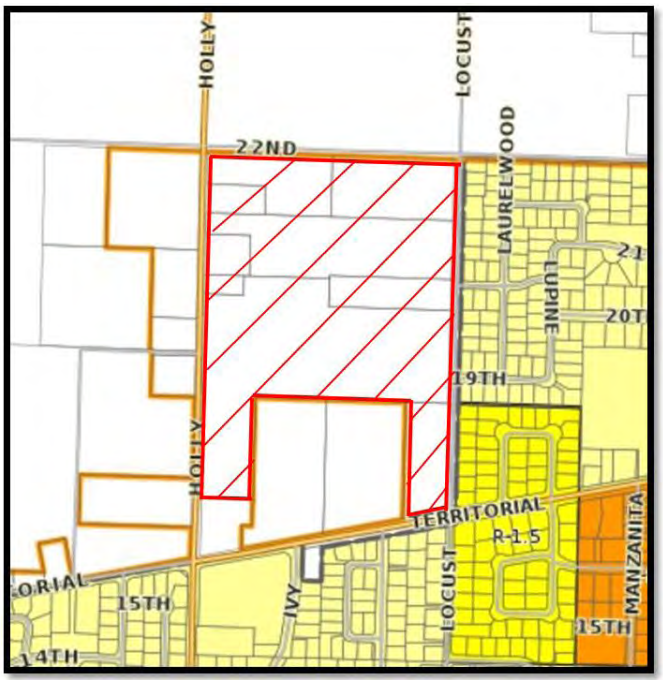
City of Canby

ANNEXATION AND ZONE CHANGE STAFF REPORT

FILE #: ANN 18-05/ZC 18-06

Prepared for the December 10, 2018 Planning Commission Meeting

LOCATION: The properties are situated on the east side of N. Holly Street and extend east to border on N. Locust Street and north to NE 22nd Avenue and south to the corner of N. Locust Street and NE Territorial Road and addressed as 1882, 2030, 2058, and 2146 N. Holly Street, 2041 N. Locust Street, and 102 NE Territorial Road. The subject area is located at the northern border of the City of Canby Urban Growth Boundary (UGB).



ANNEXATION PROPERTY SIZE: The site is 43.79 gross acres, and 41.5 net acres (net acres are the subject property minus N. Holly Street, NE Territorial Road, N. Locust Street, and NE 22nd Avenue R.O.W.).
TAX LOTS: Tax Lots 31E28C00400, 31E28C00500, 31E28C00601, 31E28C00600, 31E28C00700, 31E28C00800, 31E28C00100, 31E28C00200, and 31E28C00401
COMPREHENSIVE PLAN DESIGNATION: Low Density Residential (LDR)
CURRENT ZONING DESIGNATION: Clackamas County: Rural Residential Farm Forest-5 (RRFF-5)
PROPOSED ZONING: Low Density Residential (R-1)
OWNER: Thomas Dodds, Montecucco Rentals, LLC, Susan Burkert, David and Susan Gordon, Hemmerling Nursery, LLC, City of Canby
APPLICANT: STAFFORD DEVELOPMENT COMPANY
APPLICATION TYPE: Annexation/Zone Change (Type IV)
CITY FILE NUMBER: ANN 18-05/ZC 18-06

I. PROJECT OVERVIEW & EXISTING CONDITIONS

The property owners of nine parcels of land located in the northern portion of the City of Canby's Urban Growth Boundary (UGB) propose annexation into the city limits. The property owners also proposes a zone change application to change the current zoning from the Clackamas County RRFF-5 (Rural Residential Farm Forest-5) designation to City of Canby's R-1 (Low Density Residential Zone). The subject parcels are contiguous properties, and include parcels that are within the N. Holly Development Concept Plan. The subject parcels surround two tax lots on three sides that are not within the City UGB and also a tax lot fronting on NE Territorial Road that is not included in the annexation. The properties are currently in open space, residential, and agriculture use.

The City of Canby's annexation ordinance requires a Concept Development Plan for properties that are a part of an annexation request when located in a Development Concept Area as indicated on the City of Canby Annex Development Map. The N. Holly Development Concept Plan (NHDCP) for properties in the area was developed by Stafford Land Development with input from the property owners within the NHDCP. However, the plan has yet to be adopted by the Canby City Council and must be adopted in conjunction with approval to annex any properties within the DCP area. The DCP and attachments are included in this file.

The existing annexation area is located within the City of Canby's Urban Growth Boundary. The City of Canby Comprehensive Plan has envisioned the ultimate urbanization of this area and its intended land use, and the Comprehensive Plan Map for these particular lots indicates a Low Density Residential use. The designation correspond to the zone changes requested by the applicants. The area is currently within Clackamas County's jurisdiction and is presently zoned as RRFF-5. This zone change is to rezone the properties involved to the City zoning of R-1 zone in accordance with the corresponding City Comprehensive Plan Map land use designation. The zone designation will take effect when the properties are annexed as indicated in this application.

The applicant also requests approval of the N. Holly Development Concept Plan (NHDCP) that is intended to address City of Canby infrastructure requirements for this portion of the northern Canby area. The request is to annex 43.79 acres of the 58.79 acre DCP area. The NHDCP is not a specific development proposal, but a design concept that provides an understanding and framework of how the properties should be developed prior to annexation into the City.

II. ATTACHMENTS

- **A.** Application Forms
- **B.** Submitted Written Narrative and materials
- **C.** Needs Analysis
- **D.** Neighborhood Meeting Notes/Attendance List/Notification Letter
- **E.** Pre-Annexation application Meeting Minutes
- **F.** Consent to Annexation Petition
- **G.** Survey of Property to Be Annexed and Legal Description of Private Property and adjacent N. Holly St., N. Locust St., NE 22nd Ave., and NE Territorial Rd. Right-of-Way to be annexed
- **H.** Tax Lot Ownership Survey
- **I.** Maps: Aerial Vicinity Map, Assessor Map, Canby Comprehensive Plan Map, Proposed

Annexation Area Map

J. Development Concept Plan Submittal Packet

K. Traffic Analysis - By Lancaster Engineering/Peer Review By DKS Associates – revised TA to be submitted prior to PC Hearing

L. Agency/Citizen Comments

III. APPLICABLE REVIEW CRITERIA & FINDINGS

Major approval criteria used in evaluating this application include the following Chapters from the *City of Canby's Municipal Code including the Land Development and Planning Ordinance* (Title 16):

- 16-08 General Provisions
- 16.54 Amendments to Zoning Map
- 16.84 Annexations
- 16.89 Application and Review Procedures
- 16.16 R-1 Low Density Residential Zone

City of Canby Comprehensive Plan Policies and Implementation Measures
Clackamas County/City of Canby Urban Growth Management Agreement (UGMA)
State Statutes- ORS 195.065 and 222

Chapter 16.08 General Provisions

16.08.070 Illegally Created Lots

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

Findings: The subject parcels were apparently reconfigured at different times from the original Pruneland Subdivision recorded on July 3, 1930. Property identified as Tax Lot 100 was created by recorded survey on June 28, 1956 (1918), Tax Lot 200 is shown in its current configuration on a survey filed in 1954(PS 1263), Tax Lot 400 is delineated on a survey dated February 26, 1999 but appears to be a residual parcel resulting from division of surrounding parcels, Tax Lot 401 is configured by a survey dated June, 1964 (PS 5050), Tax Lot 500 was created in its current configuration by Clackamas County Planning File#ZO543-04-PLA, Tax Lot 700 and 800 were created by a survey filed in 1961, there is no information available that establishes that Tax Lot 601 was legally separated from Tax Lot 600. However, the two tax lots are under the same ownership and one of the tax lots could have been created for tax purposes only which leaves the two tax lots as a single parcel. Based on available information, all the tax lots, with the exception of Tax Lot 601 were created prior to September 1976 when Oregon State Statues required all land divisions go through a land use process. Tax Lot 601 cannot be considered a separate parcel at this time, but because Tax Lot 600 and 601 are under the same ownership, they can be combined at any time and do not effect this annexation application.

16.08.150 Traffic Impact Study (TIS)

A. Determination based on information provided by the applicant about the proposed development, the city will determine when a TIS is required and will consider the following when making that determination.

1. *Changes in land use designation, zoning designation, or development standard.*
2. *Changes in use or intensity of use.*
3. *Projected increase in trip generation.*
4. *Potential impacts to residential areas and local streets.*
5. *Potential impacts to priority pedestrian and bicycle routes, including, but not limited to school routes and multimodal street improvements identified in the TSP.*
6. *Potential impacts to intersection level of service (LOS).*

Findings: The Transportation Planning Rule within State Statute (OAR 660-12-0060-9) requires that there be a record of traffic generation findings which are consistent with the City's Transportation System Plan with any Comprehensive Plan Map Amendment or Zoning Map Amendment. The applicant engaged Lancaster Engineering to provide a Transportation Impact Study (TIS), subject the City's and our consulting engineer (DKS) scope of work. The TIS was reviewed by DKS Engineering, and as a result of the review, DKS determined that some aspects of the study's scope of work were missing. The applicant is in the process of providing a revised TIS that will meet the scoping requirements. The TIS is included as a section of the NHDCP that confirmed the proposed annexation met provisions of the TPR. Additionally, a Traffic Analysis was incorporated into the NHDCP to discuss any future traffic impacts when development occurred with future zone change proposals. The findings of the analysis determined that the zone change contemplated and the resulting traffic was assumed for trip modeling in the 2010 Canby Transportation System Plan, if developed as allowed, and therefore, the Transportation Planning Rule requirements are met. The zone change from the proposed annexation would not have a significant effect on the surrounding transportation network, and no mitigation measures would be required to satisfy TPR requirements. This review criterion can be met if the applicant fulfills all provisions of the TIS for the DCP area, such as a left turn bay on Territorial Road at the intersection with N. Locust Street.

Chapter 16.84Annexation Compliance

16.84.040 (A)(1)(b) Annexation Development Map.

A. *The following criteria shall apply to all annexation requests.*

1. *The City of Canby Annexation Development Map shall determine which properties are required to submit either (See Figure 16.84.040):*

a. *A Development Agreement (DA) binding for all properties located within the boundaries of a designated DA area as shown on the City of Canby Annexation Development Map. The terms of the Development Agreement may include, but are not limited to:*

1. *Timing of the submittal of an application for zoning*
2. *Dedication of land for future public facilities including park and open space land*
3. *Construction of public improvements*

4. *Waiver of compensation claims*
5. *Waiver of nexus or rough proportionality objections to future exactions*
6. *Other commitments deemed valuable to the City of Canby*

For newly annexed properties that are within the boundaries of a DA area as designated on the City of Canby Annexation Development Map: A Development Agreement shall be recorded as a covenant running with the land, binding on the landowner's successors in interest prior to the City Council granting a change in zoning classification.

b. *A Development Concept Plan (DCP) binding for all properties located within the boundaries of a designated DCP area as shown on the City of Canby Annexation Development Map. A Development Concept Plan shall address City of Canby infrastructure requirements including:*

1. *Water*
2. *Sewer*
3. *Storm water*
4. *Access*
5. *Internal Circulation*
6. *Street Standards*
7. *Fire Department requirements*
8. *Parks and open space*

For newly annexed properties that are within the boundaries of a DCP area as designated on the City of Canby Annexation Development Map: A Development Concept Plan shall be adopted by the Canby City Council prior to granting a change in zoning classification. (Ord. 1294, 2008)

Findings: A copy of the N. Holly Development Concept Plan (NHDCP) is included in the file. The NHDCP provided an extensive packet of information to address City of Canby future infrastructure requirements for the area, and engineering level work has gone into planning for how the concept plan defined area would best be developed and served by all necessary infrastructure.

A traffic analysis of the entire subject area was incorporated into the plan to address traffic impacts associated with anticipated full development of the properties in accordance with the applicable zoning designation. Lancaster Engineering provided a TIS, dated September 13, 2018 that summarized how the requirements of Oregon Administrative Rule (OAR) 660-012-0060, the Transportation Planning Rule (TPR), are met for the subject properties as well as the NHDCP area. The surrounding roadways and intersections were found to have sufficient capacity to accommodate the proposed annexation, zone change, and for the development concept plan. The Transportation Planning Rule requirements of State Statue were determined to have been met as documented in the TIS.

All necessary utility services are generally available or can be made available through service line extensions to the annexation area. The Concept Plan maps, along with the Concept Plan & Infrastructure narrative, indicate the options for necessary infrastructure to serve this area. Stormwater was discussed in the NHDCP, and stormwater management for

street runoff will be handled with the installation of new public underground injection wells and the associated catch basins and pollution control manholes for water quality treatment. Private property runoff will be handled on-site with infiltration facilities on each lot within the individual yard areas.

The City as not indicated a necessity for an addition park in the NHDCP because tax lot 200 is designated for a City park and is included in the annexation area. The applicant is aware that parks SDC charges will be collected during the building permit process. This criterion can be met.

Criteria 16.84.040(A)(2) *Analysis of the need for additional property within the city limits shall be provided. The analysis shall include the amount of developable land (within the same class of zoning – low density residential, light industrial, etc.) Currently within the city limits; the approximate rate of development of those lands; and how the proposed annexation will affect the supply of developable land within the city limits. A supply of developable residential land to provide for the anticipated population growth over the following three years is considered to be sufficient.*

Findings: A land needs analysis is required with all annexations to assess the current amount of developable land within the same zone designation of that requested in the application. A 3-year supply of developable R-1 and R-1.5 zoned land is to be considered sufficient. The City Council previously provided a defined policy direction to staff that stated, analysis of actual number of platted lots based on a reasonable assessment of expected consumption rate moving forward, is the appropriate metric to utilize in determining the adequacy of the developable land supply. The applicant included in the file an analysis indicating the deficiency of Canby's 3-year supply of developable land based on population data and existing available platted lots. The study determined that currently 84 available lots in subdivisions and 7 lots in platted partitions for a total of 91 platted lots in the R-1 and R-1.5 zone that remain as inventory within the city limits. Of the ninety-on lots only 17 are within the R-1 zone. The city has had an average absorption rate of nearly 45 lots per year for the last 10 years. The information stated that, based on a three year average, a total of 342 single-family platted lots are needed through 2021 with 91 currently available which leaves a deficiency of 251 lots. This indicates the supply of readily available platted lots with all necessary infrastructures is below a three-year supply. The applicant also provided an additional analysis that included subdivisions that are preliminarily approved and have yet to record platted lots and a projected absorption rate. If annexed, this property would add to the buildable land supply. It will likely take 2 to 3 years for this land to be fully platted and the lots made available. Staff concludes that information indicates this criterion is met.

Staff would like to add that under Oregon Administrative Rule Chapter 660-024-0040, Land Need, the UGB is based on a 20-year land need and a 20-year population forecast. The 3-year supply introduced into the CMC above "is considered to be sufficient" within the City limits and indicates a minimum number of available lots for the land supply and not a maximum number. It appears that a "sufficient" number of lots does not necessarily intend to establish that the number of lots cannot exceed the 3-year supply if the need increases when a strong housing demand exists. Staff also submits that, based on the increasing number of applications for new dwellings, the consumption rate is possibly approaching a 100% consumption rate average as new homes are constructed and occupied by new home

owners. The quick sale and occupancy of new homes continues to rapidly reduce the number of available lots

Criteria 16.84.040)A)(3) *Statement of potential physical, aesthetic and related social effects of the proposed development on the community as a whole and on the neighborhood of which it will become a part; and proposed actions to mitigate identified concerns, if any. A neighborhood meeting is required as per Table 16.89.020 of the City of Canby Land Development and Planning Ordinance.*

Findings: Future development is anticipated to develop the site at a higher net density per acre. However, potential traffic generation has been shown to be within the capabilities of the surrounding road system with no mitigation necessary. The addition of a future neighborhood park located within the NHDCP will add to the social and aesthetic effects of development on the subject properties and the future development of the neighborhood livability. Staff does not foresee any significant impacts from the proposal that are not common to growth inside the UGB or need to mitigate any identified concerns. Staff agrees the annexation and future development of the subject parcels is consistent with development indicated by the Development Concept Plan and appropriate in this area of Canby. This criterion is satisfied.

Criteria 16.84.040 (A)(4) *Statement of availability, capacity and status of existing water, sewer, drainage, transportation, park and school facilities*

Findings: The N. Holly Development Concept Plan provides maps that demonstrate how utility infrastructure will be made available, and unmanageable capacity issues were not identified by City departments and agencies during the NHDCP review process. The proposed public park will be beneficial in serving this area of Canby. It appears that there are significant tree resources available for the park area and the conceptual plan provides easy direct access from the subject properties to future park facilities. It appears that public schools are within a reasonable proximity to the concept area. This criterion can be met at the time of development.

Criteria 16.84.040 (A)(5) *Statement of increased demand for such facilities to be generated by the proposed development, if any, at this time*

Findings: Staff finds that the information contained in the NHDCP infrastructure section is sufficient, and the applicable criteria can be met.

Criteria 16.84.040 (A)(6) *Statement of additional facilities, if any, required to meet the increased demand and any proposed phasing of such facilities in accordance with projected demand.*

Findings: This staff report incorporates the infrastructure sections of the NHDCP as findings. All necessary utility extensions are available to serve this area when development occurs after annexation. The infrastructure section of the NHDCP indicates that connections to existing facilities are available and preferred depending on the development project. Staff finds that with appropriate conditions of approval, the NHDCP information is sufficient and this criterion is or can be met.

Criteria 16.84.040 (A)(7) *Statement outlining method and source of financing required to provide additional facilities, if any.*

Findings: The applicant will pay the necessary costs of their own development. Information in the NHDCP indicated that most infrastructure facilities in the north Canby area are expected to be built by individual developers. The exception is any proposed park facilities that will be funded with City capital improvements project funds from SDC fees. Staff finds that information in the NHDCP is sufficient for this case, and the applicable criteria can be met.

Criteria 16.84.040 (A)(8) *Statement indicating the type and nature of any comprehensive plan text or map amendments or zoning text or map amendments that may be required to complete the proposed development.*

Findings: The applicant intends to follow the low density residential zoning designation of the Comprehensive Plan. The only change is a zoning map amendment to change the zone from RRFF-5 to R-1 and the Zone Map Change Application that accompanies this annexation request will satisfy the Development Concept Plan designations. Staff finds that the criterion in 16.84.040(A)(8) can be met.

Criteria 16.84.040 (A)(9) *Compliance with other applicable city ordinances or policies*

Findings: Based on available information, staff concludes that the proposal complies with all other city ordinances and policies.

Criteria 16.84.040 (A)(10) *Compliance of the application with the applicable sections of Oregon Revised Statutes Chapter 222*

Findings: Oregon Revised Statutes (ORS) Chapter 222 provides regulation of city boundary changes and other development requirements. Staff concludes that this proposal complies with all applicable provisions in the Oregon Revised Statutes. The applicable criteria can be met.

Chapter 16.54 Amendments to the Zoning Map Analysis

The assignment of an appropriate zoning district is a part of any annexation application within the City of Canby. The approval criteria are similar to that for approval of an annexation.

16.54.010, 0.20, 0.30 Amendments to the Zoning Map

Findings: 16.54.010 – Authorization to initiate amendments: **The property owners have authorized initiation of the proposed annexation and map amendment by signing an application form and Consent to Annex Form. This criterion has been met.**
16.54.020 – Application and Fee: **The map amendment application and associated fee were received from the applicant. This criterion has been met.**
16.54.030 – Public Hearing on Amendment: **This criterion will be met when the Planning Commission holds a public hearing and makes a recommendation to the City Council and when the City Council conducts its own hearing and issues a decision.**

16.54.040 Standards and criteria

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

A. *The Comprehensive Plan of the city, giving special attention to Policy 6 of the land use element and implementation measures therefore, and the plans and policies of the county, state and local districts in order to preserve functions and local aspects of land conservation and development;*

Findings: The subject properties and the NHDCP are not identified as being in an "Area of Special Concern" that is delineated in Policy 6 of the Comprehensive Plan. Additionally, the proposed zone for the properties is consistent with the land use designation on the Comprehensive Plan Map. Staff concludes that the request meets provisions in Policy 6 and applicable elements of the Comprehensive Plan.

B. *Whether all required public facilities and services exist or will be provided concurrent with development to adequately meet the needs of any use or development which would be permitted by the new zoning designation. (Ord. 749 section 1(B), 1984; Ord.740 section 10.3.85(D), 1984)*

Findings: Problems or issues in the extension of utility services have not been raised by City service providers that would prevent services at the time of development. It appears that future development of the properties can meet standards for adequate public facilities.

Chapter 16.89.060 Process Compliance

16.89.060 Type IV Decision

For certain applications, the City Council makes a final decision after a recommendation by the Planning Commission. These application types are referred to as Type IV decisions.

A. Pre-application conference. A pre-application conference may be required by the Planning Director for Type IV applications.

B. Neighborhood meetings. The applicant may be required to present their development proposal at a neighborhood meeting (see Section 16.89.070). Table 16.89.020 sets the minimum guidelines for neighborhood review but the Planning Director may require other applications to go through neighborhood review as well.

C. Application requirements. Type IV applications shall be made on forms provided by the Planning Director. The application shall be accompanied by all required information and fees.

D. Public notice and hearings. The public notice and hearings process for the Planning Commission's review of Type IV applications shall follow that for Type III applications, as provided in subsections 16.89.050.D and 16.89.050.E.

E. Decision process.

1. Approval or denial of a Type IV decision shall be based on the standards and criteria located in the code.
2. The hearings body shall issue a final written order containing findings and conclusions recommending that the City Council approve, approve with conditions, or deny the application.

3. The written decision shall explain the relevant criteria and standards, state the facts relied upon in rendering the decision, and justify the decision according to the criteria, standards, and facts.
4. In cases involving attorneys, the prevailing attorney shall prepare the findings, conclusions, and final order. Staff shall review and, if necessary, revise, these materials prior to submittal to the hearings body.

F. City Council proceedings:

1. Upon receipt of the record of the Planning Commission proceedings, and the recommendation of the Commission, the City Council shall conduct a review of that record and shall vote to approve, approve with conditions, or deny the recommendation of the Planning Commission.
2. The City Council may question those individuals who were a party to the public hearing conducted by the Planning Commission if the Commission's record appears to be lacking sufficient information to allow for a decision by the Council. The Council shall hear arguments based solely on the record of the Commission.
3. The City Council may choose to conduct public hearings on Comprehensive Plan amendments, amendments to the text of this title, zone map amendments, and annexations. If the Council elects to conduct such hearings, it may do so in joint session with the Planning Commission or after receiving the written record of the Commission. (Ord. 1080, 2001)

Findings: Annexations are processed as a Type IV "quasi-judicial" process which is considered through a public hearing at the Planning Commission that forwards a recommendation to the City Council. The City Council also holds a public hearing and issues a final decision. The notice requirements are the same as for Type III applications.

In this particular case, the annexation request will not be scheduled for a public vote. On March 15, 2016, the Governor signed Senate Bill SB1573 that mandates some properties, meeting certain criteria, to file for annexation without going through a public vote process that might otherwise currently be in effect through local City Charter provisions and adopted code. This application meets the criteria stated in SB1573, and a public vote will not be held for this annexation application.

Notice of this application and the Planning Commission and Council Hearing dates was made to surrounding property owners on November 14, 2018, at least 20-days prior to the hearing. Prior notification and neighborhood meetings were completed during the N. Holly Development Concept Plan process. The site was posted with a Public Hearing Notice sign by November 30, 2018. A notice meeting ordinance requirements of the public hearings was published in the Canby Herald on December 5, 2018. A pre-application meeting was held July 18, 2018. These findings indicate that all processing requirements have been satisfied with this application to date.

Public/Agency Testimony Received

Notice of this application and opportunity to provide comment was mailed to owners of lots within 500 feet of the subject properties and to all applicable public agencies and City

departments on November 14, 2018. Complete comments are documented in the file. As of the date of this Staff Report, the following comments were received by City of Canby from the following persons/agencies:

The City Engineer stated that requested conditions in a memo dated November 20, 2018.

Staff received comments from two nearby property owners that are included in the file.

Conclusion Regarding Consistency with the Standards of the Canby Municipal Code

Staff concludes, as detailed in the submittal from the applicant and as indicated in this staff report, including all attachments hereto, that:

1. The applications and proposed use is in conformance with applicable sections of the City's Comprehensive Plan and Land Development and Planning Ordinance when the determinations contained in this staff report are applied.
2. The N. Holly Development Concept Plan and explanatory narrative has been submitted for adoption detailing how all necessary infrastructures will serve the area as required by the annexation ordinance.
3. The proposed annexation can meet the approval criteria set forth in CMC 16.84.040(A).
4. The zoning of the property, if annexed, should be R-1 as indicated in the application and pursuant to the approval criteria set forth for map amendments in CMC 16.54.040.
5. The proposed annexation's requested zoning district of R-1 is in conformance with the Comprehensive Plan Land Use Plan Map.
6. The application complies with all applicable Oregon Revised Statutes.
7. There are sufficient public and private agency utility and service capacity to serve the site at the anticipated development intensity.
8. In accordance with the UGMA with Clackamas County, this proposed annexation application will include a description of a half-width of adjacent NE Territorial Road, N. Locust Street, N. Holly Street and NE 22nd Avenue right-of-ways with the properties proposed for annexation.
9. It has been determined that existing land available is below a three-year supply of developed R-1 zoned lots within the City limits. Therefore, the supply does not exceed a three-year supply and there is a "need" for low density residential zoned land for development at this time and will maintain an adequate 3 year supply.

16.89 Recommendation

Based on the application submitted and the facts, findings and conclusions of this report, but without benefit of a public hearing, staff recommends that the Planning Commission recommend to the City Council that:

1. ANN 18-05/ZC 18-06 be approved and,
2. Upon annexation, the zoning of the subject properties shall be designated as R-1 as indicated by the N. Holly Development Concept Plan Map and the Canby Comprehensive Plan Map.

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

LAND USE APPLICATION

ANNEXATION
Process Type IV

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

☐ Applicant Name: Stafford Development Company Phone: 503-305-7647
Address: 485 S State St Email:
City/State: Lake Oswego, OR Zip: 97034

☒ Representative Name: Levi Levasa Phone: 503-250-3651
Address: 485 S State St Email: levi@staffordlandcompany.com
City/State: Lake Oswego, OR Zip: 97034

☐ Property Owner Name: Thomas Dodds Phone:
Signature:
Address: 2030 N Holly St Email:
City/State: Canby, OR Zip: 97013

☐ Property Owner Name: Stafford Development Company Phone: 503-305-7647
Signature:
Address: 485 S State St Email: levi@staffordlandcompany.com
City/State: Canby, OR Zip: 97013

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

❶ All property owners represent they have full legal capacity to and hereby do authorize the filing of this application and certify that the information and exhibits herewith submitted are true and correct.
❷ All property owners understand that they must meet all applicable Canby Municipal Code (CMC) regulations.
❸ All property owners hereby grant consent to the City of Canby and its officers, agents, employees, and/or independent contractors to enter the property identified herein to conduct any and all inspections that are considered appropriate by the City to process this application.

PROPERTY& PROJECT INFORMATION:

1882 N Holly St. & Others	43.79 acres	31E28C00400 & Others
Street Address or Location of Subject Property	Total Size of Property	Assessor Tax Lot Numbers
Agricultural	RRFF-5	LDR
Existing Use, Structures, Other Improvements on Site	Zoning	Comp Plan Designation

Annexation is proposed. Future residential uses will be proposed in a separate application
Describe the Proposed Development or Use of Subject Property

STAFF USE ONLY				
ANN 18-05	10/18/18	YS	#1739	
FILE #	DATE RECEIVED	RECEIVED BY	RECEIPT #	DATE APP COMPLETE

ZC 18-06

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

LAND USE APPLICATION

Zone Map Change Application

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

☐ Applicant Name: Stafford Development Company Phone: 503-305-7647
Address: 485 S State St Email:
City/State: Lake Oswego, OR Zip: 97034

☐ Representative Name: Levi Levasa Phone: 503-250-3651
Address: 485 S State St Email: levi@staffordlandcompany.com
City/State: Lake Oswego, OR Zip: 97034

☐ Property Owner Name(s)*: Thomas Dodds Phone:
Signature:
Address: 2030 N Holly St Email:
City/State: Canby, OR Zip: 97013

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

* All property owners represent they have full legal capacity to and hereby do authorize the filing of this application and certify that the information and exhibits herewith submitted are true and correct.

PROPERTY & PROJECT INFORMATION:

1820 N Holly St. & Others	43.79	31E28C00400 & Others
Street Address or Location of Subject Property	Total Size of Property	Assessor Tax Lot Numbers
Agricultural	RRFF-5	LDR
Existing Use, Structures, Other Improvements on Site	Zoning	Comp Plan Designation

Brief description of proposed development or use

Zone Change in conjunction with Annexation to change the zone from County to City zoning consistent with the Comprehensive Plan Map which will be R-1 and Park land on this property. See attached Narrative and Exhibits.

STAFF USE ONLY

ZC 18-06	10/18/18	LL	#1739	
FILE #	DATE RECEIVED	RECEIVED BY	RECEIPT #	DATE APP COMPLETE

ANN 18-05

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

HOLLY ANNEXATION & ZONING MAP

AMENDMENT APPLICATION

Submitted: October 18, 2018

APPLICANT:
Stafford Development Company, LLC
485 S State Street, Lake Oswego, OR 97034
Levi Levasa, Project Manager
levi@staffordlandcompany.com
(971) 206-8614

CONSULTANT:
Planning & Land Design, LLC
1862 NE Estate Drive, Hillsboro, OR 97214
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- Exhibit 4.2: Perspective Aerial
- Exhibit 4.3: Ownership, Acreage & Future Zoning
- Exhibit 4.4: Existing Conditions and Topography
- Exhibit 4.5: Street Pattern Master Plan
- Exhibit 4.6: Street Pattern with Aerial Overlay
- Exhibit 4.7: Sanitary Sewer Master Plan
- Exhibit 4.8: Water Line Master Plan

Exhibit 5: Pre-Application Meeting Materials
- Exhibit 5.1: Pre-Application Meeting Minutes
- Exhibit 5.2: Pre-Application Submittal Narrative
- Exhibit 5.3: Pre-Application Submittal Exhibits

Exhibit 6: Neighborhood Meeting Materials
- Exhibit 6.1: Neighborhood Meeting Minutes
- Exhibit 6.2: Neighborhood Meeting Invite Letter
- Exhibit 6.3: Neighborhood Meeting Exhibits
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- Exhibit 6.5: Mailing Labels
- Exhibit 6.6: Notification Area Map
- Exhibit 6.7: Neighborhood Association Map

Exhibit 7: DCP Owner Meeting Materials
- Exhibit 7.1: Owner Meeting Invite Letter
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Exhibit 8: Needs Analysis

Exhibit 9: City Planning Maps
- Exhibit 9.1: Canby Comprehensive Plan Map
- Exhibit 9.2: Canby Zoning Map

Exhibit 10: Legal Description & Map

Exhibit 11: Holly DCP Traffic Impact Study

Exhibit 12: Owner Consent Forms

ANNEXATION & ZONING MAP AMENDMENT NARRATIVE

I. Introduction

The purpose of this application is to request approval for the Annexation of the subject properties and relevant adjacent rights-of-way from unincorporated Clackamas County into the City of Canby and apply local zoning designations, consistent with the Comprehensive Plan, through the process of a Zoning Map Amendment.

TABLE 1: SUBJECT PROPERTIES (Excluding R-O-W)

Property Owner	APN	Tax Map	Tax Lot	Acres	Current Zoning	Comp Plan Designation	Proposed Zoning
Dodds	0776262	3S 1E 28C	00400	19.32	RRFF-5	LDR	R-1
Dodds	0776280	3S 1E 28C	00500	0.46	RRFF-5	LDR	R-1
Montecucco Rentals, LLC	0776217	3S 1E 28C	00100	4.61	RRFF-5	LDR	R-1
Montecucco Rentals, LLC	0776315	3S 1E 28C	00800	3.67	RRFF-5	LDR	R-1
Burkert	0776299	3S 1E 28C	00600	8.43	RRFF-5	LDR	R-1
Burkert	1374989	3S 1E 28C	00601	1.10	RRFF-5	LDR	R-1
Gordon	0776306	3S 1E 28C	00700	1.03	RRFF-5	LDR	R-1
Hemmerling Nursery, LLC	0776271	3S 1E 28C	00401	2.86	RRFF-5	LDR	R-1
Residential Annexation Area Subtotal				**41.48**		**LDR**	**R-1**
City of Canby	0776226	3S 1E 28C	00200	**2.31**		**Park**	**Park**
TOTAL PROPERTY AREA				**43.79**			

As seen in the Vicinity Map attached as Exhibit 1, the subject properties are located in the north Canby UGB area. More specifically the properties are located north of NE/NW Territorial Road, south of NE/NW 22nd Avenue, and between N Locust Street and N Holly Street. The properties make up the majority of the Holly Development Concept Plan (DCP) area as identified on the City of Canby Annexation Development Map which is attached as Exhibit 2. The Holly DCP area has been identified as a Priority "A" growth area in the Canby Comprehensive Plan since 1984 (Canby Comp Plan, pg. 32). The Applicant and property owners have determined that annexation of the subject properties is prudent, and some will address the need for low density residential land in the City of Canby as suggested by the evidence presented later in this application. Subject to approval of annexation, the subject properties are proposed to be rezoned from the Clackamas County designation of Rural Residential Farm Forest 5-Acre (RRFF-5) to existing City of Canby zoning designations that are consistent with the Comprehensive Plan as shown in the table above.

As explained in more detail later in this application, the Dodds property could provide an additional 81 new R-1 lots when developed, the Hemmerling Nursery property could provide an additional 15 lots, and the Burkert and Montecucco properties together could provide an additional 81 lots. Altogether the annexation properties could accommodate an eventual 177 units, but only some are anticipated to develop in the next few years.

With the intent to subdivide and develop only the Dodds properties, the Applicant engaged the surrounding property owners in the Holly DCP area to determine who would like to have their property included in this application as is customary in the City of Canby. Although some property owners have decided to defer

annexation, they were involved in the planning efforts to meet the requirements of the DCP. The creation of the Development Concept Plan for this area is a requirement of annexation and is addressed in greater detail in the Holly DCP Narrative later in this application. The following narrative and exhibits are a result of a collaborative effort between the Applicant and property owners included in this annexation and zone change application and/or within the Holly DCP area.

This application will provide explanatory material and address the relevant sections of the Canby Municipal Code (CMC) and the subsequent provisions of the Canby Comprehensive Plan. The relevant sections of these controlling documents will be quoted or summarized throughout the application in *italics* and followed by a **COMMENT** from the Applicant to exemplify the compliance of this application and proposal with the applicable approval criteria. To be concise, text from certain sections and subsections have been omitted as they are either explanatory in nature or not applicable.

II. Site Description

The subject properties are identified in the Annexation, Zone Change & Ownership Map (Exhibit 3) and are located within the Holly DCP area (Exhibit 4.1 and 4.2). The boundary of the annexation properties follows the Urban Growth Boundary (UGB) on the north, N Holly St. to the west, and the existing city limits on the south and east. The annexation area includes nine tax lots that total approximately 43.79 acres. The subject properties are accessed and bounded by NE/NW Territorial Rd., N Holly St., NE/NW 22nd Ave., and N Locust St.; portions of these street rights-of-way will also be included in the annexation, as indicated in the Table 2 below and in Exhibit 3.

TABLE 2: RIGHT-OF-WAY ANNEXATION

Right-of-Way Name	Acres
N Holly Street	0.83
NW Territorial Road	0.18
N Locust Street	0.83
NW 22nd Avenue	0.46
TOTAL R-O-W AREA	**2.29**

The subject properties are very flat. Existing conditions can be seen in Exhibit 4.4. The subject properties include three single family residences and land used for agricultural purposes. Adjacent properties to the north and west are rural with a few single-family residences surrounded by active farming operations. The subject properties surround two parcels, tax lots 00300 and 00390, that are outside of the UGB and have a County Exclusive Farm Use (EFU) zoning. The properties on the south side of Territorial Rd. and east side of N Locust St are within the City limits and have existing urban subdivisions with Canby R-1 zoning designations.

III. Facilities and Services

Annexation of the subject properties is a reasonable expansion of the City of Canby based on the level of development in the surrounding area and the existing facilities and services that are available to serve the annexation and DCP area. The City of Canby staff indicated at a pre-application meeting that all utility service providers and utilities are available in the DCP area or can be made available through development of the site. Pre-application meeting materials and minutes can be found in Exhibit 5. Public water and sanitary sewer are available to the annexation and DCP area in Territorial Road and Locust Street. A more detailed description of the public, private, and franchise utility services can be found in the Holly DCP Narrative later in this application with additional commentary pertaining to schools, parks, police protection, and fire protection.

IV. Neighborhood Involvement

One of the requirements of submitting for annexation is holding an informative neighborhood meeting. The purpose of the meeting is to inform neighbors of the Applicant's intent to propose an Annexation and a Zoning

Map Amendment along with a Development Concept Plan. The notice/invite letter sent to the neighbors included a draft road layout for the Holly DCP area. The mailing list was prepared by a title company and was based on Clackamas County Assessor's records.

The Applicant held a neighborhood meeting in compliance with the requirements of CMC 16.89.070 on Tuesday, July 31, 2018 at the Canby United Methodist Church. The notice was sent to all property owners and occupants within 500 feet of the Holly DCP area and the representatives of the Riverside and NE Canby Neighborhood Associations a minimum of two weeks prior to the date of the meeting. Approximately 80 people attended, but not everyone signed in. The Applicant gave a presentation and explained the proposed Annexations, Zoning Map Amendment, and Development Concept Plan and answered questions from attendees. Neighborhood meeting materials and a summary of the discussion are included as Exhibit 6. The requirement to host a neighborhood meeting has been satisfied by the Applicant.

In addition to the required neighborhood meeting, the Applicant invited all the property owners within the DCP boundaries to a meeting to have a more focused discussion with those who are most affected by the proposed DCP. The meeting was held on Monday, August 27, 2018 at the Canby United Methodist Church. There were approximately 20 attendees, but not everyone signed in. the DCP owner's meeting materials are attached as Exhibit 7.

V. Approval Criteria

This section will address the applicable standards and criteria for approval of annexation into the City of Canby and a Zoning Map Amendment and the subsequent criteria of the Comprehensive Plan, Urban Growth Management Agreement between Clackamas County and the City of Canby, and the Oregon Revised Statutes. Code sections will be quoted in italic, followed by a comment from the applicant evidencing the compliance of this request and proposal. Text from certain sections of the quoted codes have been omitted because they are explanatory in nature, are not the responsibility of the Applicant, or do not apply to this application.

Canby Municipal Code

ANNEXATION: DIVISION VI. – CHAPTER 16.84 – ANNEXATIONS

16.84.005 Background **[omitted]**

16.84.010 Purpose **[omitted]**

16.84.020 State regulations
The regulations and requirements of Oregon Revised Statutes Chapter 222 are adopted by reference and made a part of this division. (Ord. 740 section 10.6.20, 1984)

COMMENT:
The Applicant will meet all state requirements they are responsible for and expects that the City will do the same. This criterion can be met.

16.84.030 Filing procedure **[omitted]**

16.84.040 Standards and criteria.

A. The following criteria shall apply to all annexation requests.

1. The City of Canby Annexation Development Map shall determine which properties are required to submit either (See Figure 16.84.040):

a. A Development Agreement (DA) binding for all properties located within the boundaries of a designated DA area as shown on the City of Canby Annexation Development Map. The terms of the Development Agreement may include, but are not limited to: **[portions of this subsection omitted for brevity]**

COMMENT:
The subject properties are not within a Development Agreement area as identified on the City of Canby Annexation Development Map. This criterion is not applicable.

b. A Development Concept Plan (DCP) binding for all properties located within the boundaries of a designated DCP area as shown on the City of Canby Annexation Development Map. A Development Concept Plan shall address City of Canby infrastructure requirements including:

1. Water
2. Sewer
3. Stormwater
4. Access
5. Internal Circulation
6. Street Standards
7. Fire Department requirements
8. Parks and open space

For newly annexed properties that are within the boundaries of a DCP area as designated on the City of Canby Annexation Development Map: A Development Concept Plan shall be adopted by the Canby City Council prior to granting a change in zoning classification. (Ord 1294, 2008)

COMMENT:
The subject properties are part of a Development Concept Plan (DCP) area as identified on the City of Canby Annexation Development Map (Exhibit 2). The Applicant has prepared a DCP for the Holly DCP area and included a narrative and exhibits addressing the infrastructure requirements, including a Traffic Study attached as Exhibit 9. The Holly DCP Narrative begins in the next portion of the application and the Holly DCP Plans are attached as Exhibit 4. A review of the Holly DCP will show that these criteria have been met.

2. Analysis of the need for additional property within the city limits shall be provided. The analysis shall include the amount of developable land (within the same class of zoning - low density residential, light industrial, etc.) Currently within the city limits; the approximate rate of development of those lands; and how the proposed annexation will affect the supply of

developable land within the city limits. A supply of developable residential land to provide for the anticipated population growth over the following three years is considered to be sufficient;

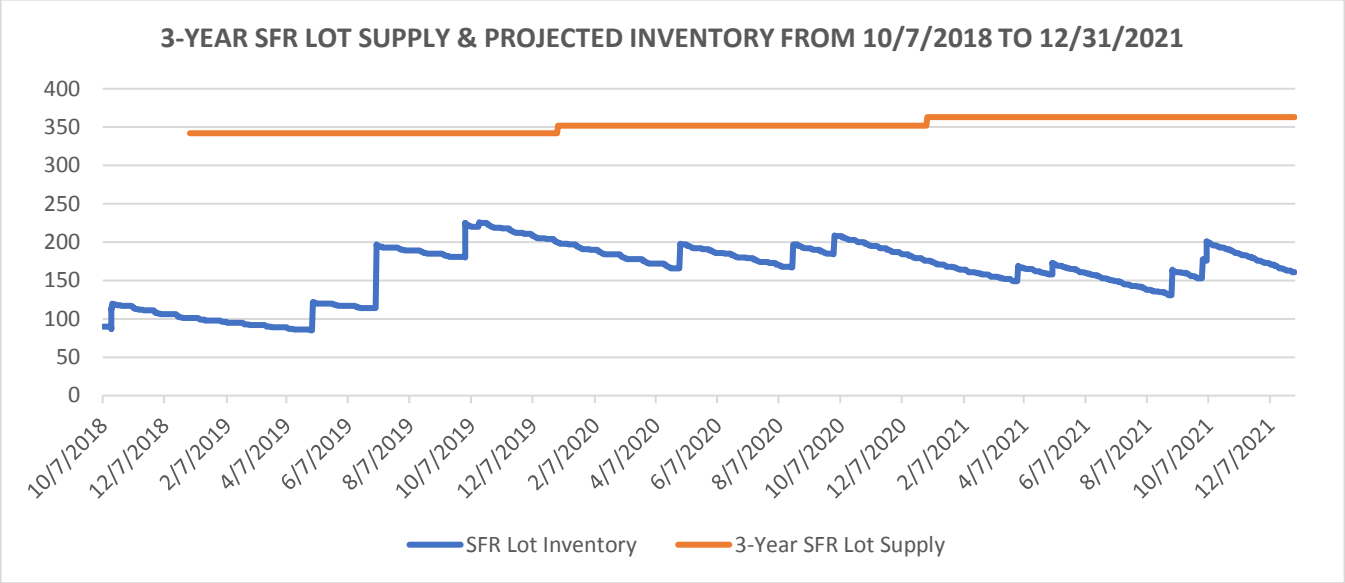
COMMENT:
The applicant has reviewed available data as of October 6, 2018 and determined that the City of Canby has an insufficient supply of platted lots in the same class of zoning that would be applied to the subject properties upon Annexation and approval of a Zoning Map Amendment. Based on the detailed Needs Analysis attached as Exhibit 8, the City of Canby has an inventory of 91 SFR platted lots, 84 of which were created through a subdivision and 7 of which were created through a partition, which is insufficient to meet the need for an additional 342 single family detached residences through 2021 as necessitated by the anticipated population growth over the same period. A more detailed analysis of the population growth can be found in Exhibit 8. Table 3 below summarizes the Needs Analysis.

TABLE 8-7: ANALYSIS SUMMARY

Description	Count
SFR Housing Needed Through 2021	342
Available Platted SFR Lots	91
Current Deficiency of SFR Lots	**251**

Based on the analysis, there is currently a deficiency of 251 SFR platted lots in the City of Canby. Furthermore, only 17 of the available SFR lots are in the R-1 zone which is the class of zoning proposed for the subject properties. This criterion is met.

Annexation of the subject properties will not add to the inventory, but future subdivisions would. The subject properties can accommodate approximately 177 new SFR lots but would not develop simultaneously. The Applicant only has plans to develop approximately 81 new SFR lots on the Dodds properties over time. A more detailed schedule of when these properties might develop and contribute to the needed inventory is discussed in Exhibit 8 with an analysis of the absorption of current and future projects through 2021. The figure below summarizes this analysis and compares the projected lot inventory with the 3-year lot supply needed at any given time.



Based on the analysis in Exhibit 8 and the tables and graph above, the 3-year SFR lot supply will not be eclipsed by future development of the subject properties and other currently approved or future projects. The graph above further exemplifies that the requirements of this section have been satisfied.

3. Statement of potential physical, aesthetic and related social effects of the proposed development on the community as a whole and on the neighborhood of which it will become a part; and proposed actions to mitigate identified concerns, if any. A neighborhood meeting is required as per Table 16.89.020 of the City of Canby Land Development and Planning Ordinance.

COMMENT:

The Applicant has identified and recognizes the physical and aesthetic changes that may result from future development of the subject properties. The most significant change will be the obvious shift from rural housing and agricultural uses to urban density housing. While the current agricultural uses provide a benefit of their own outside the Canby city limits, the Applicant believes that eventual development and the associated changes will have an overall positive social and economic effect on the City of Canby by providing an area for growth that can happen in a well-planned and efficient manner regardless of timing. Future development of the properties included in this annexation and in the DCP area will be consistent with the existing character of properties inside the north Canby City Limits. Future development on any of the subject properties will substantially conform to the Holly Development Concept Plan which has been submitted as a part of this application.

It should also be noted that the Applicant only has plans to propose a subdivision for tax lot 400 in a future application. Despite other properties joining the annexation, they may elect to continue agricultural use of the property indefinitely.

The additional needs coincident to any development regarding transportation, park space, and other utility and city services is addressed in detail in other parts of this application and in the Holly DCP Narrative.

The Applicant held a neighborhood meeting in compliance with the requirements of CMC 16.89.070 on Tuesday, July 31, 2018. Additional information about neighborhood involvement is available in Section IV of this application and Exhibits 6 and 7.

The subject properties are within the City of Canby UGB and identified as an area of priority growth in the Comprehensive Plan. As such, the physical, aesthetic and social impacts of annexation and potential future development of the subject properties is consistent with the growth planned for this area.

4. Statement of availability, capacity and status of existing water, sewer, drainage, transportation, park and school facilities;

COMMENT:
The availability of water, sanitary sewer, storm sewer and drainage, transportation, parks, schools, and other necessary facilities is covered in greater detail in the Holly DCP Narrative. In summary, there are no known capacity issues, and the necessary services, utilities, and facilities can be made available to the subject properties and DCP area and will not inhibit future expansion. Plans indicating the location of existing and proposed facilities are included in the DCP Plans in Exhibit 4.

5. Statement of increased demand for such facilities to be generated by the proposed development, if any, at this time;

COMMENT:
Annexation of the subject properties will not increase demand on existing facilities. However, future subdivision of the property will increase the demand on all facilities and services. Increased demand can be met by reasonable extension of facilities and services as there are no capacity issues with the existing facilities. Extension or expansion of such facilities is depicted in the DCP plans.

6. Statement of additional facilities, if any, required to meet the increased demand and any proposed phasing of such facilities in accordance with projected demand;

COMMENT:
Annexation of the subject properties will not require additional facilities. Additional facilities and services will be required to serve the subject properties if and when subdivided in the future. Proposed locations for additions that would serve the entire Holly DCP can be seen on the DCP Plans in Exhibit 4. Sanitary sewer, water service, storm drainage management, and street improvements will be constructed by the developers. These improvements will occur when the site is developed, not with the annexation.

7. Statement outlining method and source of financing required to provide additional facilities, if any;

COMMENT:
Developers will pay for the improvement costs for their own projects.

8. Statement indicating the type and nature of any comprehensive Plan text or map amendments or Zoning text or map amendments that may be required to complete the proposed development. (Ord 1292, 2008)

COMMENT:
No Comprehensive Plan text or map amendment is requested. Subject to annexation approval, the Applicant is proposing a Zoning Map Amendment to rezone the subject properties to Canby zoning designations in accordance with the Comprehensive Plan. The proposed Zoning Map Amendment is addressed later in this application.

9. Compliance with other applicable city ordinances or policies;

COMMENT:
Other official documents that are applicable to the requested annexation include portions of the Comprehensive Plan and the Urban Growth Management Agreement (UGMA) between Clackamas County and the City of Canby. The applicant will comply with the relevant sections of the UGMA and expects that the City will do the same. This criterion can and will be met.

10.Compliance of the application with the applicable sections of Oregon Revised Statutes Chapter 222. (Ord. 740 section 10.6.40, 1984; Ord. 981 section 37, 1997; Ord. 1294, 2008)

COMMENT:
The Applicant will comply with the applicable sections of the Oregon Revised Statutes Chapter 222 that they are responsible for and expects that the City will do the same. This criterion can and will be met.

16.84.050 - 16.84.090 **[omitted]**

ZONING MAP AMENDMENT: DIVISION III. – CHAPTER 16.54 – AMENDMENTS TO ZONING MAP

16.54.010 Authorization to initiate amendments.

An amendment to the zoning map may be initiated by the City Council, by the Planning Commission, or by application of the property owner or his authorized agent. The Planning Commission shall, within forty days after closing the hearing, recommend to the City Council, approval, disapproval or modification of the proposed amendment. (Ord. 740 section 10.3.45 (A), 1984)

COMMENT:

The Applicant requesting an amendment to the zoning map is an authorized agent of the owners of the subject properties. Property owner consent forms are signed and included as Exhibit 12. This criterion is met.

16.54.020 Application and fee.

Application procedures shall be as described in Chapter 16.89. (Ord. 740 section 10.3.85(B), 1984; Ord. 981 section 7, 1997; Ord. 1019 section 13, 1999; Ord. 1080, 2001)

COMMENT:

The application for an amendment to the zoning map to apply the R-1 zoning designation to the subject properties is submitted to the City as a part of this application along with the required fee. The City will follow the procedures set forth in CMC 16.89. This criterion is satisfied.

16.54.030 Public hearing on amendment

Before taking final action on a proposed amendment, the Planning Commission shall hold a public hearing on the amendment following the requirements for advertising and conduct of hearing prescribed in Division VIII. (Ord. 740 section 10.3.85(C), 1984)

COMMENT:

The Planning Commission will schedule a public hearing once the application is deemed complete. Following the Planning Commission's public hearing and recommendation, the City Council will hold its own public hearing to make a final decision. By holding these public hearings, this criterion will be met.

16.54.040 Standards and criteria.

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

A. The Comprehensive Plan of the city, giving special attention to Policy 6 of the land use element and implementation measures therefore, and the plans and policies of the county, state and local districts in order to preserve functions and local aspects of land conservation and development;

COMMENT:

This zone change would allow the subject properties to be developed with single family detached houses. Policy 6 is addressed in the Comprehensive Plan section below. Future development of the subject properties is consistent with plans, goals and policies of the city, county, state and local districts. The subject properties

are identified in the Comprehensive Plan as an area of priority growth. The proposed DCP will allow and encourage efficient and compact development in compliance with function and land conservation goals.

B. Whether all required public facilities and services exist or will be provided concurrent with development to adequately meet the needs of any use or development which would be permitted by the new zoning designation. (Ord. 749 section 1(B), 1984; Ord.740 section 10.3.85(D), 1984)

COMMENT:
The Holly DCP demonstrates that all required public facilities and services can be made available to serve the subject properties.

16.54.050 (Ord. 740 section 10.3.85(E), 1984 **[omitted]**

16.54.060 Improvement conditions.

A. In acting on an application for a zone change, the Planning Commission may recommend and the City Council may impose conditions to be met by the proponents of the change before the proposed change takes effect. Such conditions shall be limited to improvements or physical changes to the property which are directly related to the health, safety or general welfare of those in the area. Further, such conditions shall be limited to improvements which clearly relate to and benefit the area of the proposed zone change. Allowable conditions of approval may include, but are not necessarily limited to:

1. *Street and sidewalk construction or improvements;*
2. *Extension of water, sewer, or other forms of utility lines;*
3. *Installation of fire hydrants.*

B. The city will not use the imposition of improvement conditions as a means of preventing planned development, and will consider the potential impact of the costs or required improvements on needed housing. The Planning Commission and City Council will assure that the required improvements will not reduce housing densities below those anticipated in the Comprehensive Plan. (Ord. 749 section 1(C), 1984: Ord. 740 section 10.3.85 (F). 1984)

COMMENT:
The developers will provide reasonable improvement of public and private facilities and services for the subject properties if and when a development is approved by the City. The developers will pay for those improvements if required. When oversizing or "reimbursement districts" are appropriate, the developers will request a pay back of some funds expended for expansion of facilities and services when the improvements are more than required for the development of the subject property. The requirements of this subsection will be satisfied when Conditions of Approval are imposed by the City with approval of a more detailed development application. No improvements are required or necessary as a result of this zone change application. Future improvements will not cause a reduction of the housing densities anticipated by the Comprehensive Plan. These criteria can be met.

16.54.070 Record of amendments. **[omitted]**

Canby Comprehensive Plan

URBAN GROWTH ELEMENT

GOAL 1: To preserve and maintain designated agricultural and forest lands by protecting them from urbanization.

GOAL 2: To provide adequate urbanizable area for the growth of the city, within the framework of an efficient system for the transition from rural to urban land use.

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

Policy 2: Canby shall provide the opportunity for amendments to the Urban Growth Boundary....where warranted by unforeseen changes in circumstances.

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

COMMENT:
The Goals and Policies of the Urban Growth Element as they relate to this application are satisfied by the City as it has maintained a Comprehensive Plan and Comp Plan Map with a designated Urban Growth Boundary that identifies areas of growth within the UGB and dictates the types of uses anticipated for the properties within the UGB, but outside of the City. Furthermore, urban development is not permitted outside the UGB by Clackamas County, which protects agricultural and forest uses. The City does not permit urban development until properties already within the UGB are annexed to the City and reviewed/approved per the Canby Municipal Code which ensures that urban services are made available to the subject properties. The Goals and Policies of the Urban Growth Element are met.

LAND USE ELEMENT

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

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

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

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

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

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

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

COMMENT:
The Goal and Policies of the Land Use Element are satisfied by the City as the Canby Municipal Code (CMC), Comprehensive Plan Map, and Zoning Map implement these goals and policies with detailed requirements. This annexation and zone change application is evidence of that fact. The creation of the Holly DCP, which is a requirement of the CMC, helps accomplish the goal of the land use element by ensuring that a master plan for the DCP area is created that is well planned. The adoption of a DCP concurrent with the annexation and zone change results in a more efficient layout that allows for a higher density than would otherwise occur if planning occurred in a piecemeal manner. Additionally, the DCP ensures feasible and logical extensions of urban transportation and services. The proposed zoning of the subject properties is consistent with the Canby Comprehensive Plan Map and Zoning Map and will be match the designation of adjacent properties already developed within the City. The Goal and Policies of the Land Use Element are satisfied by the proposed annexation, zone change, and DCP.

ENVIRONMENTAL CONCERNS ELEMENT

GOAL 1: To protect identified natural and historical resources.

GOAL 2: To prevent air, water, land, and noise pollution.

GOAL 3: To protect lives and property from natural hazards.

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

Implementation Measures:

A) Maintain zoning provisions which allow agricultural operation within the City limits.

B) Conduct development reviews such that agricultural operations are regarded as part of the accepted pattern of local land use rather than a nuisance to residents.

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

Implementation Measures:

A) Coordinate water and sewerage planning to facilitate this Policy.

B) Coordinate street and road improvements with this Policy.

C) Encourage growth into areas where land is fragmented into small parcels which are not conducive to productive agricultural use.

D) Review annexation proposals in light of the growth phasing strategies of the Urban Growth Element.

COMMENT:
The subject properties do not have any natural or historical resources or hazards on site. Like much of the remaining developable land within the UGB that is designated LDR, the subject properties are currently used for agricultural purposes. Upon annexation, some of the subject properties could continue with agricultural uses indefinitely, consistent with Implementation Measure A of Policy 1-R-A. The subject properties have Class II soils per the Agricultural Soil Capabilities Map on page 89 of the Comprehensive Plan. This is the lowest classification that any of the remaining LDR land has within the UGB. Other developable LDR or R-1 properties within the UGB and/or City limits that have higher Class I soil capabilities include the Clackamas County Fairgrounds, parts of the Redwood area, the undeveloped properties on N Pine (Holmes & Hollar properties), the Tofte Farms properties, the Cutsforth properties, and portions of the Willamette Valley Country Club. The only other area within the UGB that is almost entirely identified as Class II soils includes the DCP area to the west of the subject properties, on either side of N Birch St. The only other area inside the UGB that permits residential development is the property designated as Mixed Density Residential located southeast of 99E and north of SE 1st Ave. However, the soils on these properties are also identified as Class I. With few alternatives for expansion of the City boundaries, annexation of the subject properties is consistent with the Goals and Policies of the Environmental Concerns Element.

Policy 2-R through Policy 6-R: **[generally related to industrial uses and historic sites]**

Policy 7-R and 10-R: **[scenic/aesthetic qualities, open space, fish and wildlife, & natural resources]**

Policy 1-H through 3-H **[Hazards]**

COMMENT:
There are no known hazards or natural resources located on the subject properties. Annexation of the subject properties will not change the current use of the properties and will not have an immediate impact on any of the issues discussed in Policies 2-R through 10-R. Future development will underground utilities and provide or enhance open space within future developments as permitted or required by the City. The Holly DCP shows no additional open space beyond the existing City property per the direction of City Staff. The Applicant would, however, in anticipation of a future subdivision application, would like to construct improvements on the City Property to enhance the open space for current and future residents when the Dodds property is developed. The policies of the Environmental Concerns Element above can be satisfied at the time of development.

TRANSPORTATION ELEMENT

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

Policy 1-12: **[Improve all transportation infrastructure for all modes of travel]**

COMMENT:
Annexation of the subject properties will not have an impact on the transportation facilities. However, future development will help the City accomplish its goals of creating a safe, convenient and economical

transportation system for multimodal travel as road frontage improvements and warranted traffic safety measures will be paid for by the developer where warranted and possibly facilitated by the developer where they are able. The Goals and Policies of the Transportation Element can be satisfied by future development. A traffic study for the Holly DCP is included as Exhibit 11. Future developments will be required to provide additional traffic studies for their specific project to ensure the goals of the Transportation Element are satisfied.

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

COMMENT:
Public facilities and services are addressed in more detail throughout this application. All public facilities and services are available or can be expanded to serve future developments on the Annexation properties.

HOUSING ELEMENT

GOAL: To provide for the housing needs of the Citizens of Canby.

COMMENT:
The subject properties are within the Urban Growth Boundary and identified as an area of priority growth in the Comprehensive Plan. There is currently a deficiency of platted lots available in the City of Canby to accommodate the population growth over the next three years as discussed earlier in this narrative. Future development of the subject properties will provide for the future housing needs of Canby citizens. The proposed annexation satisfies the Goal of the Housing Element.

Urban Growth Management Agreement (UGMA)

The UGMA between Canby and Clackamas County is codified as part of Resolution 519, dated Sept. 23, 1992, and requires certain actions and procedures for a variety of actions relative to lands within the Urban Growth Management Boundary area. The UGMA contains seven specific issues on which the City of Canby and Clackamas County agree. Rather than quote each of the seven issues, they will be identified by title and addressed:

1. Boundary

COMMENT:
The subject site is within the Urban Growth Boundary of Canby, thus satisfying this criterion.

2. Comprehensive Planning, Plan Amendments and Public Facilities Planning for Lands in Unincorporated UGMB;

COMMENT:
The subject site is within the UGB, and has been included in long range planning for land use, traffic, services and facilities, utilities, and all similar and appropriate elements. The planning designation proposed for this site is consistent with the designations on the Canby Comprehensive Plan map (Low Density Residential). Proposed zoning (R-1) is consistent with the Comprehensive Plan. Upon annexation, the city will assume all planning responsibilities for the subject property. Once the site is annexed to the city by final legislative action, Clackamas County will have no further jurisdiction over or interest in the subject property. Therefore, this criterion is fulfilled.

3. Development Proposals for Unincorporated UGMB Areas;

COMMENT:
This criterion does not apply because the property will already be annexed to the city before development applications are submitted to the city for review.

4. County Notice to and Coordination with the City;

COMMENT:
This criterion is not applicable because any development action will occur within the City of Canby and not in the jurisdiction of Clackamas County.

5. City Notice to and Coordination with the County;

COMMENT:
Because this is a proposed annexation and zone change, the City is required under Subsection A to notify Clackamas County of the impending action.

6. City Annexation and Sewer, Water and Road Service;

COMMENT:

Subsection A: The City agrees to undertake any annexations in accordance with process and procedures agreed to by the County. The adjacent right-of-way is required to be included in the annexation and the county will not oppose such annexations.

Subsection B: The City is required to accept jurisdiction of adjacent rights-of-way. The developer will be required to construct "half street improvements" along the frontage of these streets to current City of Canby standards when development is proposed.

Subsection E: Public water and sanitary sewer are not currently available to the site for use in site development, but can be made available upon approval of the annexation application. This subject site is not, however, a health hazard.

7. Terms of Agreement

COMMENT:
This UGMA is between the City of Canby and Clackamas County. However, no part or measure of the proposed annexation of the subject site, nor the future development violates or otherwise circumvents the measures required under this UGMA. Therefore, the requirements of this UGMA have been satisfied and/or fulfilled.

HOLLY DEVELOPMENT CONCEPT PLAN NARRATIVE

I. Purpose

The subject properties are identified on the Canby Annexation Development Map (CMC Figure 16.8 4.040) as being within a Development Concept Plan (DCP) area. The purpose of this Holly DCP is to address the specific requirements of the City of Canby Municipal Code (CMC) Section 16.84.040 (1)(b).

> *b. A Development Concept Plan (DCP) binding for all properties located within the boundaries of a designated DCP area as shown on the City of Canby Annexation Development Map. A Development Concept Plan shall address City of Canby infrastructure requirements including:*
>
> *1. Water*
> *2. Sewer*
> *3. Stormwater*
> *4. Access*
> *5. Internal Circulation*
> *6. Street Standards*
> *7. Fire Department requirements*
> *8. Parks and open space*
>
> *For newly annexed properties that are within the boundaries of a DCP area as designated on the City of Canby Annexation Development Map: A Development Concept Plan shall be adopted by the Canby City Council prior to granting a change in zoning classification. (Ord 1294, 2008)*

The above requirements will be addressed throughout this narrative. Sixteen (16) tax lots are included within the Holly DCP boundaries totaling approximately 58.79 acres which could accommodate between 230 and 240 future single family detached homes. The property owners and acreage are shown by Exhibit 4.3. When the UGB was determined in this area, only properties zoned RRFF-5 were included within the boundary. Tax Lots 300 and 390 which have a Clackamas County EFU zoning designation are excluded from UGB and DCP and are surrounded by the DCP properties and Territorial Road. Property west of the Holly DCP is also zoned EFU and outside the UGB. Inclusion of these properties in the UGB would require a new land use analysis approved by DLCD and would require a separate review.

Street stubs are provided to the surrounding property outside of the UGB in the event these properties are included in the Canby UGB in the future. The street stubs are shown by Exhibit 4.5. A street pattern was designed for the properties outside the UGB to ensure that the street stubs allow for continued logical extension, but are not shown on the exhibits to avoid confusion.

II. Existing Conditions

The DCP site is very flat with an 8-foot difference in topography from the southwest corner of the site to the northeast corner as shown by Exhibit 4.4 The elevation of the DCP area ranges from approximately 146 feet at the southwest corner to 138 feet at the northwest corner of the site. The land is primarily used for agriculture

with eight existing houses which are shown on the plans. The street pattern was designed to allow these houses to remain if the property is developed in the future.

The site is similar in character to surrounding property in north Canby. Surrounding property to the north and west are rural in nature and contain large lot single-family houses and agricultural uses. Urban uses and residential subdivisions are located to the south and east. Annexation of this DCP area is a logical extension of urban development and a reasonable transition from rural to urban uses. Most of the property in this DCP is included in the annexation application. The street pattern was designed so most of the property owners can develop independently in the future. Property included in the annexation area can develop independently of property outside the annexation area.

A total of 4 public streets provide access to the site; Holly Street, 22nd Avenue, Locust Street and Territorial Road. Holly and Territorial are designated collector streets with no direct access from future subdivision lots. The future right-of-way is 70 feet.

Urban infrastructure is available south and east of the DCP area and can be extended. Water lines and gravity sanitary sewer lines are available in Territorial Road, Locust Street and 22nd Avenue. None of these utility lines are located in Holly Street. Electrical lines, storm sewer line and other dry utilities will be extended into the DCP area as identified in Section "V" of this report.

III. Opportunities and Constraints

The DCP area is similar to the character of surrounding development areas prior to urban development. This DCP area is one of the best opportunities for future development in Canby because of the number of property owners that could develop independently. This property has no constraints. Stafford Development Company is planning to develop the Dodds properties which contain approximately 19.78 acres, or 34% of the Holly DCP. No other properties are identified for development in the near future. The city owns 2.31 acres for a city park but does not currently have a plan for development of this park. However, the Applicant would like to propose improvements during the future development of the Dodds property.

Schools - Schools are available to the Holly DCP area. A representative from the Canby School District indicated adequate capacity is available to accommodate students generated from development the Holly DCP area. The schools have athletic fields which provide active recreational opportunities on weekends, during summers, and when school is not in session. The students would attend the following schools:

Eccles Elementary located off 5th Avenue and south of Knights Bridge Road

Baker Prairie Middle School is located on Teakwood Street, south of SE Township Road

Canby High School is located at the southeast corner of Highway 99E and 4th Avenue.

Bike and Walking Trails - A bicycle and walking trail will be provided to the City Park. The DCP Master plan (Exhibit 4.5) shows pedestrian access tracts in all direction into the park. Bike paths will be provided along Holly Street and Territorial Road.

Holly Street and Territorial - Both of these streets are designated collector streets on the City Transportation System Plan.

East-West Connection - Exhibit 4.5 shows 2 east-west street connections between Holly and Locust Streets. These streets were designed to reduced speeding in the subdivision with offset roads rather than straight roads between Holly and Locust Streets, as the. The intent is to encourage residents to use Territorial Road and Holly Streets rather than interior streets in the DCP area. The Lancaster Engineering Traffic Report shows no major traffic confits with the develop of this DCP property.

Fire Department Requirements - The Master Plan has been designed to provide adequate fire truck access to all dwelling units. All streets are through streets except the 2 cul-de-sacs south of the city park. Water lines will be designed to provide adequate fire hydrant flows and pressure. All water lines are looped to existing 8, 10 and 12-inch diameter water lines except the 2 cul-de-sacs (See Exhibit 4.8).

IV. Concept Plan

Zoning: The DCP land use designation is the same as the City of Canby Comprehensive Plan. The Comprehensive Plan identifies all the property as **LDR** - Low Density Residential with **R-1** Low Density Residential Zoning. Since the proposed Zoning designations are the same as the Comprehensive Plan, no Comprehensive Plan Amendment is required with this application.

Canby Municipal Code (CMC) Chapter 16.16 (R-1 Low Density Residential Zone) permits one single family dwelling per lot in addition to other Conditional Uses. Lots in the R-1 zone are required to be 7,000 sf in area unless a PUD or lot averaging is proposed.

Streets: The proposed street pattern (Exhibit 4.5) shows connections to 4 existing streets. All interior and exterior local streets will be developed with the Standard Local Street Section; 34 feet of pavement, 50 feet of right-of-way and parking on both sides of the street. This local street section is consistent with Figure 7-6 of the Canby TSP. Holly Street and Territorial Road will develop in accordance with the Collector Street Section (Figure 7-5 in the TSP). The collector streets will have 70 feet of right-of-way and 46 feet of pavement. Sidewalks will be 6 feet, landscape planters 5 feet, bike lane 6 feet on both side of the street, travel lanes 11 feet and the center turn lane 12 feet.

Parks: City staff indicated that the city does not want a new park to be developed in this DCP area since there is the existing City Property is designated for use as a park. As a result, Park SDCs will be paid to the city when house construction permits are issued. City, County and State Parks located in and nearby the Holly DCP boundary are as follows:

1. **Locust Street Park** in located in the Holly DCP boundary and currently undeveloped. The city does not have a time line for development of this park.

2. **Molalla River State Park** is located to the northwest. This park features hiking, picnicking, fishing, boating and wildlife viewing and located at the confluence of the Willamette, Molalla and Pudding Rivers.

3. **Community River Park** is located at 1348 S. Berg Parkway southwest of Canby High School. This is a nature park with picnic facilities, barbecue pits, playground equipment, ball fields and a fishing pond for youth age 17 and under.

4. **Community Swim Center** is located at 1150 S. Ivy Street just north of 13th Avenue.

5. **Adult Center** is located at 1250 S. Ivy Street at the northeast intersection of 13th Avenue and Ivy Street.

6. **Ecco Park** in located on the north side of Territorial Road just east of Willamette Valley Country Club Golf Course.

7. **Logging Road Trail** extends from southeastern Canby up to the Willamette River between Ecco Park and the Willamette Golf Course. The trail is 3.5 miles long.

8. **Willow Creek Park** is located on the south side of Territorial Road east of Redwood Street.

9. **Willamette Wayside Park** is located on the north side of Territorial Road, east of Ecco Park. This park generally contains trails. Future improvements are in the planning phase.

10. **Maple Street Park** is located at 1300 North Maple Street, south of Territorial Road and west of Pine Street. This park features multiple ball fields, tennis courts, covered picnic tables and playgrounds.

11. **Clackamas County Fairgrounds** is available for many community events. It is located just northeast of downtown Canby.

12. **Wait Park** is located in downtown Canby at the corner of Grant Street and 3rd Avenue. This park features a gazebo and playground equipment.

See Section VI (Park Dedication), for additional information about parks.

V. Utility Service

Annexation of the subject properties is a reasonable expansion of the City of Canby based on the level of development in the surrounding area and existing facilities and services available to serve the Holly DCP area. At a pre-application meeting, the City of Canby staff indicated all utility services and utilities are available in this DCP area or will be available when the property is developed.

Water: Water is provided by the Canby Utility's Water Department. An 8-inch water line is available in Locust Street and a 12-inch water line in Territorial Road. The city Water Department requested extension of a 12-inch water line along Holly Street and 10-inch water lines in the center of the DCP area and along 22nd Avenue. All the interior streets will have 8-inch water lines. All the water lines will be looped except the 2 cul-de-sacs south of the park (See Exhibit 4.8).

Sanitary Sewer: Sanitary sewer is provided by the City of Canby. Three existing sanitary sewer line connections are available to this DCP area (See Exhibit 4.7). All property in the Holly DCP area can be served with either the existing sanitary sewer lines or extension of new sanitary sewer lines.

The **first existing sewer** line is 10-inches in diameter and located at the intersection of Territorial Road and Holly Street. A 10-inch sewer line can be extended north in Holly Street to 22nd Avenue. A second 10-sewer line can extend into the DCP area to provide a flatter grade as shown by Exhibit 4.7.

The **second existing sewer line** is 8-inches in diameter and located at the intersection of Locust Street and 19th and extends south to Territorial Road.

The **third existing sewer line** is 8-inches in diameter and located in Locust Street between 19th Avenue and 22nd Avenue.

Storm Drainage: Roof drains from homes will flow to privately owned and maintained infiltration facilities on each individual lot. Street drainage will flow to shallow roadside swales where feasible and sumped catch basins and pollution control manholes for water quality treatment elsewhere. After treatment, stormwater will then flow to dry wells for disposal through underground injection. All street storm drainage facilities are proposed to be public facilities designed in compliance with the adopted City of Canby Stormwater Master Plan and the Canby Public Works Design Standards. When development proposals are submitted, storm water management plans and drywell locations will be provided.

Private Utilities: Private utility service such as telephone, natural gas, cable, garbage, recycling collection are all available. These utilities generally operate on a franchise basis. Electrical power is provided through Canby Utility. Extension of these utility lines will occur with each development phase.

VI. Park Dedication

Park SDC Obligation: Per the City of Canby's park dedication formula, a park dedication of 6.24 acres is required to satisfy the Park SDC obligations for 231 lots (expected number of future lots). The city will collect SDCs with the house building permits and determine in the future where to spend the collected fees. However, during the neighborhood meeting, it was clear that surrounding property owners and community members would like to see future developments improve the existing park area within the DCP.

Anticipated Amenities: Construction of park amenities in the existing city park off Locust Street will require approval by the City Parks Board or City Parks Staff prior to construction. These amenities may include walkways, playground equipment, picnic tables, benches and a restroom facility. The list of these facilities could be modified based on the desires of the City at the time of park development. Landscaping and informational signage would be provided to create an aesthetically pleasing park entrance along the public streets.

CONCLUSION

This narrative has addressed the relevant requirements of the Canby Municipal Code, Canby Comprehensive Plan, Urban Growth Management Agreement, and Oregon Revised Statutes; demonstrating that the proposed Annexation and Zoning Map Amendment have met or can meet each of those requirements. The Holly DCP narrative and exhibits address the City of Canby infrastructure requirements and satisfies the requirements of CMC 16.84.040(1)(b). As such the Holly DCP should be adopted in conjunction with the proposed Annexation and Zoning Map Amendment to ensure that future development generally conforms to the Holly DCP to take advantage of the efficiencies created by the master planning efforts considered during this process and incorporated into the DCP plans which are attached as Exhibit 4.

EXHIBIT “A”

Legal Description For:

Annexation of lands into the City of Canby

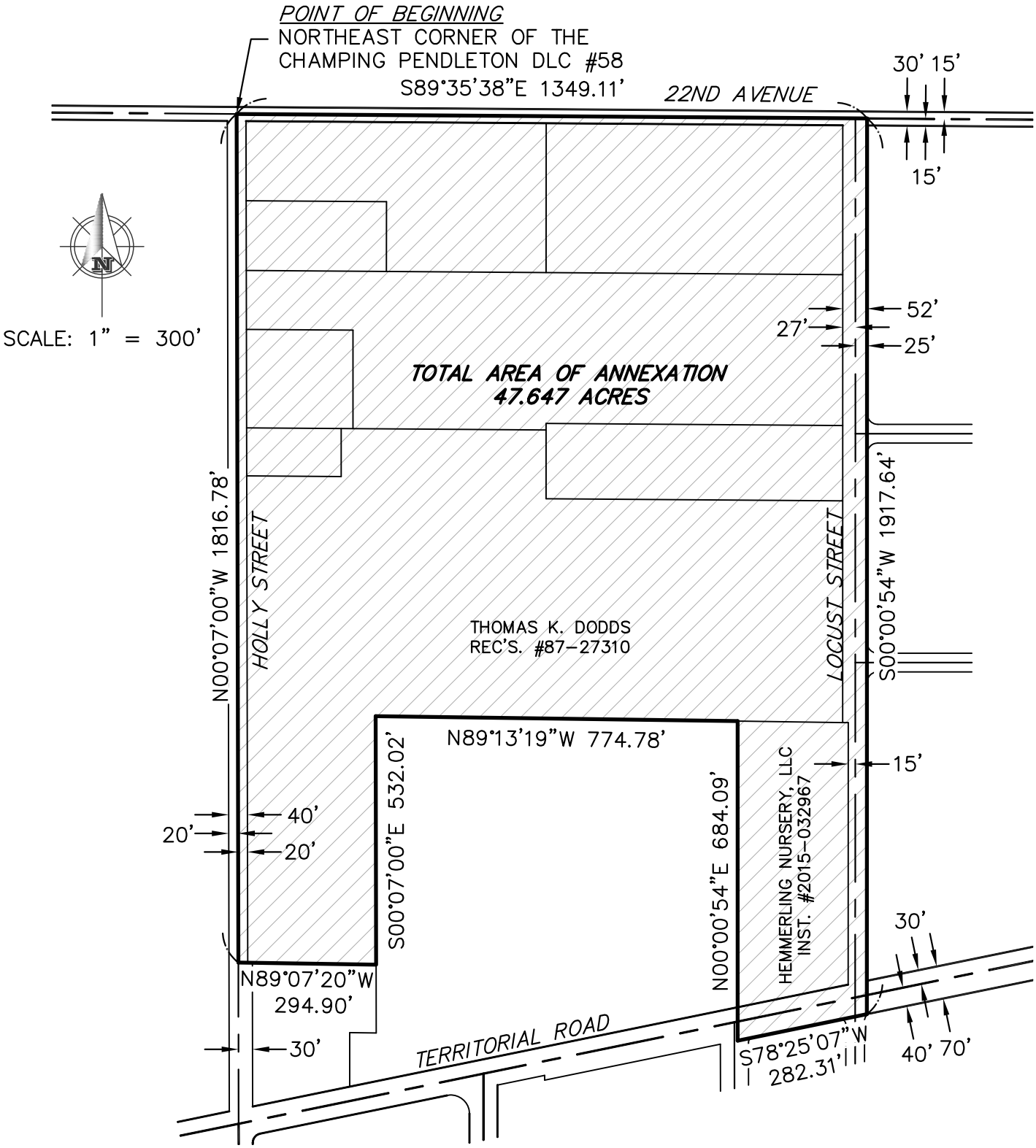
A tract of land, situated in the southeast one-quarter and southwest one-quarter of Section 35, Township 3 South, Range 1 East of the Willamette Meridian in Clackamas County, Oregon, the perimeter of said tract being more particularly described as follows:

Beginning at the northeast corner of the CHAMPING PENDLETON Donation Land Claim Number 58, said corner also being the intersection of the centerlines of HOLLY STREET and 22ND STREET; thence South 89°35’38” East 1349.11 feet along the centerline of said 22ND STREET to a point on the northerly extension of the east right of way of LOCUST STREET that is 25.00 feet easterly of the centerline of said LOCUST STREET when measured at right angles thereto; thence South 00°00’54” West 1917.64 feet along said east right of way and the northerly and southerly extensions thereof to a point that is 40.00 feet southerly of the centerline of TERRITORIAL ROAD when measured at right angles thereto; thence South 78°25’07” West 282.31 feet parallel with said centerline to a point on the southerly extension of the west line of that tract of land described in deed to HEMMERLING NURSERY, LLC, recorded June 1, 2015 in Instrument Number 2015-032967, Clackamas County Deed Records; thence North 00°00’54” East 684.09 feet along said west line and the southerly extension thereof to a point on the south line of that tract of land described in deed to THOMAS K. DODDS, recorded June 17, 1987 in Recorder’s Number 87-27310, Clackamas County Deed Records; thence North 89°13’19” West 774.78 feet along said south line to the re-entrant corner is said south line; thence South 00°07’00” East 532.02 feet along the north-south portion of said south line to the most southerly southeast corner of said THOMAS K. DODDS tract; thence North 89°07’20” West 294.90 feet along the south line of said THOMAS K. DODDS tract to the southwest corner of said tract, being a point on the centerline of HOLLY STREET; thence North 00°07’00” West 1816.78 feet along said centerline to the Point of Beginning, containing 47.647 acres of land more or less, as shown on attached Exhibit B.

EXCEPTING THEREFROM any portion of the above described lands already lying within the city limits of the City of Canby, Clackamas County, Oregon.

EXHIBIT MAP

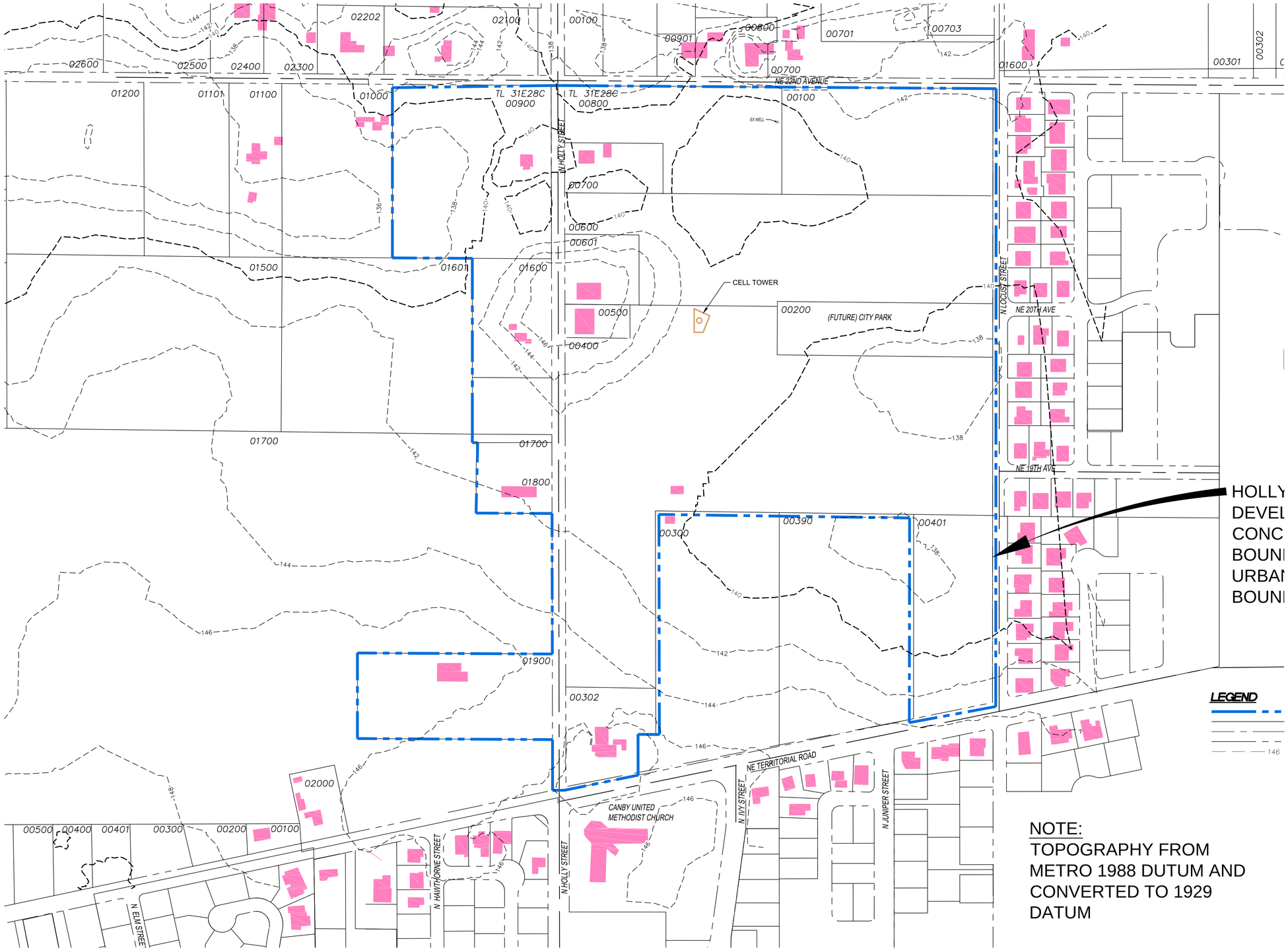
FOR: ANNEXATION OF LANDS INTO THE CITY OF CANBY
LOCATED IN THE SE 1/4 AND SW 1/4 OF SEC. 28, T. 3 S., R. 1 E., W.M.
CLACKAMAS COUNTY, OREGON



3657 KASHMIR WAY SE
SALEM, OREGON 97317
PHONE (503) 588-8800
FAX (503) 363-2469
EMAIL: INFO@BARKERWILSON.COM

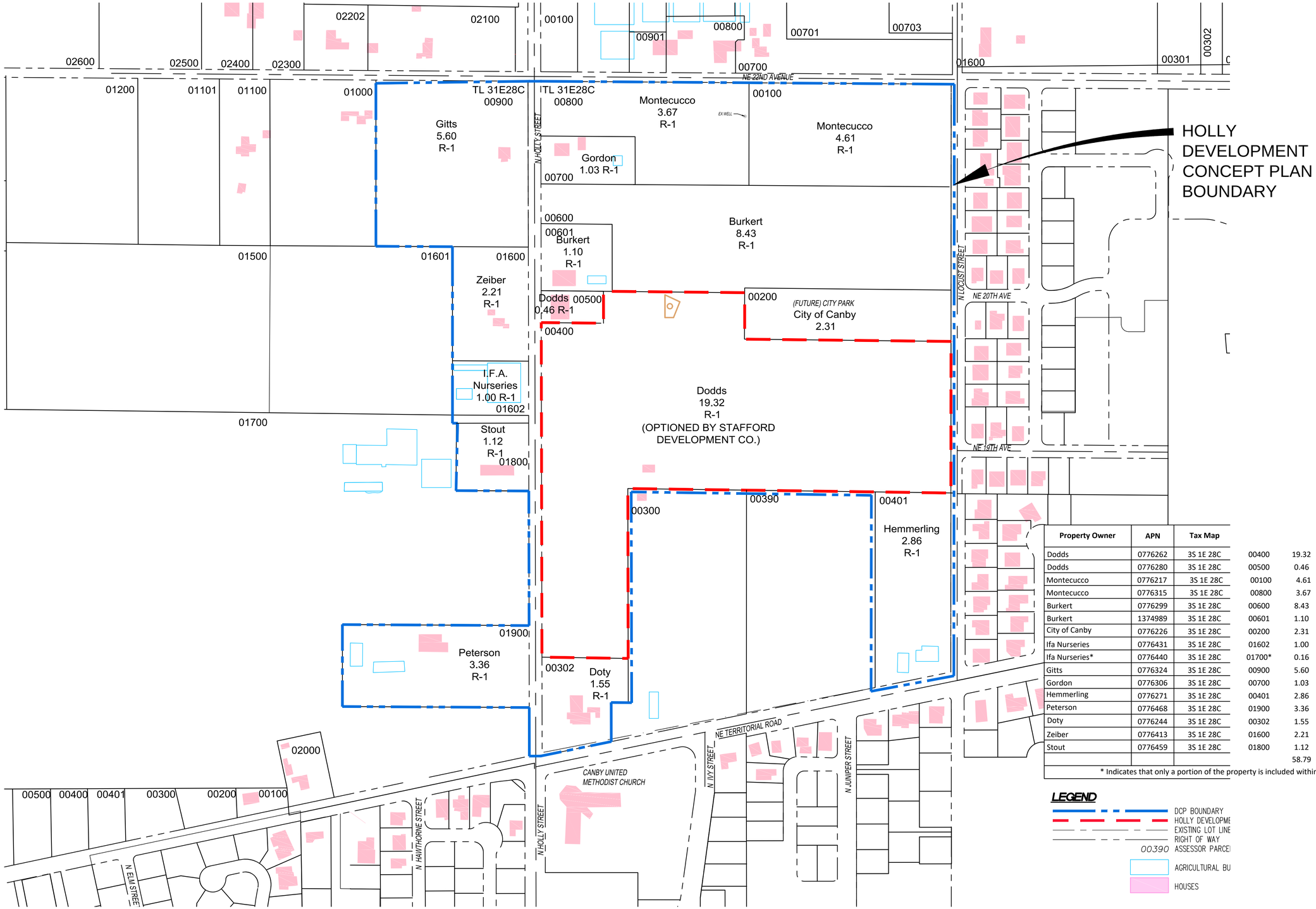
BARKER SURVEYING

EXISTING CONDITIONS AND TOPOGRAPHY



NOTE:
TOPOGRAPHY FROM METRO 1988 DUTUM AND CONVERTED TO 1929 DATUM

OWNERSHIP, ACREAGE & FUTURE ZONING IN DCP BOUNDARY



Property Owner	APN	Tax Map				
Dodds	0776262	3S 1E 28C	00400	19.32	LDR	R-1
Dodds	0776280	3S 1E 28C	00500	0.46	LDR	R-1
Montecucco	0776217	3S 1E 28C	00100	4.61	LDR	R-1
Montecucco	0776315	3S 1E 28C	00800	3.67	LDR	R-1
Burkert	0776299	3S 1E 28C	00600	8.43	LDR	R-1
Burkert	1374989	3S 1E 28C	00601	1.10	LDR	R-1
City of Canby	0776226	3S 1E 28C	00200	2.31	Park	Park
Ifa Nurseries	0776431	3S 1E 28C	01602	1.00	LDR	R-1
Ifa Nurseries*	0776440	3S 1E 28C	01700*	0.16	LDR	R-1
Gitts	0776324	3S 1E 28C	00900	5.60	LDR	R-1
Gordon	0776306	3S 1E 28C	00700	1.03	LDR	R-1
Hemmerling	0776271	3S 1E 28C	00401	2.86	LDR	R-1
Peterson	0776468	3S 1E 28C	01900	3.36	LDR	R-1
Doty	0776244	3S 1E 28C	00302	1.55	LDR	R-1
Zeiber	0776413	3S 1E 28C	01600	2.21	LDR	R-1
Stout	0776459	3S 1E 28C	01800	1.12	LDR	R-1
				58.79		

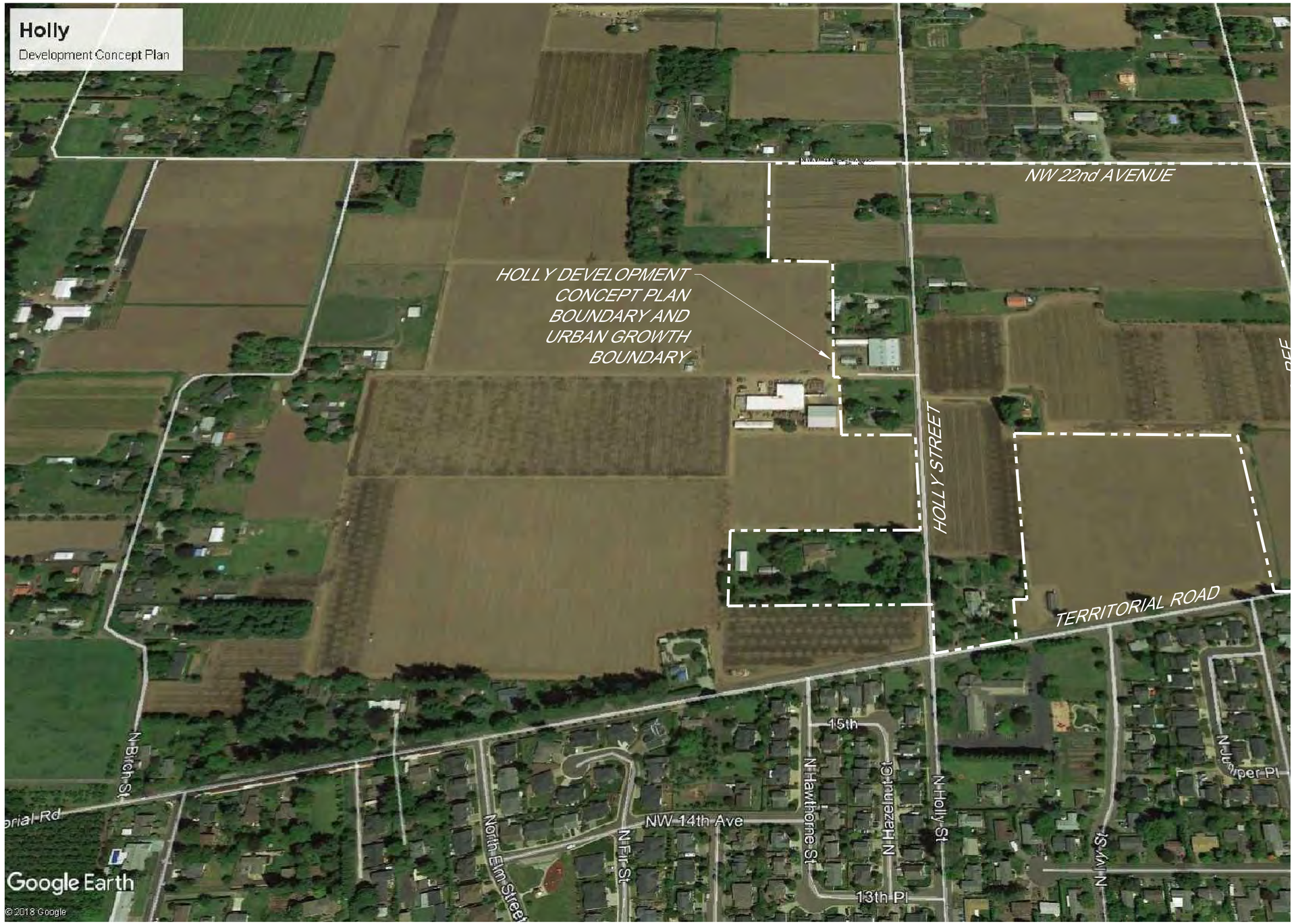
* Indicates that only a portion of the property is included within the DCP area

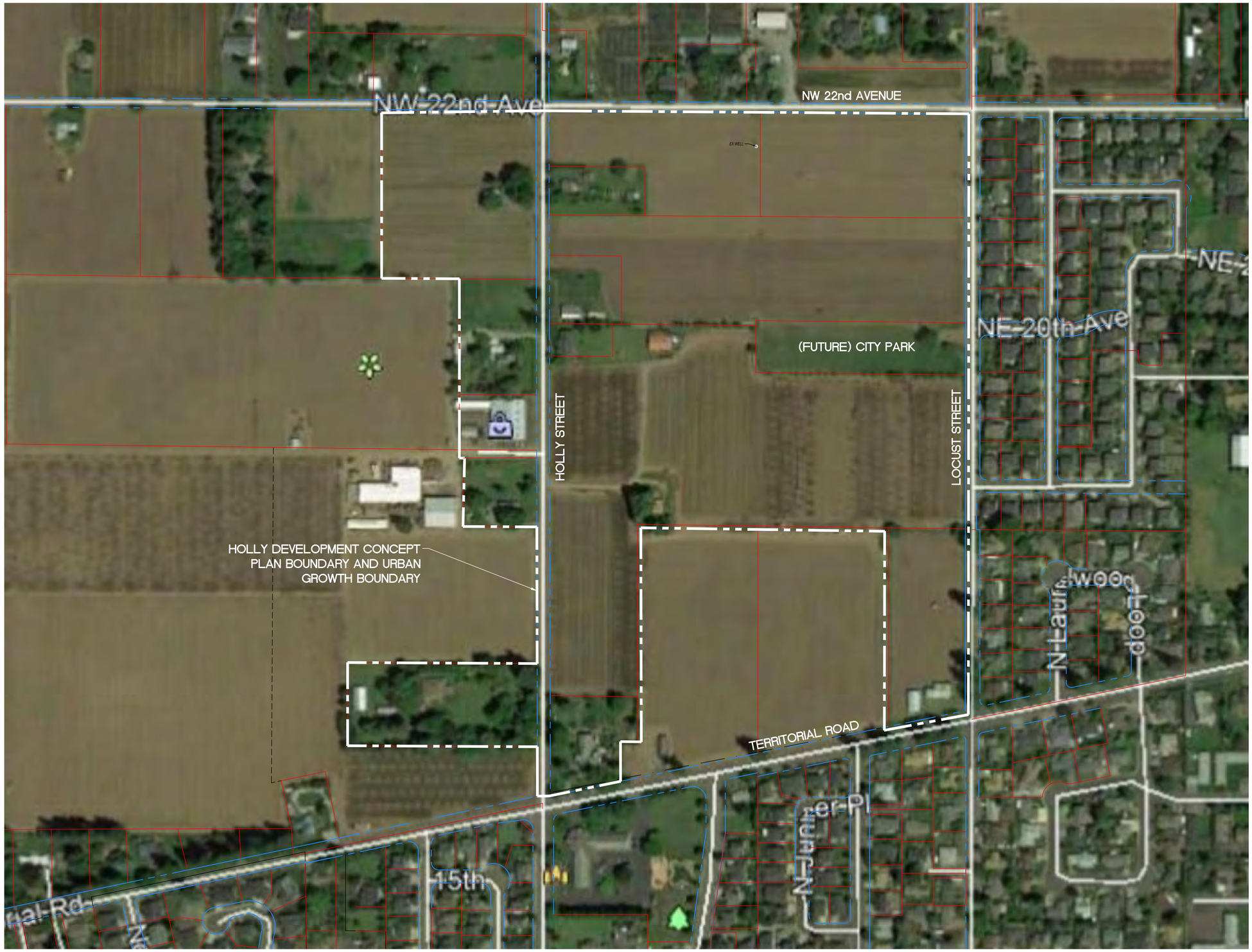
LEGEND

- DCP BOUNDARY
- HOLLY DEVELOPME
- EXISTING LOT LINE
- RIGHT OF WAY
- 00390 ASSESSOR PARCE
- AGRICULTURAL BU
- HOUSES

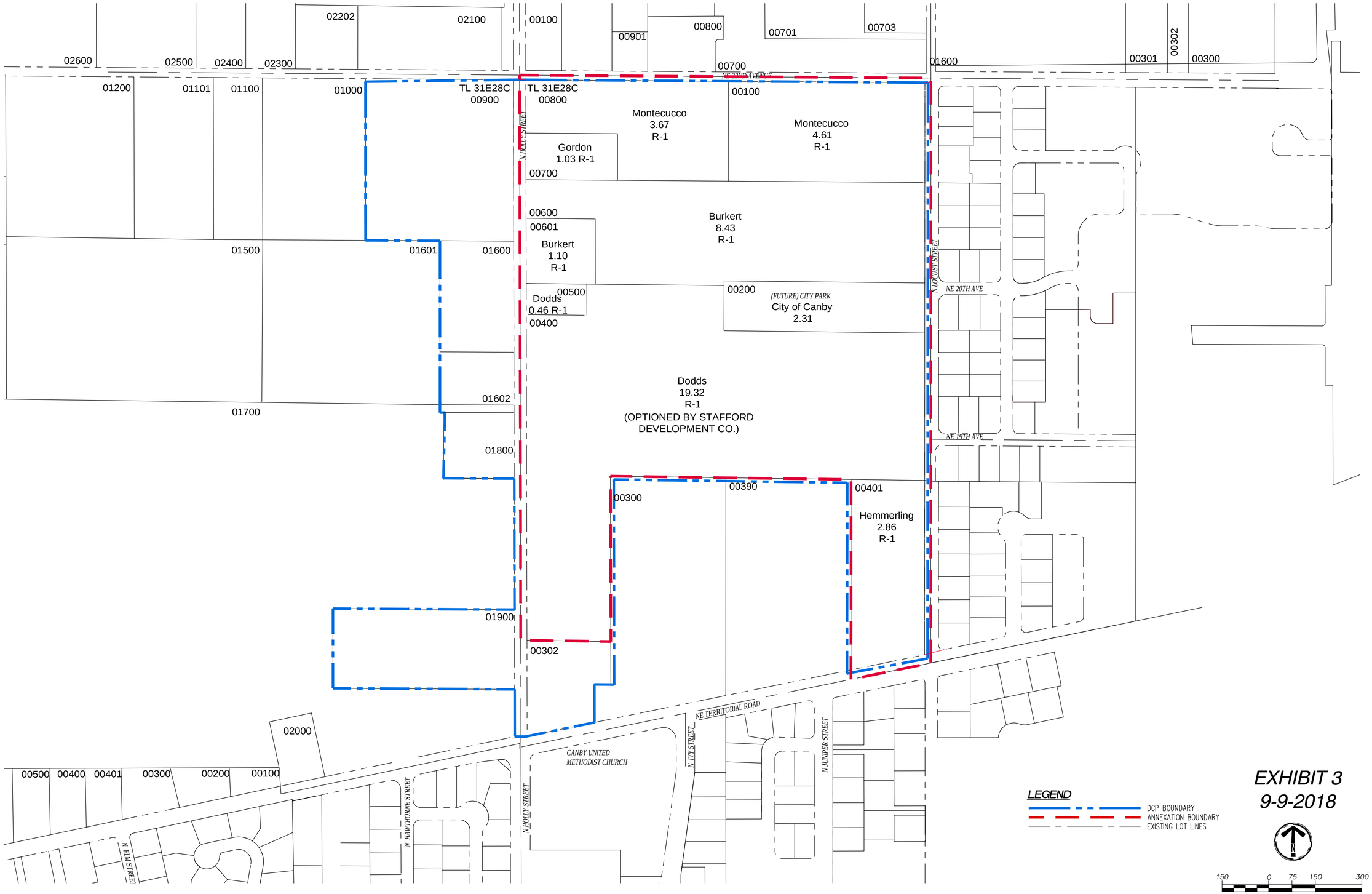
DEVELOPMENT CONCEPT PLAN
FOR SW 1/4, T3S, R1E, W.M.
TAX LOTS 400 AND 401, OF
TAX MAP 3-1E-28C

OWNERSHIP, ACREAGE,
& FUTURE ZONING


Holly
Development Concept Plan
NW 22nd AVENUE
HOLLY DEVELOPMENT CONCEPT PLAN BOUNDARY AND URBAN GROWTH BOUNDARY
HOLLY STREET
TERRITORIAL ROAD
N Birch St
NW 14th Ave
North Elm Street
N Fir St
N Hawthorne St
N Hazelnut Ct
15th
13th Pl
N Holly St
N Juniper Pl
Google Earth
© 2018 Google


NW 22nd AVENUE
NW 22nd Ave
EX WELL
(FUTURE) CITY PARK
HOLLY STREET
LOCUST STREET
NE 20th Ave
HOLLY DEVELOPMENT CONCEPT PLAN BOUNDARY AND URBAN GROWTH BOUNDARY
TERRITORIAL ROAD
15th

ANNEXATION, ZONE CHANGE & OWNERSHIP MAP



LEGEND

- DCP BOUNDARY
- ANNEXATION BOUNDARY
- EXISTING LOT LINES

EXHIBIT 3
9-9-2018

150 0 75 150 300

1 inch = 150 ft.
1 inch = 300 ft. (11"x17")

ANNEXATION BOUNDARY
FOR SW ¼, T3S, R1E, W.M.
TAX LOTS 400 AND 401, OF
TAX MAP 3-1E-28C

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

HOLLY
ANNEXATION, ZONE
CHANGE, AND
OWNERSHIP MAP

REVISIONS

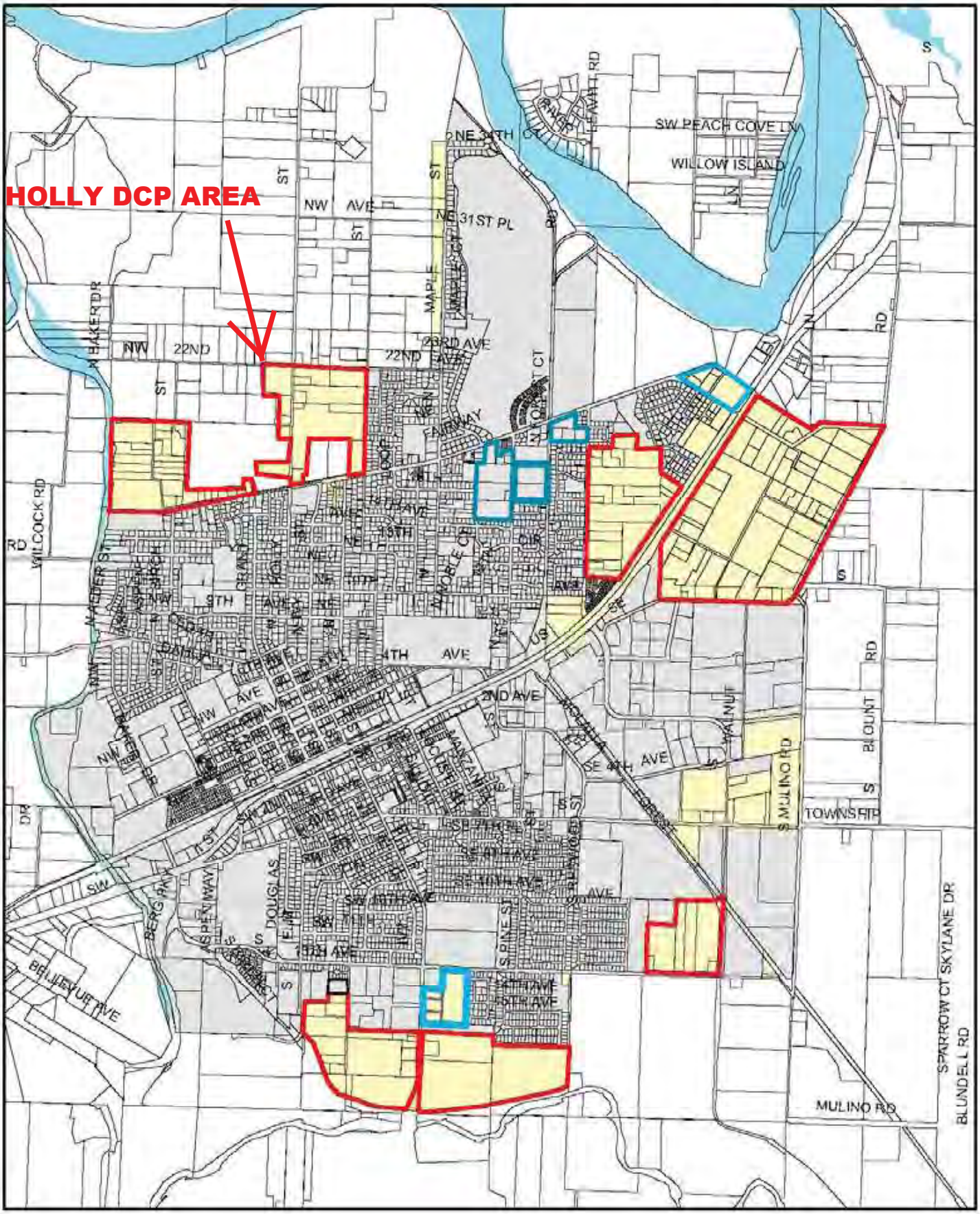
NO.	DATE	DESCRIPTION

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

SHEET

OF

City of Canby Annexation Development Map



Development Concept Area

Development Agreement Area

EXHIBIT 2

Vicinity Map

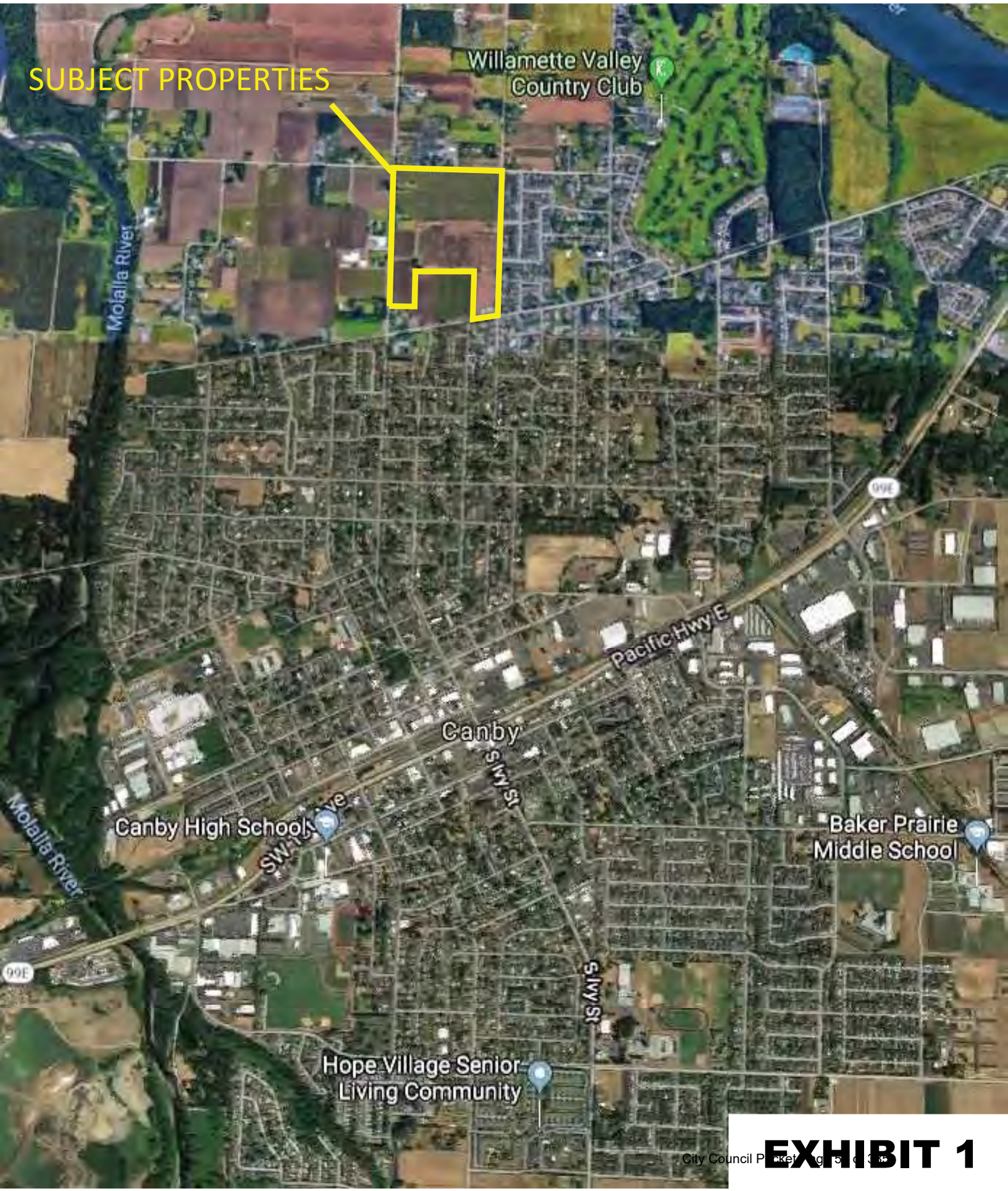


EXHIBIT 1

WATER LINE MASTER PLAN

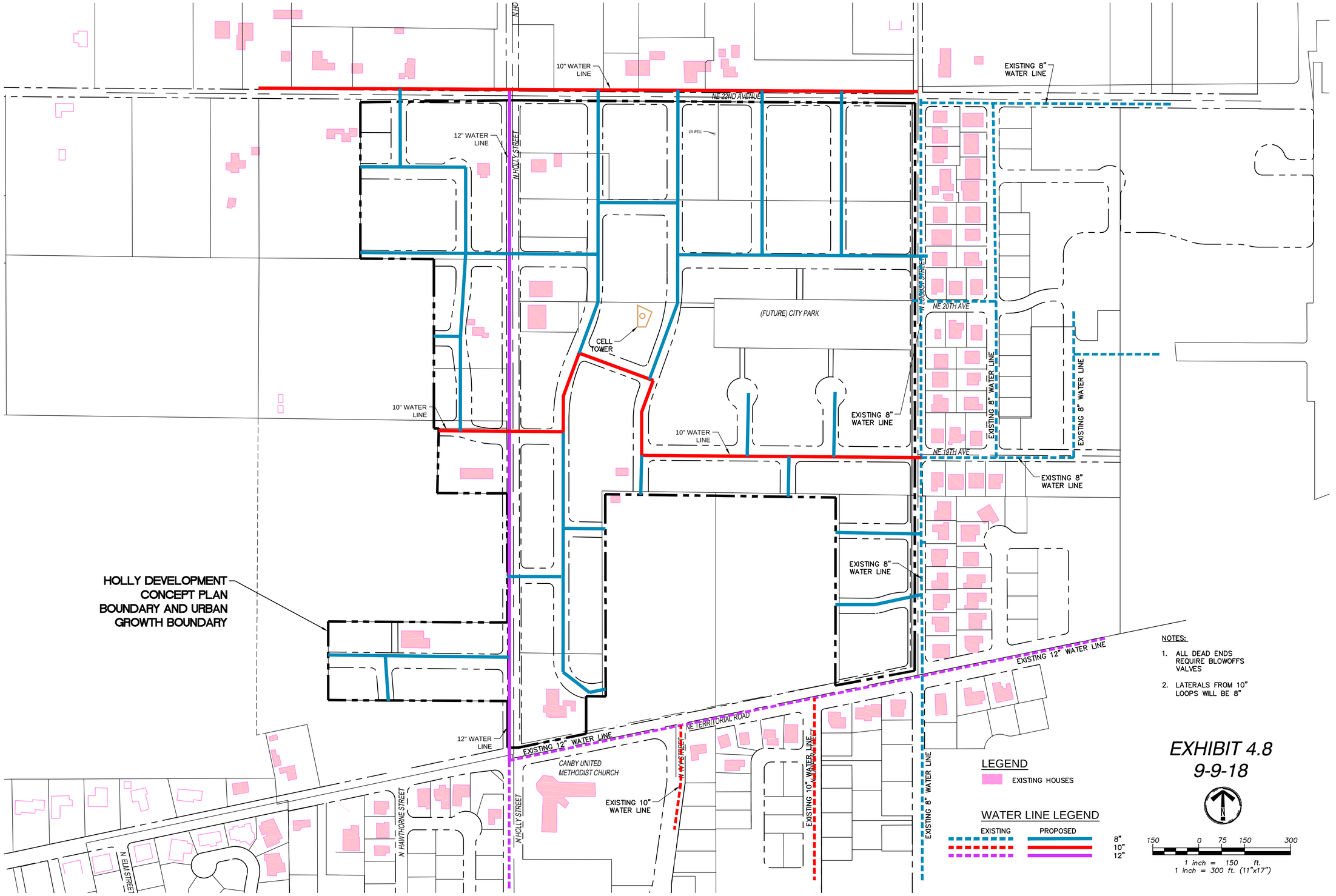


EXHIBIT 4.8
9-9-18

DEVELOPMENT CONCEPT PLAN
FOR SW ¼, T3S, R1E, W.M.
TAX LOTS 400 AND 401, OF
TAX MAP 3-1E-28C

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

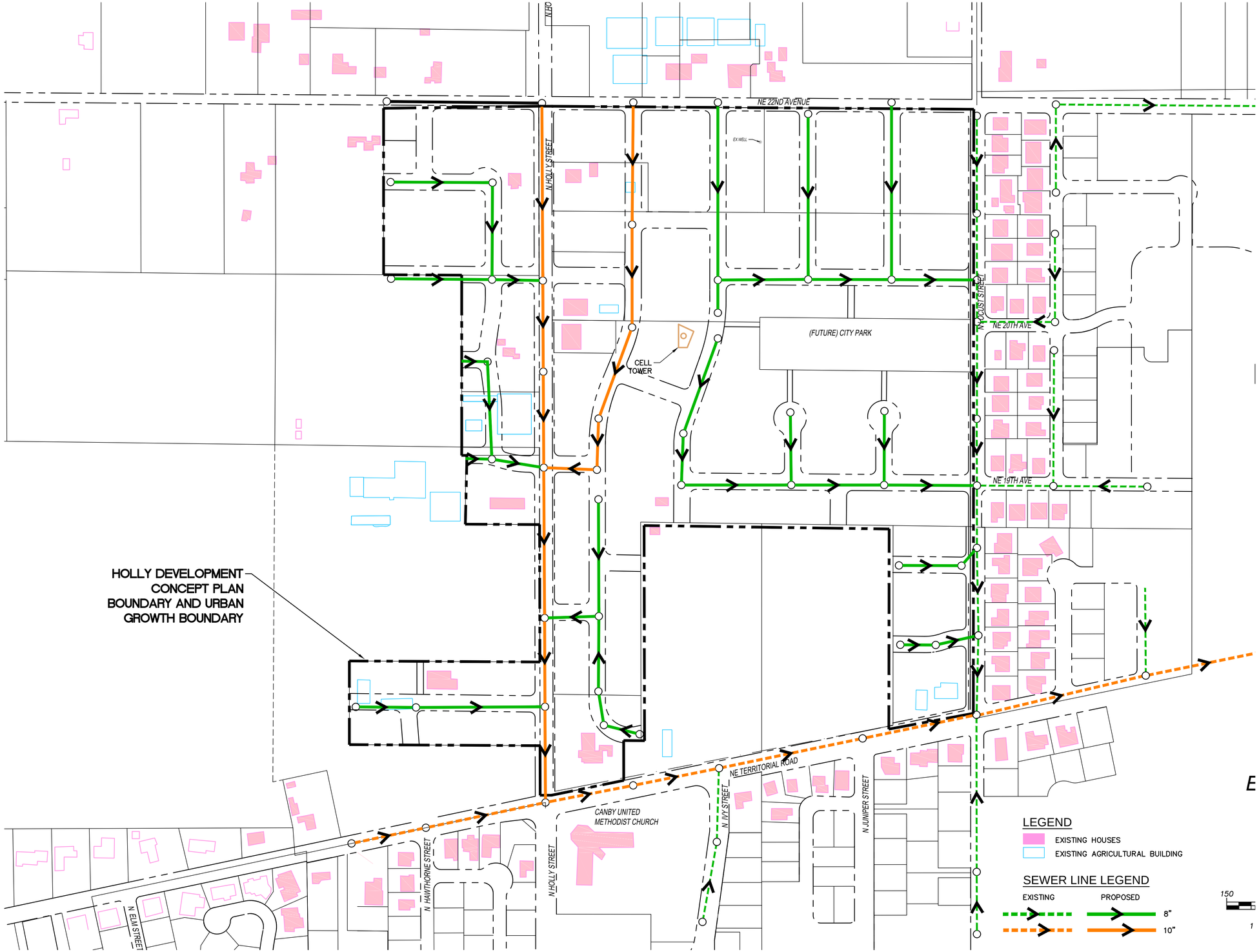
HOLLY DCP
WATER LINE
MASTER PLAN

NO.	DATE	REVISIONS DESCRIPTION

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

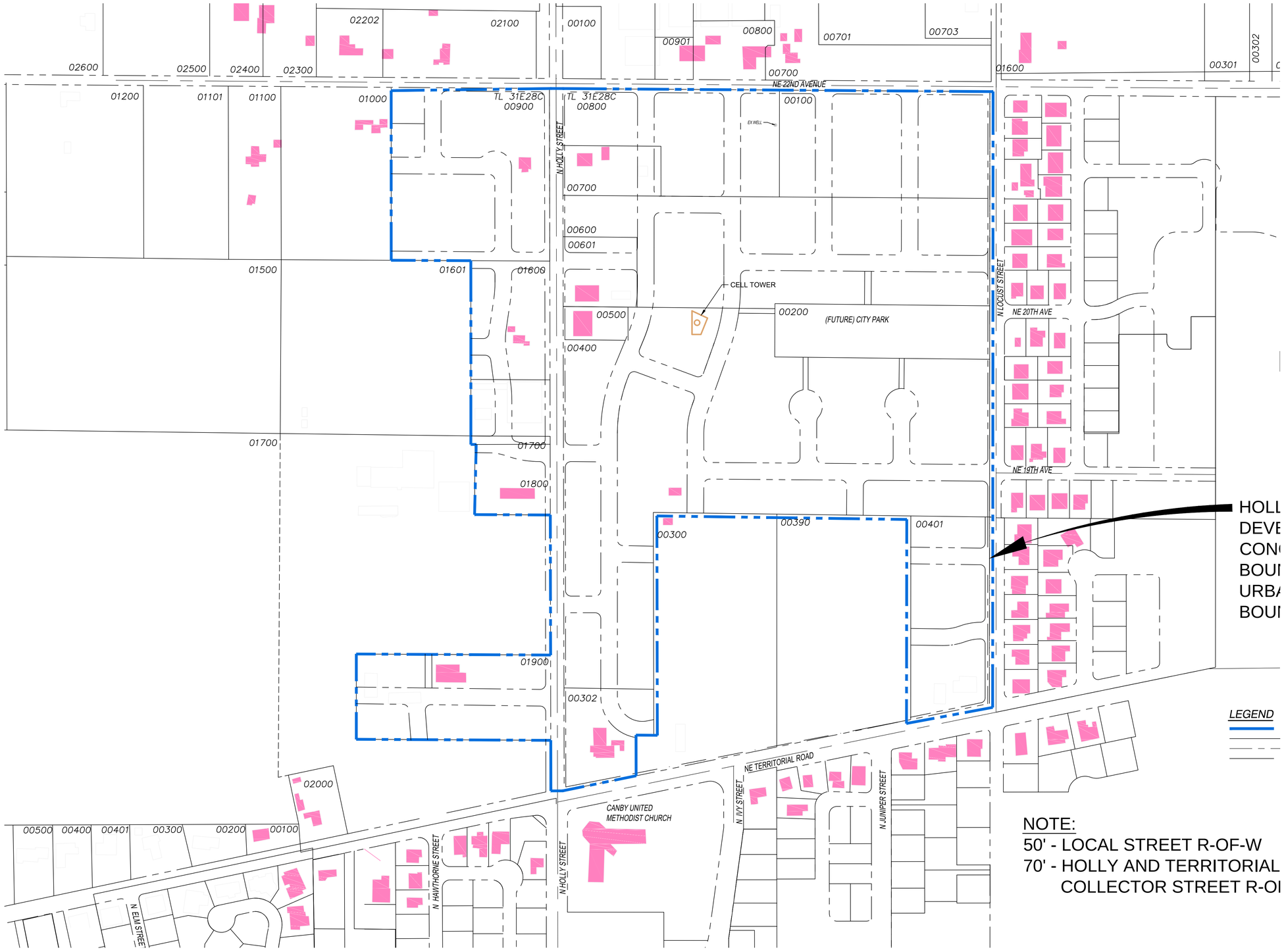
SHEET
8
OF
8

SANITARY SEWER MASTER PLAN



NW 22nd AVENUE
NW 22nd Ave
EX WELL
(FUTURE) CITY PARK
LOCUST STREET
NE 20th Ave
HOLLY DEVELOPMENT CONCEPT PLAN BOUNDARY AND URBAN GROWTH BOUNDARY
HOLLY STREET
TERRITORIAL ROAD
15th

DEVELOPMENT CONCEPT PLAN AND STREET PATTERN



NOTE:
50' - LOCAL STREET R-OF-W
70' - HOLLY AND TERRITORIAL
COLLECTOR STREET R-OI

NEEDS ANALYSIS: SINGLE FAMILY RESIDENTIAL LOTS

INTRODUCTION

To determine whether there is currently a sufficient supply of SFR (R-1 and R-1.5) platted lots available to provide for the anticipated population growth through the end of 2021, the Applicant compared available population estimates with the existing supply of platted lots in the City of Canby as of October 6, 2018. Additionally, the past and recent absorption rates of platted subdivision lots will be determined and applied to potential future plats through 2021.

POPULATION

Data from Portland State University's Population Research Center (PRC) and the METRO Regional Population and Employment Range Forecasts (METRO Forecast) is compared to determine the anticipated population growth in Canby through the end of the year 2021. The METRO Forecast was used in the 2017 Canby Storm Sewer Master Plan.

Table 8-1 below shows the population estimates from the METRO Forecast for the City of Canby.

TABLE 8-1: CITY OF CANBY POPULATION FORECAST

Year	Projected Population	
	Low Range	High Range
2010	15,829	15,829
2015	17,998	18,520
2020	20,464	21,668
2025	23,268	25,352
2030	26,456	29,662
2035	30,080	34,705
2040	34,201	40,605

Source: METRO Regional Population and Employment Range Forecasts, 2009 (City of Canby Storm Sewer Master Plan, 2017)

Table 8-2 below shows the population estimates from the PRC for the past 3 years.

TABLE 8-2: CANBY POPULATION ESTIMATE - PRC

Year	PRC Population Est.
2015	16,010
2016	16,420
2017	16,660

The PRC estimates are a result of data collected directly from the City of Canby staff, and as such are being considered as the most accurate source for population estimates over the last 3 years. However, the PRC has not completed projections for the future population. To come up with a more accurate projection, data from the PRC will be compared to the METRO Forecast. Table 8-3 below shows the method of determining the anticipate population growth in the City of Canby.

TABLE 8-3: ANTICIPATED POPULATION GROWTH

Year	PRC Population Est.	Metro Low Estimate	PRC % of Metro Est.
2015	16,010	17,998	89%
2016	16,420	18,491**	89%
2017	16,660	18,984**	88%
2018	17,175*	19,478**	88%
2020	**18,008***	**20,464**	**88%**
2025	**20,476***	**23,268**	**88%**

*Calculated based on the ratio of the PRC to Metro Est. in 2017 (PRC Est. = 88% of Metro Est.)

**Average annual increase calculated based on 2020 & 2025 Metro Low Estimates

The PRC population estimate for 2015 is 89% of the Metro low estimate and in 2017 is calculated at 88% of the metro low estimate. Using the 88% ratio of PRC to Metro estimates, the projected population for 2020 and 2025 are adjusted down to 18,008 and 20,476 respectively. Based on these lower estimates and calculations in Table 8-3, the population will increase by an average of 449 residents per year from 2017 to 2020 and 494 residents per year from 2020 to 2025. Table 8-4 below indicates the additional housing needed based on an average household size of 2.8 residents per housing unit, which is the same number used by the PRC in their analyses.

TABLE 8-4: PROJECTED HOUSING NEEDED BASED ON POPULATION FORECAST (LOW)

Year	Population	Population Increase*	Average Household Size	New Housing Needed	SFR Housing Needed (R-1&R-1.5)	SFR Housing as % of Needed Housing
2017	16,660					
2018	17,109	449				
2019	17,559	449	2.8	161	110	68.7%
2020	18,008	449	2.8	161	110	68.7%
2021	18,502	494	2.8	176	121	68.7%
2022	18,995	494				
2023	19,489	494				
2024	19,982	494				
2025	20,476	494				
Housing Supply Needed Through 2021				**497**	**342**	**68.7%**

* Population Increase is based on Table 2 population estimate for 2020 & 2025

Based on the data above an additional 497 new housing units will be needed through 2021 to accommodate the projected increase in population over the same period. Clackamas County data shows that, of the countywide provided housing, 68.7% of the housing units are single family detached residences. In Canby, single family detached housing is allowed on land designated SFR on the Canby Comprehensive Plan and in the R-1 and R-1.5 zones. The City of Canby's ratio of SFR housing to total housing is higher than what is identified countywide but will likely trend towards the county's ratio over time. Conservatively using the countywide ratio, it can be determined that 342 of the 497 needed housing units through 2021 will need to be single family detached residences.

CURRENT INVENTORY

The inventory of platted SFR lots is a dynamic number that fluctuates as pending developments progress and homes are constructed. The tables below show the current inventory of platted SFR lots based on subdivision and partition plats recorded in the City of Canby after 2007 and 2010 respectively. Table 8-5 below identifies the recorded SFR subdivision plats and the lots that remain available in each.

TABLE 8-5: AVAILABLE SFR SUBDIVISIONS LOTS

This data only includes property zoned R-1 and R-1.5 and excludes subdivisions that recorded prior to 2007

Date Recorded	Subdivsion Name	Total Lots	Issued Permits	**Restricted Lots	Available Lots	Pending Permits
12/2/2014	Northwood Estates No. 2	33	31	0	2	0
3/20/2015	Dinsmore Estates - 2	41	41	0	0	0
6/26/2015	Pine Meadow	19	19	0	0	0
10/26/2015	Faist Addition No. 6	30	27	1	3	1
11/17/2015	*Dinsmore Estates - 3	10	10	0	0	0
6/9/2016	Franz Meadow	18	18	0	0	0
10/1/2016	Faist Addition No. 7	6	5	0	1	1
3/31/2017	Caitlyns Place	6	5	0	1	0
9/26/2017	Northwood Estates No. 3	21	17	0	4	1
12/12/2017	*Timber Park	105	32	5	73	23
Total SFR Platted Lots		**289**	**205**	**6**	**84**	**26**

* Subdivision is zoned R-1.5

** Lots are restricted from building for temporary fire turnarounds

Table 8-6 below identifies the available SFR lots created by partition. Issued and Pending permits are based on Clackamas County building records and the compiled data for each lot can be found at the end of this analysis

TABLE 8-6: AVAILABLE SFR PARTITION LOTS

Data includes lots platted after 2010

Date Recorded	Partition Plat	Tax Lot
5/5/2017	PP2017-035	41E04AA 04302
6/13/2017	PP2017-044	*31E33BC 06301
2/20/2018	PP2018-015	41E03BB 00511
2/20/2018	PP2018-015	41E03BB 00512
2/27/2018	PP2018-018	31E33BD 02302
3/14/2018	PP2018-024	31E28AA 03905
7/16/2018	PP2018-074	41E04AB 03220
Available Partition Plat Lots		**7**

* Tax Lot zoned R-1.5

Based on the tables above there are 91 platted lots available in the R-1 and R-1.5 zones. Of the 91 lots currently available, 74 of them are in the R-1.5 zone, leaving only 17 available R-1 lots.

CURRENT INVENTORY CONCLUSION

Table 8-7 below summarizes the information from the above analysis.

TABLE 8-7: ANALYSIS SUMMARY

Description	Count
SFR Housing Needed Through 2021	342
Available Platted SFR Lots	91
Current Deficiency of SFR Lots	**251**

Based on the above analysis, the City of Canby is deficient by 251 SFR platted lots and the Applicant's request for annexation of the subject properties should be approved to meet the need for single family detached housing within the city limits. Furthermore, it should be noted that this analysis includes lots within the R-1 and R-1.5 zones as they each allow the single family detached housing type; the City of Canby's R-1 zone, which is the proposed zoning for the subject properties, has historically provided a much larger portion of the single family detached residences than the R-1.5 zone.

FUTURE INVENTORY

While it is not a requirement to analyze the future developments within the City, the Applicant has elected to do so to further demonstrate the need for additional single family detached housing in the City of Canby to accommodate the projected population growth. This portion of the analysis is for illustration purposes only to help further exemplify that there is a low likelihood that the 3-year lot supply will be eclipsed by available

inventory any time soon. Table 8-8 below shows a list of potential subdivisions that could record prior to the end of 2021. Table 8-8 includes subdivisions that have received preliminary approval and potential future subdivisions on land recently annexed or proposed for annexation as a part of this application. Each "project" is listed with an estimated recording date. Some of the approved projects have been appealed and may never record, and others could record sooner or later than estimated. Additionally, the potential future projects sit on land that could stay vacant or in farm use indefinitely. In any case, they will be included as potential future projects with estimated recording dates for illustration.

TABLE 8-8: APPROVED & POTENTIAL FUTURE SUBDIVISIONS

Project Name	Recording Date	# of Lots
Faist Addition No.8	10/15/2018	26
Tanoak	10/16/2018	8
Beck Pond Phase 1	5/3/2019	37
Redwood Landing	7/5/2019	83
Cougar Run	10/1/2019	23
Seven Acres	10/1/2019	22
Faist Addition No. 9	10/15/2019	6
Beck Pond Phase 2	5/1/2020	32
McMartin Phase 1	8/21/2020	30
Dodds Phase 1*	10/1/2020	25
Cutsforth*	4/1/2021	20
Hemmerling*	5/5/2021	15
McMartin Phase 2 & 3	9/1/2021	33
Dodds Phase 2*	10/1/2021	25
Burkert/Montecucco Ph. 1*	10/5/2021	25
Potential Additional Lots Through 2021		**410**

* Potential Future Subdivisions

Based on the table above, there could be an additional 410 single family lots platted through the year 2021. The estimated recording schedule is aggressive but will help illustrate the inventory over time in the event that such an aggressive schedule could be accomplished. The following sections will address absorption rates and compare them to the existing and estimated lot supply through 2021.

LOT ABSORBTION

The rate at which platted lots are issued building permits is dependent on several different variables and the available data over the last three or four years does not give a clear indication of what the most relevant variable is. However, the Applicants experience as a developer and home builder in the Portland Metro area and Canby specifically points to the capacity of the builder (time and money) and the supply of labor as the driving factor behind how quickly lots are both platted and absorbed in the City of Canby. Since it is difficult to predict the who and the how of future developments, the applicant believes it is most appropriate to treat the absorption of each plat independently to determine a geometric average that is representative of a typical project in Canby.

Reviewing the data for each subdivision plat independently shows that there is a significant difference in the rate of absorption from one plat to the next. Table 8-9 below lists the plats recorded in Canby with 10 or more

lots and shows the average number of days between the issuance of a permit in each subdivision as of October 6th, 2018.

TABLE 8-9: SUBDIVISION LOT ABSORPTION

Plat Name	Plat #	Recording Date	Total Lots	Issued Permits	Average Days Between Permits
Northwood Estates No. 2	4396	12/2/2014	33	31	45
Dinsmore Estates - 2	4409	3/20/2015	41	41	11
Pine Meadow	4422	6/26/2015	19	19	18
Faist Addition No. 6	4433	10/26/2015	30	26	36
Dinsmore Estates - 3	4436	11/17/2015	10	10	20
Franz Meadow	4457	6/9/2016	18	18	15
Northwood Estates No. 3	4509	9/26/2017	21	17	20
Timber Park	4517	12/12/2017	105	27	11
Subdivision (Geometric) Avg Days Between Permits					**22**

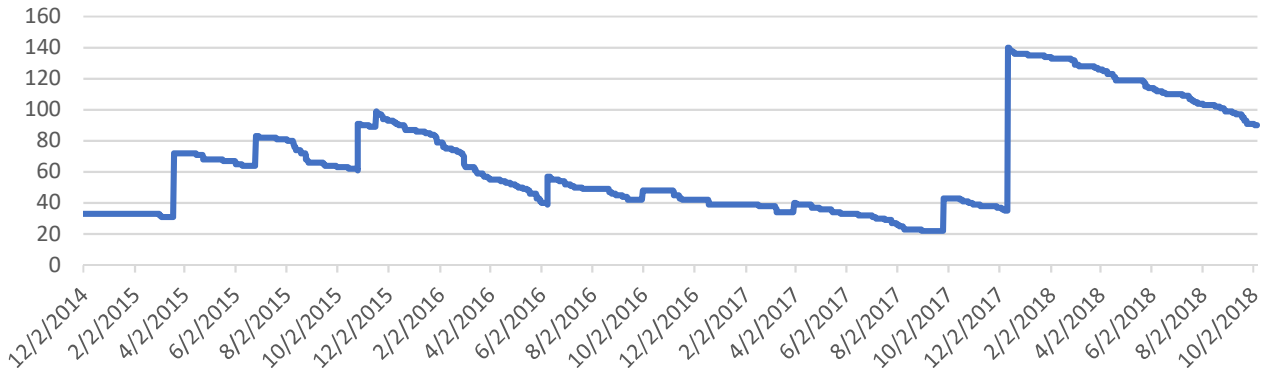
Based on the data above, in any given subdivision 1 new building permit is issued every 22 days on average from the date the plat records. To determine the inventory of lots through 2021, existing data through October 6, 2018 and projections through 2021 will be compared in the next section.

FUTURE INVENTORY CONCLUSION

Based on the available data through October 6, 2018 and the above analysis and estimates, the future inventory of platted lots through the end of 2021 will not surpass the 3-year supply needed based on the projected population growth. Restricted lots in Timber Park and Faist Addition No. 6 are represented as available in the figures below.

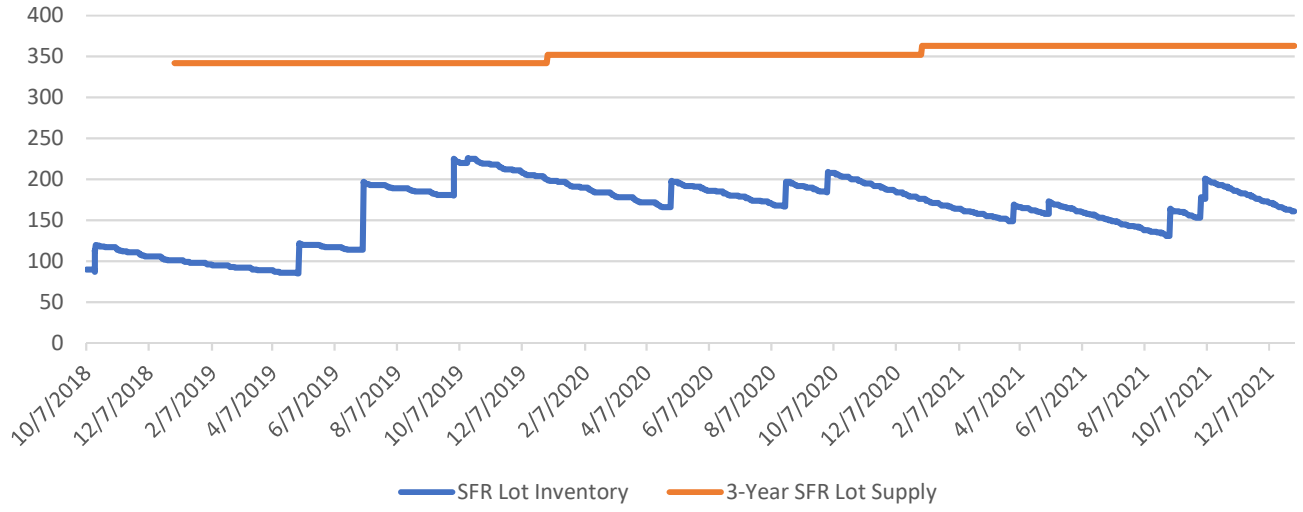
Figure 8-1 below depicts the actual change in inventory of SFR subdivision lots from the date Northwood Estates No. 2 recorded in December 2014 through October 6, 2018.

FIGURE 8-1:
SUBDIVISION LOT INVENTORY FROM 12/2/2014 - 10/6/2018



In Figure 8-2 below, the approved and potential future subdivision lots from Table 8-8 and their estimated recording dates are added to the current inventory over time. The average absorption rate from Table 8-9 is used for the current inventory lots and future projects.

FIGURE 8-2:
3-YEAR SFR LOT SUPPLY & PROJECTED INVENTORY FROM 10/7/2018 TO 12/31/2021



Based on the projected population growth, estimated recording dates, and absorption rates of future projects depicted above, the inventory of platted SFR lots will not eclipse the 3-year SFR lot supply at any given time through 2021. Even based on the aggressive recording schedule depicted above, the inventory caps out at 226 lots in mid-October 2019 when the 3-year SFR Lot Supply is equal to 342. This minimum gap of 116 lots still leaves room for slower absorption rates, a more aggressive recording timeline, and recordation of unaccounted for future projects, while maintaining a low chance of approaching the 3-year supply line.

This portion of the analysis further demonstrates the need for SFR detached housing types in the City of Canby to accommodate the projected population growth over the next 3 years and beyond.

STAFFORD
LAND COMPANY
INC

August 10, 2018

RE: Holly Development Concept Plan Area Property Owner Meeting

Dear Neighbor,

I would like to invite you to another meeting to discuss our proposed Holly Development Concept Plan (DCP). The purpose of this meeting is to provide you with additional information and receive more detailed feedback from you regarding our proposal and your property. In order to focus our discussion on more specific issues, we are only inviting those who own property within the DCP boundary. In addition to discussing the details of our proposal, we will go over the process of joining our annexation application. If you want to annex your property as a part of our application, we will need to know by the end of August. We hope you can join us for this meeting.

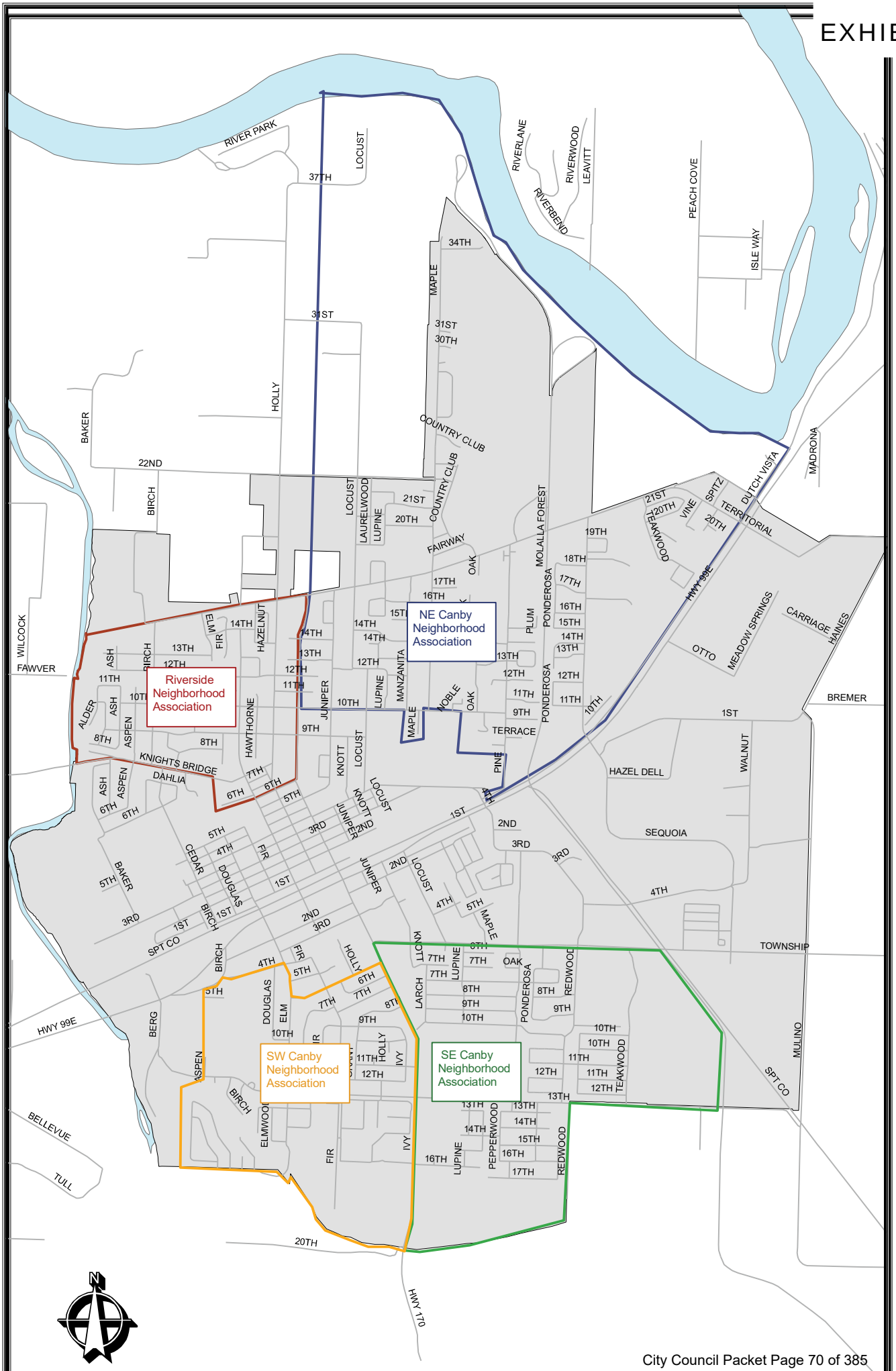
Meeting Location:	**Canby United Methodist Church** **1520 N Holly Street** **Canby, OR 97013**
Meeting Date & Time:	**Monday, August 27, 2018 from 6:30pm – 8:00pm**

Please feel free to call or email me with any questions or comments if you are unable to attend this meeting.

Sincerely,

Levi Levasa - Project Manager
Email: Levi@staffordlandcompany.com
Phone: 971.206.8614

EXHIBIT 6.7


NE Canby Neighborhood Association
Riverside Neighborhood Association
SW Canby Neighborhood Association
SE Canby Neighborhood Association
RIVER PARK
LOCUST
RIVERLANE
RIVERWOOD
LEAVITT
RIVERBEND
PEACH COVE
ISLE WAY
MAPLE
HOLLY
BAKER
COUNTRY CLUB
MADRONA
DUTCH VISTA
TERRITORIAL
SPITZ
VINE
TEAKWOOD
LAURELWOOD
LUPINE
FAIRWAY
OAK
MOLALLA FOREST
PONDEROSA
PLUM
HWY 99E
CARRIAGE
HAINES
OTTO
MEADOW SPRINGS
BREMER
WILCOCK
FAWVER
ELM
FIR
HAZELNUT
ASH
BIRCH
ALDER
ASPEN
HAWTHORNE
JUNIPER
MANZANITA
NOBLE
TERRACE
PINE
KNIGHTS BRIDGE
DAHLIA
KNOTT
HAZEL DELL
WALNUT
SEQUOIA
TOWNSHIP
CEDAR
DOUGLAS
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MULINO
BELLEVUE
TULL
HWY 170

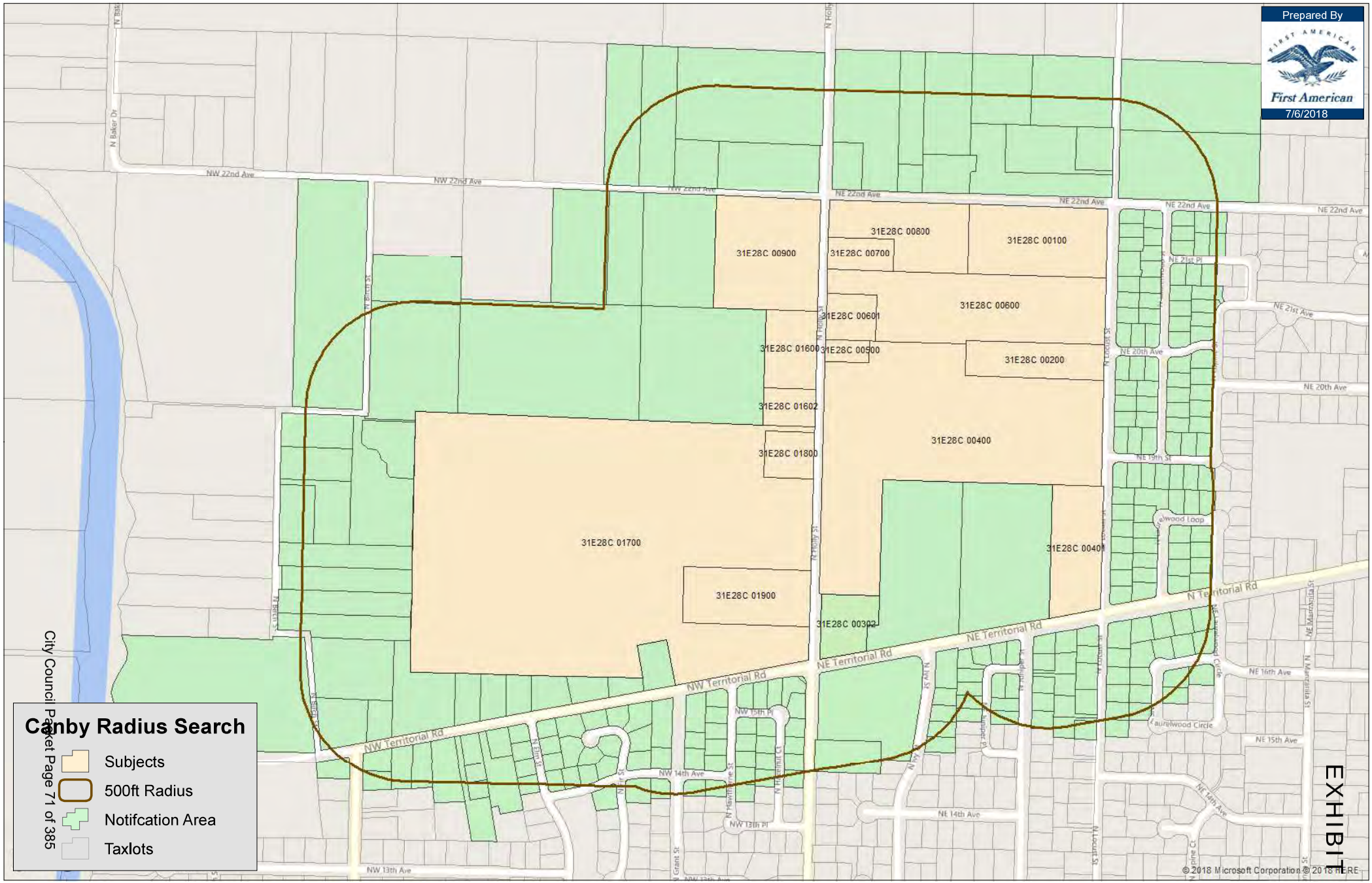
Prepared By
First American
7/6/2018
31E28C 00900
31E28C 00800
31E28C 00700
31E28C 00100
31E28C 00600
31E28C 00601
31E28C 01600
31E28C 00500
31E28C 00200
31E28C 01602
31E28C 01800
31E28C 00400
31E28C 01700
31E28C 00401
31E28C 01900
31E28C 00302
NW 22nd Ave
NE 22nd Ave
NE 21st Ave
NE 20th Ave
NE 19th St
N Territorial Rd
NE Territorial Rd
NW Territorial Rd
NW 15th Pl
NW 14th Ave
NE 14th Ave
NW 13th Pl
NW 13th Ave
NE 16th Ave
NE 15th Ave
N Holly St
N Birch St
N Baker Dr
Canby Radius Search
Subjects
500ft Radius
Notifcation Area
Taxlots
© 2018 Microsoft Corporation © 2018 HERE

EXHIBIT 6.6

NEIGHBORHOOD MEETING ATTENDANCE ROSTER

Neighborhood Meeting Sign-in Sheet

Project Name: Holly Annexation, Zone Change & DCP	**Subject Properties:** North Holly Development Concept Plan Area
Meeting Location: Canby United Methodist Church, 1520 N Holly St, Canby, OR 97013	**Meeting Date & Time:** July 31, 2018 at 6:30 PM PST

PUBLIC RECORDS LAW DISCLOSURE: This sign-in sheet is a public record of the City of Canby and is subject to public disclosure under Oregon Public Records Law.

NAME	MAILING ADDRESS	E-MAIL ADDRESS	PHONE NUMBER
Bob Zimmer	1434 N Fir St.	danhdbobz@MSN.com	
Rob Wakefield	1930 N Locust wakefield rb@msn.com	bakerrb@msn.com	
Tom Arena	PO Box 907, Canby, OR	TOTom Arena@gmail.com	
Rich & Stephanie Isberg	480 NW 22nd Ave Canby	stephanie.isberg@yahoo.com	503-263-8674
Laurel Shufelt	1505 N. Locust St Canby	laurel_sparkle@yahoo.com	971 221 6465
Darryl + Kelley Wrisley	1978 N. Locust St	DarrylWrisley@gmail.com	
Chris & Shelley Boley	2168 N. Locust	shelley.bodey@yahoo.com	503-266-7767
Sharlene Blaschke	1907 N Laurelwood St.	SharleneK@Juno.com	5037204086
Jackie & Rob Coleman	2048 N Locust St	Scolemanclan@gmail	503-266-0168
Jerry + Janice Simnitt	138 NE 22nd Ave Canby	jsimnitt@canby.com	503-266-2904
Jonathan + Debra Doty	164 NW Territorial Rd. Canby	doty@canby.com	971-219-2883
Jeff + Pam Barrow	1578 N. Juniper St. Canby.	jbcanby73@gmail.com	503-266-2161
Glenn & Kathy Hauck	2495 N. Holly	Hauckfarms@Canby.com	
Bob Hale	2201 N Baker Dr. Canby	cwbhale@gmail.com	5039153873
Larry & Pairi Vargas	2005 N Lupine St. Canby	larry.vargas@gmail.com	5038993889
Richard Montecucco	1335 S. Larch st. Canby, OR	rmontecucco08@gmail.com	(503) 980-8244
Jason Montecucco	334 SE 13th Place Canby OR	jasonamontecucco@canby.com	503-453-5214

EXHIBIT 6.4

NEIGHBORHOOD MEETING ATTENDANCE ROSTER

Neighborhood Meeting Sign-in Sheet

Project Name: Holly Annexation, Zone Change & DCP	**Subject Properties:** North Holly Development Concept Plan Area
Meeting Location: Canby United Methodist Church, 1520 N Holly St, Canby, OR 97013	**Meeting Date & Time:** July 31, 2018 at 6:30 PM PST

PUBLIC RECORDS LAW DISCLOSURE: This sign-in sheet is a public record of the City of Canby and is subject to public disclosure under Oregon Public Records Law.

NAME	MAILING ADDRESS	E-MAIL ADDRESS	PHONE NUMBER
Pam Pulito	2116 N. Locust	Ppulito@canby.com	503 878-5375
Debbie Erwin	2296 N Locust	N/A	503-266-7582
Sabrina Kamal			503.720.7500
Susan Burton	2058 N. Holly St Canby	Kanby1@Canby.com	
Richard Boutin	1180 N Ivy St Canby		
Janis Kauffman	1747 Sisters Ct NW Salem OR 97304	gjkauffman@Centurylink.net	(503) 551-8537
Steve Whitemarsh	1535 N. Juniper Pl. Canby OR	WINTEL47@MSN.COM	503-266-7151
Amanda Zeiber	2027 N Holly Canby OR 97013	azeiber@canby.com	503-449-6930
Tracie Heidt	2037 N. Cypress St Canby	traciheidt@hotmail.com	503-708-7485
Kari Qualheim	2136 N Locust Canby	kmharbour@gmail.	503 332 8259
Randy/Patti Berg	1610 N Locust St Canby	jodgeberg@juno.net	541-261-8021
Ed+Marielena Montezuma	3468 N. Holly Canby	ecucumber1@juno.com	503-266-4246
Michael Gates	466 NW 22nd Ave Canby	ngates@dahbar.com	503-266-4946
Jana Clark	2115 N Lauredwood St Canby	jana.scott.clark@gmail.com	503-789-8689
Dana Tyler	680 NE 2nd Ave	danat@Canby.com	503-705-7691

NEIGHBORHOOD MEETING ATTENDANCE ROSTER

Neighborhood Meeting Sign-in Sheet

Project Name: Holly Annexation, Zone Change & DCP	**Subject Properties:** North Holly Development Concept Plan Area
Meeting Location: Canby United Methodist Church, 1520 N Holly St, Canby, OR 97013	**Meeting Date & Time:** July 31, 2018 at 6:30 PM PST

PUBLIC RECORDS LAW DISCLOSURE: This sign-in sheet is a public record of the City of Canby and is subject to public disclosure under Oregon Public Records Law.

NAME	MAILING ADDRESS	E-MAIL ADDRESS	PHONE NUMBER
MARK HAGEL	493 NE 22nd	mehagel65@gmail.c	503-330-1096
Collins Gisborne	1965 N Birch 97013	Gisborne.chg@netscape.net	
Jerry Simnitt Jr	168 NE 22nd Ave Canby	Jerrysimnitt@Gmail.com	503-572-4667
Bob Backstrom	1395 N Birch Canby	bback@canby.com	503 266 5771
JAMES TYLER	680 N.E. 20TH CANBY	DANAT@CANBY.COM	503-266-3279
Barb McVicker	1485 N. Locust Canby	sean@canby.com	503-263-6404
SEAN McVICKER	1485 N. LOCUST CANBY OR	sean@canby.com	503-263-6404
JACK PENDLETON	680 NW 13TH DR CANBY OR	jackp7@canby.com	503-266-5151
Rod & JEENE GOERIG	2141 N. LAURELWOOD ST. CANBY	rjo8n7@gmail.com	9713374419
Traci Hensley	PO Box 723 Canby 97013	hensleyt@canbyoregon.gov	
Lynn Hemmerlings	2754 N. Hampden Ct #202, Chicago IL 60614	LHemm@ATT.Net	

NEIGHBORHOOD MEETING ATTENDANCE ROSTER

Neighborhood Meeting Sign-in Sheet

Project Name: Holly Annexation, Zone Change & DCP	**Subject Properties:** North Holly Development Concept Plan Area
Meeting Location: Canby United Methodist Church, 1520 N Holly St, Canby, OR 97013	**Meeting Date & Time:** July 31, 2018 at 6:30 PM PST

PUBLIC RECORDS LAW DISCLOSURE: This sign-in sheet is a public record of the City of Canby and is subject to public disclosure under Oregon Public Records Law.

NAME	MAILING ADDRESS	E-MAIL ADDRESS	PHONE NUMBER
Tom & Joan Daudistel	469 NE 19th Ave Canby 97013	tdaudist@hotmail.com	503.651.4154
Chris & Tymona Natelborg	1606 N Juniper St. Canby	Chrisandtymona@gmail.com	269-303-7638
Susan Myers	1590 N. Ponderosa St. Canby	Susan.M.Myers@icloud.com	503-701-4254
Clint Coleman	2114 N Vine St Canby	tandcoxcable.net	503-381-3083
John Heidema	439 NE 19th	jheidema@live.com	971 269 4969
Mike Froyd	1998 N Laurelwood St	miscofro@gmail.com	503-710-5436
Jose Gamboa	1986 N Laurelwood st	mostro503@hotmail.com	(503)553-9978
		patti@bisp.net	

HOLLY DCP LAND OWNER MEETING ATTENDANCE ROSTER

Project Name: Holly Annexation, Zone Change & DCP	**Subject Properties:** North Holly Development Concept Plan Area
Meeting Location: Canby United Methodist Church, 1520 N Holly St, Canby, OR 97013	**Meeting Date & Time:** August 27, 2018 at 6:30 PM PST

PUBLIC RECORDS LAW DISCLOSURE: This sign-in sheet is a public record of the City of Canby and is subject to public disclosure under Oregon Public Records Law.

NAME	MAILING ADDRESS	E-MAIL ADDRESS	PHONE NUMBER
Susan Myers	1590 N. Ponderosa, Canby	SusanMMyers@iCloud.com	503-701-4254
Ed Montecucco	3468 N. Holly Canby	ecucumberll@juno.com	503-810-3065
Ken (Susan) Burkett	2058 N. Holly St. Canby	Kanby1@Canby.com	503-266-7891
Janis Kauffman	1747 Sisters Ct. NW Salem, OR 97304	gjkauffman@centurylink.net	(503) 551-8339
Dave & Susi Gordon	2146 N. Holly St. - Canby	thegordos@canby.com	503-319-9735
Lynn Hemmerling	2754 N. Hampden Ct. #1002, Chicago IL	LHemm@ATT.Net	—
Lori Hemmerling	~~33~~ 1500 Cooper St. Seaside, OR 97138	rnparrot@yahoo.com	—
Jonathan Doty	164 NW Territorial Rd	doty@canby.com	
Ada Stout	1877 N. Holly	ams68@canby.com	
Margaret Peterson	1733 N. Holly St.	peterson@webster.com	

EXHIBIT 7.2

EXHIBIT 6.3

SHEET 1 OF 8	PLANNING & LAND DESIGN 1862 NE ESTATE DRIVE HILLSBORO, OREGON 97124 RYAN O'BRIEN (503)780-4061	REVISIONS NO. DATE DESCRIPTION	HOLLY DCP AERIAL PHOTO	STAFFORD DEVELOPMENT COMPANY, LLC 485 SOUTH STATE STREET LAKE OSWEGO, OREGON 97034	DEVELOPMENT CONCEPT PLAN FOR SW ¼, T3S. R1E. W.M. TAX LOTS 400 AND 401 OF 305 TAX MAP 3-1E-28C

7/30/2018 8:20:37 PM

EXHIBIT 4.2
7-30-18

SHEET	OF
2	8

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

REVISIONS		
NO.	DATE	DESCRIPTION

HOLLY DCP
AERIAL PERSPECTIVE

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

DEVELOPMENT CONCEPT PLAN
FOR SW ¼, T3S. R1E. W.M.
TAX LOTS 400 AND 401
TAX MAP 3-1E-28C

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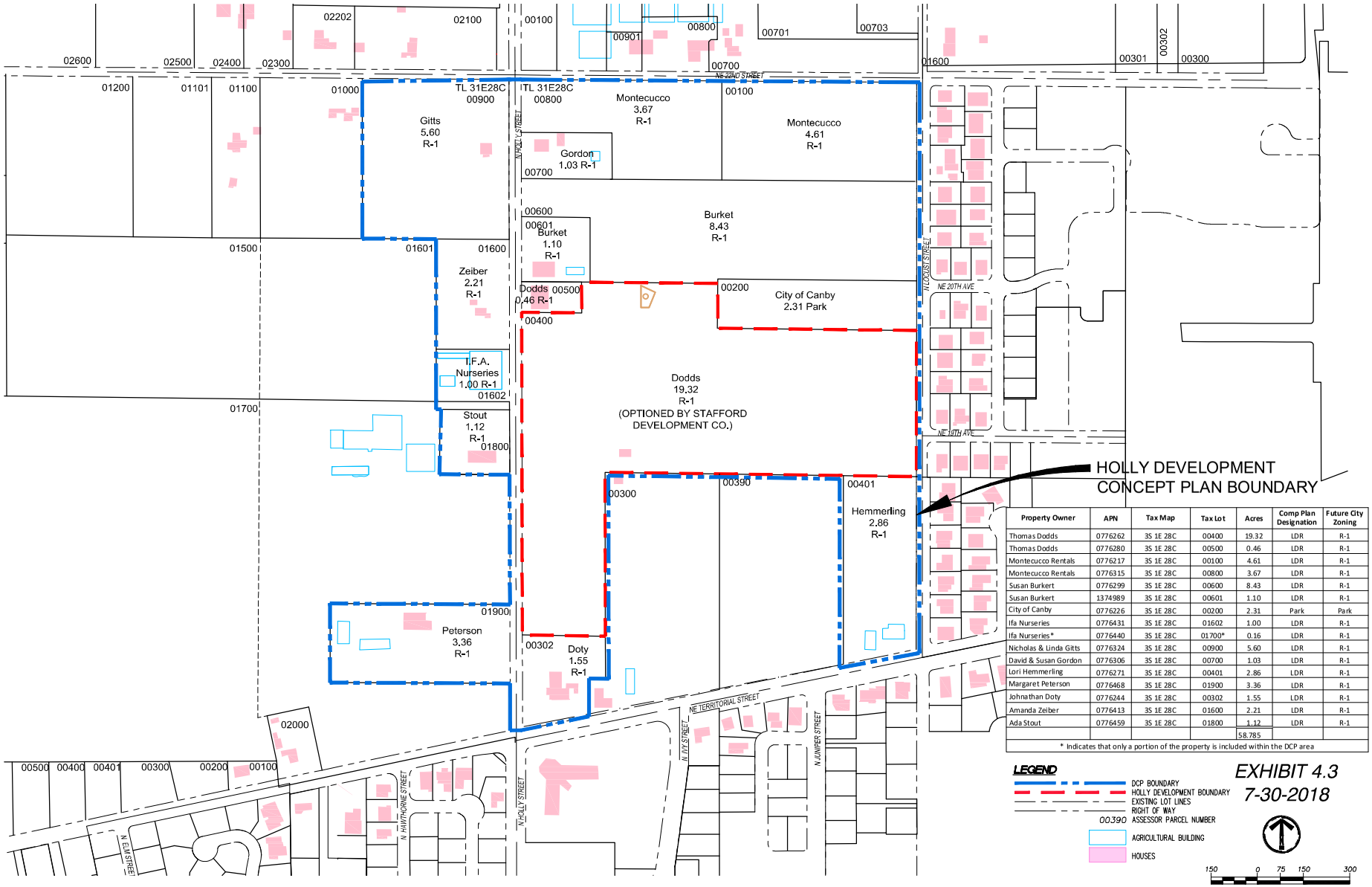
DEVELOPMENT SITES AND 58.785 ACRES NET IN UGB



Property Owner	APN	Tax Map	Tax Lot	Acres	Comp Plan Designation	Future City Zoning
Thomas Dodds	0776262	3S 1E 28C	00400	19.32	LDR	R-1
Thomas Dodds	0776280	3S 1E 28C	00500	0.46	LDR	R-1
Montecucco Rentals	0776217	3S 1E 28C	00100	4.61	LDR	R-1
Montecucco Rentals	0776315	3S 1E 28C	00800	3.67	LDR	R-1
Susan Burkert	0776299	3S 1E 28C	00600	8.43	LDR	R-1
Susan Burkert	1374989	3S 1E 28C	00601	1.10	LDR	R-1
City of Canby	0776226	3S 1E 28C	00200	2.31	Park	Park
Ifa Nurseries	0776431	3S 1E 28C	01602	1.00	LDR	R-1
Ifa Nurseries*	0776440	3S 1E 28C	01700*	0.16	LDR	R-1
Nicholas & Linda Gitts	0776324	3S 1E 28C	00900	5.60	LDR	R-1
David & Susan Gordon	0776306	3S 1E 28C	00700	1.03	LDR	R-1
Lori Hemmerling	0776271	3S 1E 28C	00401	2.86	LDR	R-1
Margaret Peterson	0776468	3S 1E 28C	01900	3.36	LDR	R-1
Johnathan Doty	0776244	3S 1E 28C	00302	1.55	LDR	R-1
Amanda Zeiber	0776413	3S 1E 28C	01600	2.21	LDR	R-1
Ada Stout	0776459	3S 1E 28C	01800	1.12	LDR	R-1
				58.785		

* Indicates that only a portion of the property is included within the DCP area

LEGEND

- DCP BOUNDARY
- HOLLY DEVELOPMENT BOUNDARY
- EXISTING LOT LINES
- RIGHT OF WAY
- 00390 ASSESSOR PARCEL NUMBER
- AGRICULTURAL BUILDING
- HOUSES

EXHIBIT 4.3
7-30-2018

150 0 75 150 300
1 inch = 150 ft.
1 inch = 300 ft. (11"x17")

DEVELOPMENT CONCEPT PLAN FOR SW 1, T3S, R1E, W.M. TAX LOTS 00400 AND 00500 TAX MAP 3-1E-28C

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

City Council Packet Page 305

HOLLY DCP
DEVELOPMENT SITES AND NET ACREAGE IN UGB

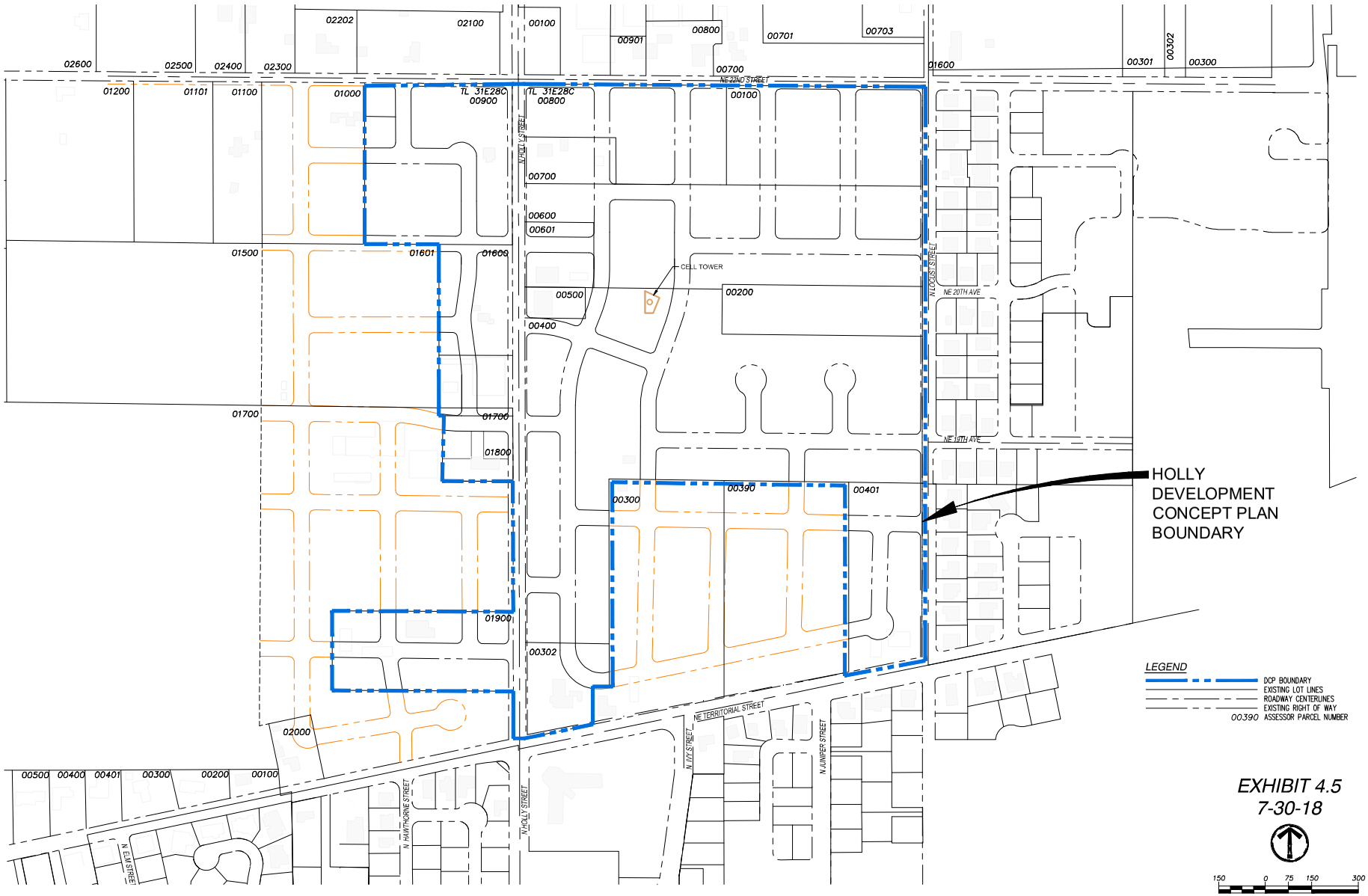
NO.	DATE	REVISIONS DESCRIPTION

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

SHEET 3 OF 8

7/30/2018 8:20:48 PM

DEVELOPMENT AND CONCEPT PLAN



DEVELOPMENT CONCEPT PLAN
FOR SW 1, T3S. R1E. W.M.
TAX LOTS 00100 AND 00300
TAX MAP 3-1E-28C

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

HOLLY DCP
HOLLY
DEVELOPMENT AND
CONCEPT PLAN

NO.	DATE	REVISIONS DESCRIPTION

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

SHEET 5 OF 8

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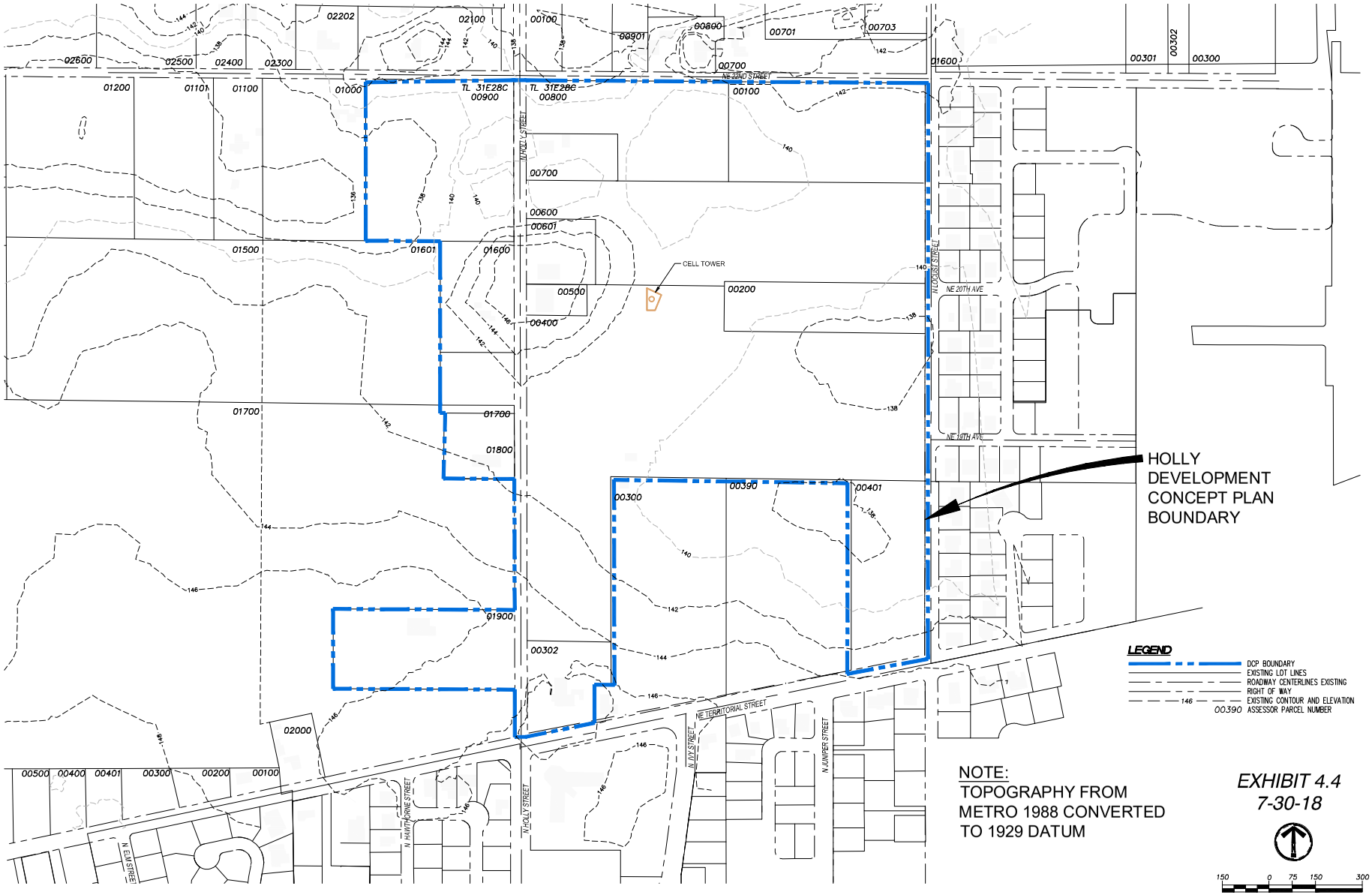
City Council Packet Page 305

EXISTING CONDITIONS AND TOPOGRAPHY



DEVELOPMENT CONCEPT PLAN
FOR SW 1, T3S, R1E, W.M.
TAX LOTS 1800 AND 1900
TAX MAP 3-1E-28C

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

HOLLY DCP
EXISTING CONDITIONS AND TOPOGRAPHY

NO.	DATE	REVISIONS DESCRIPTION

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

SHEET 4 OF 8

City Council Packet 10-1-18 305

7/30/2018 8:20:57 PM

EXHIBIT 4.6
7-30-18

SHEET 9 OF	PLANNING & LAND DESIGN 1862 NE ESTATE DRIVE HILLSBORO, OREGON 97124 RYAN O'BRIEN (503)780-4061	REVISIONS NO. DATE DESCRIPTION	HOLLY DCP AERIAL PHOTO	STAFFORD DEVELOPMENT COMPANY, LLC 485 SOUTH STATE STREET LAKE OSWEGO, OREGON 97034	DEVELOPMENT CONCEPT PLAN FOR SW ¼, T3S. R1E. W.M. TAX LOTS 400 AND 401 TAX MAP 3-1E-28C

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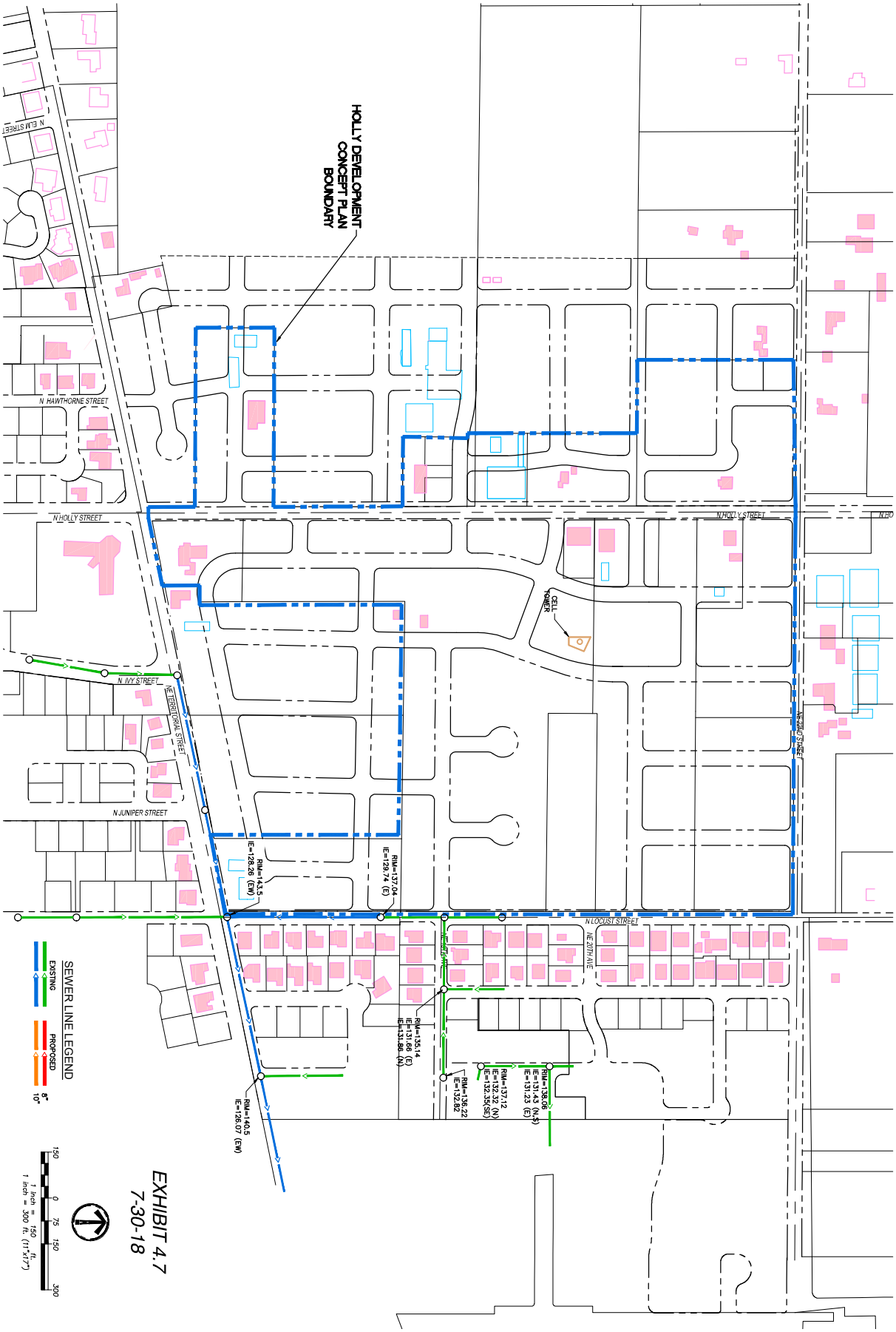


SHEET 7 OF 8

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

REVISIONS

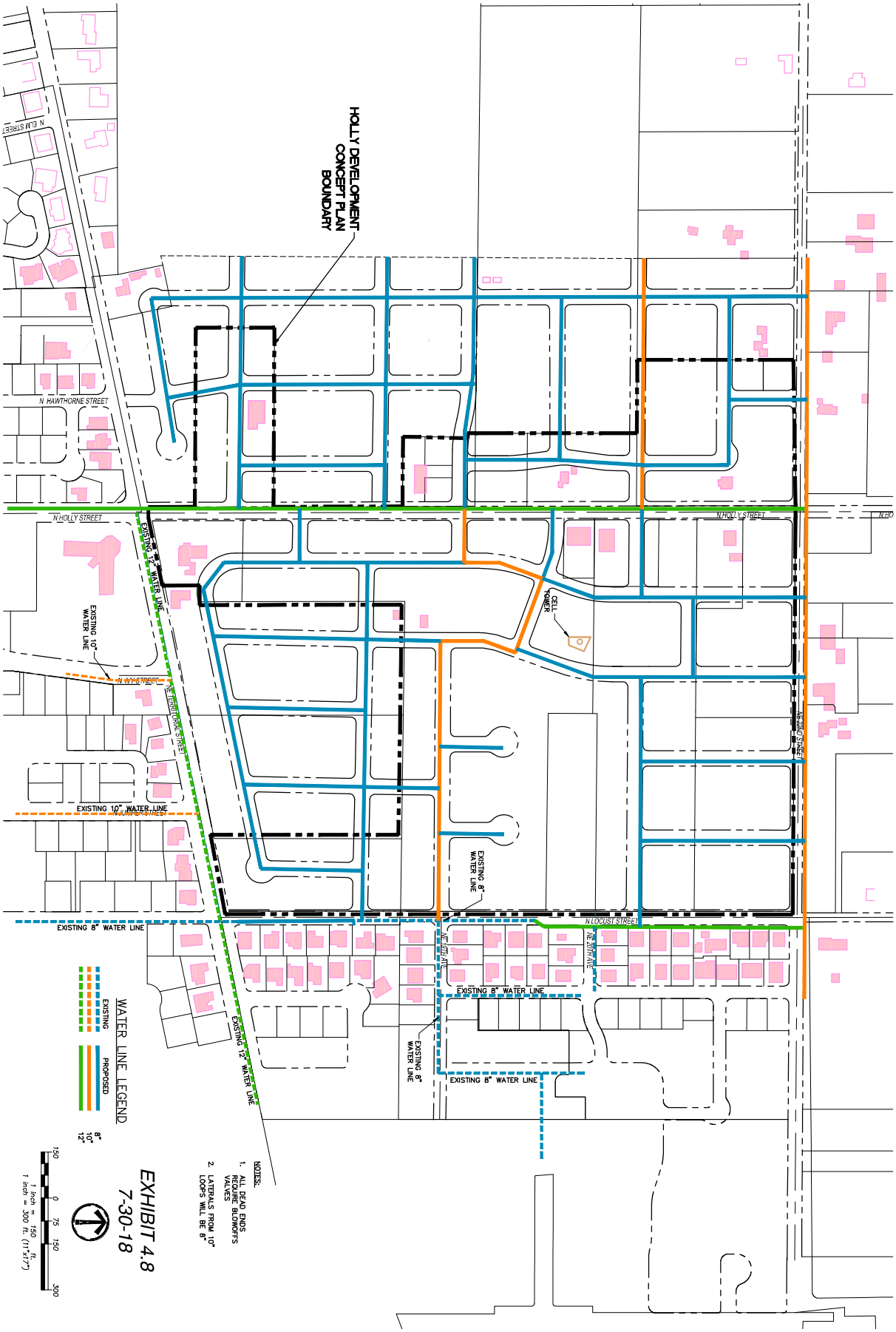
NO.	DATE	DESCRIPTION

HOLLY DCP
UTILITY EXHIBIT

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

DEVELOPMENT CONCEPT PLAN
FOR SW ¼, T3S. R1E. W.M.
TAX LOTS 400 AND 401
TAX MAP 3-1E-28C

7/30/2018 8:21:07 PM



SHEET	PLANNING & LAND DESIGN	REVISIONS	HOLLY DCP	STAFFORD	DEVELOPMENT CONCEPT PLAN
8 OF 8	1862 NE ESTATE DRIVE HILLSBORO, OREGON 97124 RYAN O'BRIEN (503)780-4061	NO. DATE DESCRIPTION	WATER LINE MASTER PLAN	DEVELOPMENT COMPANY, LLC 485 SOUTH STATE STREET LAKE OSWEGO, OREGON 97034	FOR SW ¼, T3S. R1E. W.M. TAX LOTS 400 AND 401 TAX MAP 3-1E-28C

7/30/2018 8:21:12 PM

STAFFORD
LAND COMPANY
INC

EXHIBIT 6.2

July 13, 2018

RE: Neighborhood Meeting – Annexation, Zone Change and Holly Development Concept Plan

Dear Neighbor,

We would like to invite you to a neighborhoood meeting to discuss our proposed Annexation, Zone Change and Development Concept Plan (DCP) applications for property located north of NW Territorial Rd. and near N Holly St. and N Locust Street. The properties the City of Canby has included in the DCP area are identified on the map on the reverse side of this letter. Before any property in this area can be annexed into the City of Canby and rezoned in accordance with the Canby Comprehensive Plan Map, A DCP must be approved by the Canby City Council. It is our goal to annex specific properties that we have an interest in within the DCP area. Our application for annexation is also an opportunity for other property owners to join our annexation application if they so desire. Only the property owners that request annexation into the city will be included in our Annexation and Zone Change applications. Property owners that do not want to annex their property will be included in the DCP, but are not required to annex.

While this Neighborhood Meeting is a requirement for submitting our applications, we think it is a valuable opportunity for us to provide clarity to the process and our intentions as the applicant and also receive feedback and answer questions from community members. The focus of the meeting will be the Holly DCP application and associated Annexation and Zone Change applications. The attached draft of the DCP shows a concept road layout depicting a potential development pattern for the near or distant future depending on owner preferences. Future subdivision of properties within the DCP area will have to go through a separate and more detailed design and review process. We hope you will be able to join us for this meeting.

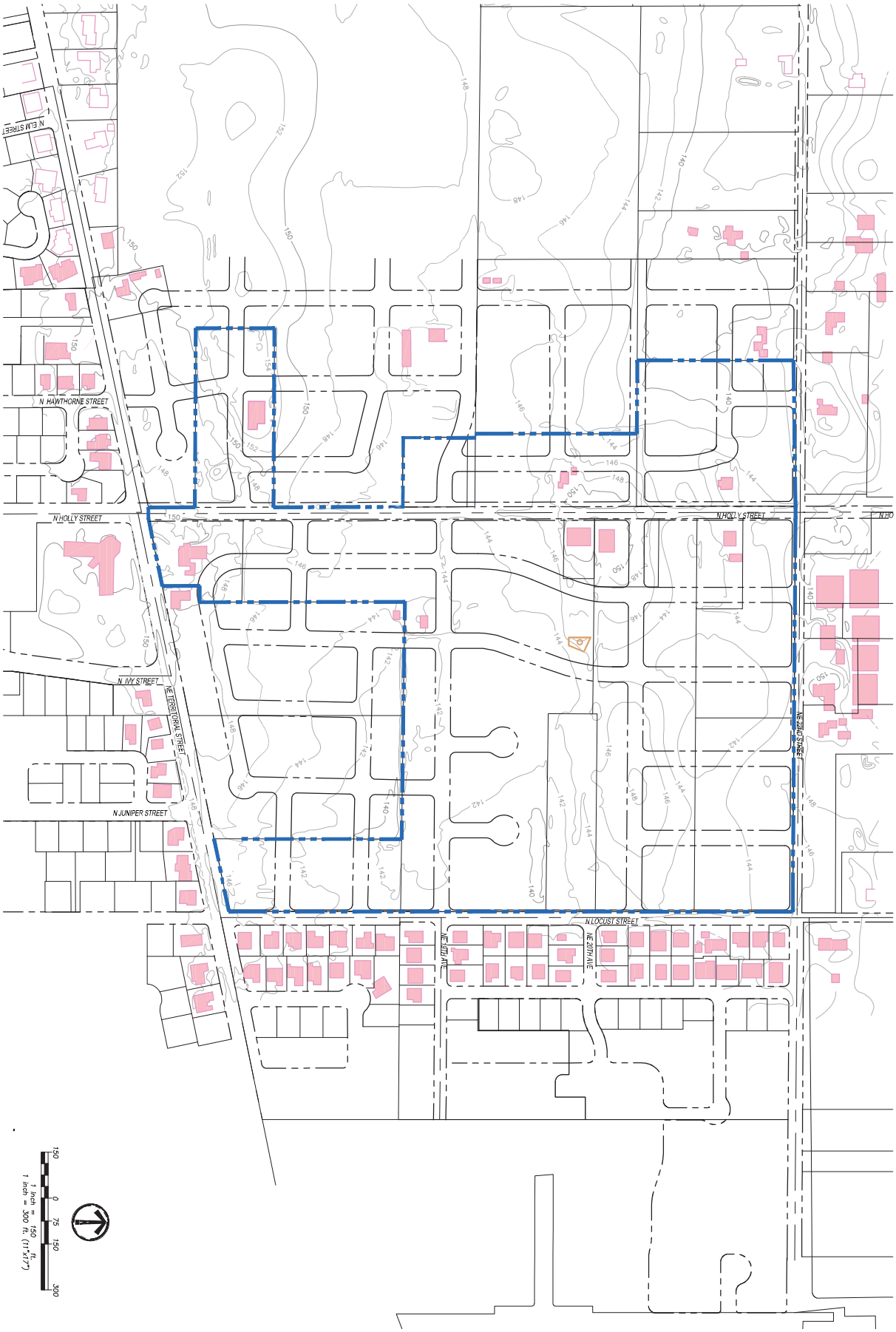
Meeting Location: **Canby United Methodist Church**
1520 N Holly Street
Canby, OR 97013

Meeting Date & Time: **Tuesday, July 31, 2018 from 6:30pm – 7:30pm**

Please feel free to call or email me with any questions or comments if you are unable to attend this meeting.

Sincerely,

Levi Levasa - Project Manager
Email: Levi@staffordlandcompany.com
Phone: 971.206.8614



SHEET

PLANNING & LAND DESIGN
1862 NE ESTATE DRIVE
HILLSBORO, OREGON 97124
RYAN O'BRIEN

REVISIONS

NO.	DATE	DESCRIPTION

HOLLY DCP

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

DEVELOPMENT CONCEPT PLAN
FOR SW ¼, T3S. R1E. W.M.
TAX MAP 3-1E-28C

City Council Packet - 03/03/03

HOLLY ANNEXATION, ZONE CHANGE,

& DEVELOPMENT CONCEPT PLAN MEETING MINUTES

Stafford Development Company held a neighborhood meeting on July 31, 2018 for the proposed Annexation and Zoning Map Amendment and the associated Development Concept Plan (DCP) for property within the Holly DCP area as identified on the Canby Annexation and Development Map. The meeting was scheduled, noticed, and held in compliance with the requirements of CMC 16.89.070. The meeting was held at the Canby United Methodist Church located at 1520 N Holly St, Canby, OR 97013, which is across the street from the Holly DCP area. Notice of the meeting was sent out via an invite letter on July 13, 2018 to owners and occupants/tenants of properties located within 500 feet of the Holly DCP boundaries. Notice was also sent to the representatives of the Riverside and NE Canby Neighborhood Associations. The meeting started at 6:35pm and ended at around 8pm. Approximately 80 people attended the meeting. The most up to date iteration of the plan set was presented at the meeting. Levi Levasa, the Project Manager for Stafford Development Company led the meeting. A summary of the presentation is below:

- Levi opened the meeting by explaining that the meeting was being held to meet the requirements associated with submitting an Annexation, Zoning Map Amendment, and Development Concept Plan application that would be explained in more detail throughout the meeting. He explained that despite this meeting being a requirement, he considers it a valuable opportunity to, not only inform, but also receive feedback and answer questions about the proposal from the surrounding community. He stated the opening presentation would be brief and that he wanted the majority of the time to be dedicated to an discussion and time for questions.
- He gave a brief introduction and overview of Stafford Development Company and its associated home building department, Stafford Homes and Land, and the projects they have done in the past and have underway.
- Levi began the presentation of the subject proposals by explaining that it is Stafford's intent to build a residential subdivision on tax lot 400 that includes approximately 19 acres. He said that in order for a subdivision to be possible, the property would have to be annexed into the City first; further explaining that annexation of this particular property requires that a Development Concept Plan be adopted for the entire DCP area prior to any of the properties in the DCP area being annexed. He went on to explain that a Zoning Map Amendment (Zone Change) is also required concurrent with the annexation as the current Clackamas County zoning of RRFF-5 would need to be changed to a City zoning consistent with the Canby Comprehensive Plan Designations, which, in the case of every property in the Holly DCP, is Low Density Residential (LDR) that translates to an R-1 zoning designation that has minimum and maximum lot size requirements of 7,000 and 10,000 square feet respectively.
- He said that the current annexation, zone change, and DCP applications are not applications for a subdivision; explaining that a more detailed subdivision application will need to be submitted separately if the proposed application and DCP are adopted.

- Levi went on to give a brief description of the proposed street plan, sanitary sewer plan, and water line plan; emphasizing that a lot of effort went into designing the street pattern in such a way that properties could more easily develop independently and improvements and future streets are set to split property lines.
- He pointed out that there is a piece of property owned by the City that is designated as a future park, and that the City did not want Stafford to improve the park as a part of any future applications at this time. However, the City did indicate that they would want the property included in the annexation application.
- Levi emphasized that the intent of the DCP is to create a plan that shows a reasonable and logical development pattern for properties within the DCP boundary for roads and services so there is a guiding document for future development in the area that helps provide certainty that future development can be done efficiently. He explained that while a DCP will guide future development, there is an opportunity to propose variations or make amendments to parts of the plan during the subdivision application process, however, the applicant will need to prove that it still meets the intent of the DCP and doesn't adversely impact other properties.
- Levi explained that, while all the properties within the DCP boundary were included in the DCP plans, only those properties that elect to annex their property will be brought into the City. Levi then invited other owners within the DCP boundary that wanted to annex their property to join the annexation and zone change application. He indicated that they would need to contact him soon so they could be included in the applications and have the appropriate paper work signed.
- Levi concluded his presentation and asked if there were any questions, a summary of which is below.

A significant number of questions and discussion ensued, many of which were related or repetitive, the issues have been clustered for clarity below.

1. How many houses can you fit on the property that you are annexing (TL 400) and what size will the lots be? How many lots can fit in the whole DCP area?
   A. Levi reiterated that there are no lots being proposed as a part of these applications; indicating that a future subdivision proposal would contain much more detail than the DCP and would be subject to another review and neighborhood meeting, so they will have another opportunity to ask more detailed questions about subdivision details at future meetings. He did indicate, however, that he expects TL 400 to fit between 75 and 80 lots once a final plan is drawn up; further explaining that a large property like TL 400 would likely be developed in 3 or 4 phases. Furthermore, he indicated that he expects the entire DCP can fit between 220 and 240 lots depending on future subdivision designs.
2. Is the Park that was promised to us years ago going to be built on the City property? Are you going to be proposing any additional parks since you will be adding so many homes? Is there a requirement for park dedication? Does money from this development go to building this park?

A. Levi reiterated that a lot of these things will be clarified and looked at in more detail during more detailed subdivision applications in the future. He indicated that Stafford had offered to develop the park, but that the City preferred to collect the SDCs. He explained that there is a required amount of park, but the City can collect a fee in lieu of park dedication instead, which the City indicated was the preferred option. He explained that any money collected for parks from this development could go to developing the City property into a public park, but that was a decision up to the City. He further detailed the difficulties that Canby and many other cities have with maintaining existing parks on a tight budget, indicating that it is possible that the funds collected from developments in this area could be used at the discretion of the City. He encouraged the neighbors to attend the public hearings and meetings now and in the future to make their voices heard so the decision makers know what the community wants.

3. What is the price point for new houses going to be?
   A. Prices will be dependent on

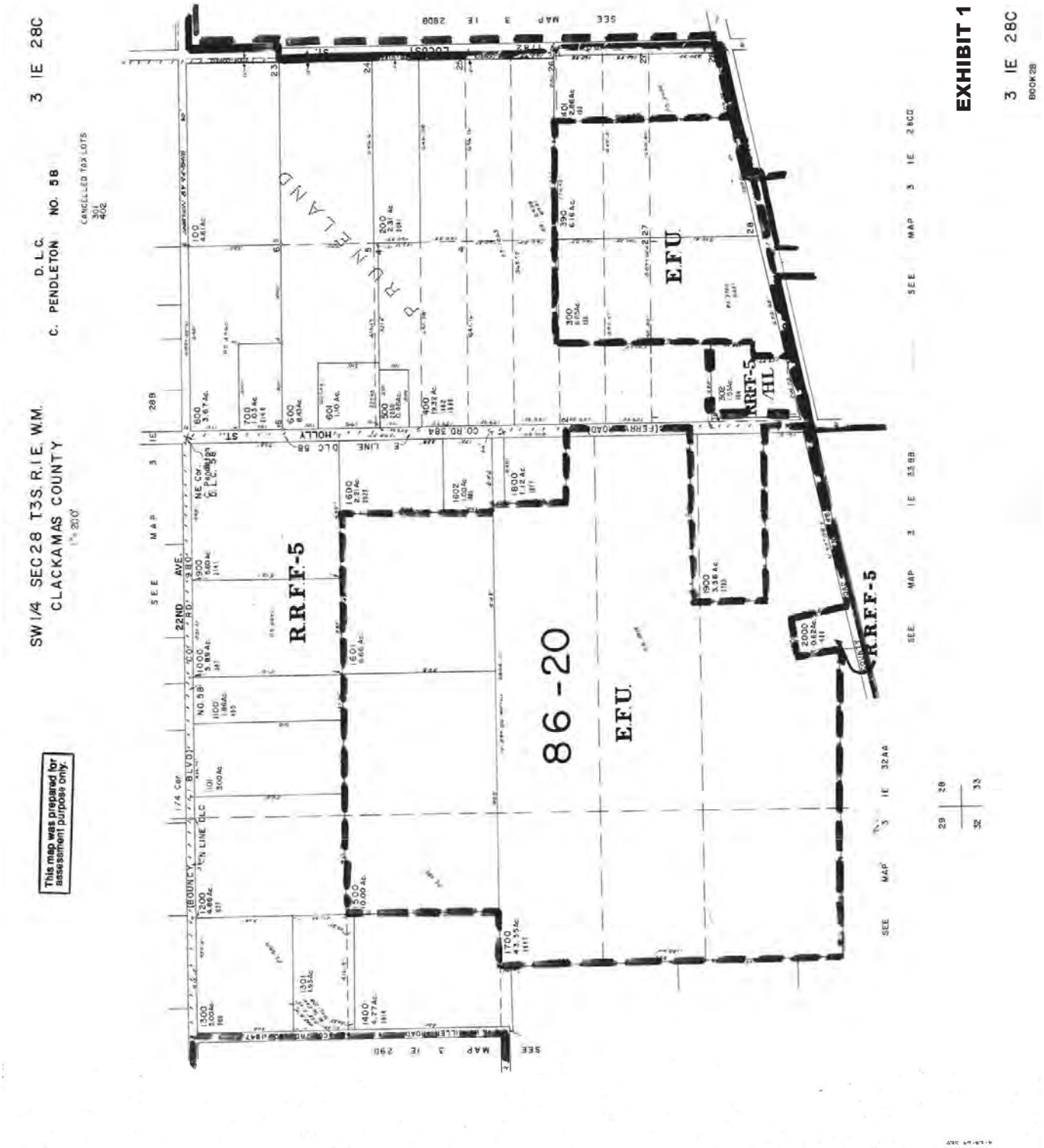
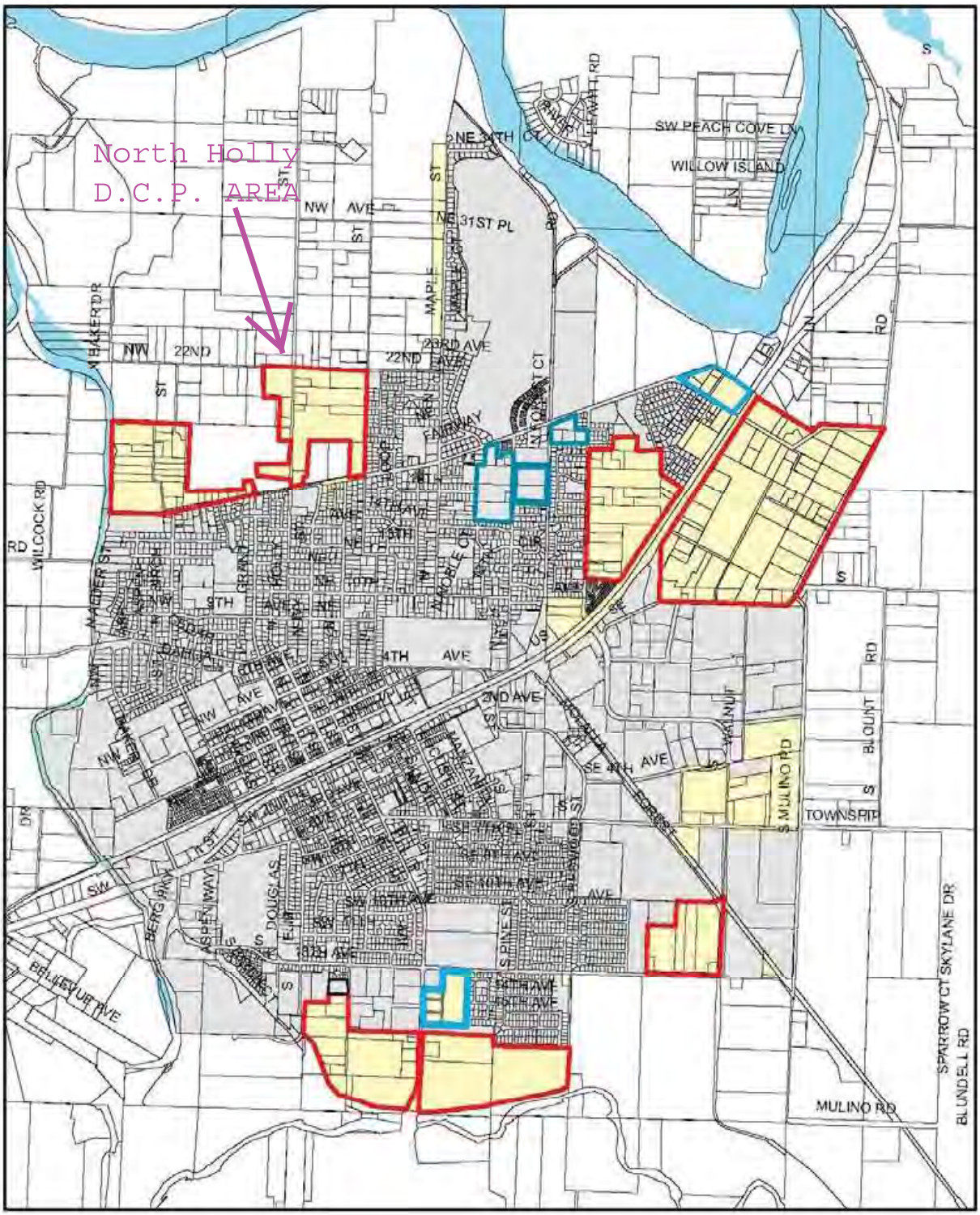


EXHIBIT 1
3 IE 28C
BOOK 28
SW 1/4 SEC 28 T3S. R.1 E. W.M.
CLACKAMAS COUNTY
D. L. C.
C. PENDLETON
NO. 58
3 IE 28C
CANCELLED TAX LOTS
301
402
1" = 200'
This map was prepared for assessment purpose only.
R.R.F-5
E.F.U.
86-20
HOLLY
22ND
AVE.
BOUNDY
BLVD.
FERRY
ROAD
SEE MAP 3 IE 29BB
SEE MAP 3 IE 32AA
SEE MAP 3 IE 33BB
SEE MAP 3 IE 28CD

City of Canby Annexation Development Map



Development Concept Area

Development Agreement Area

EXHIBIT 2

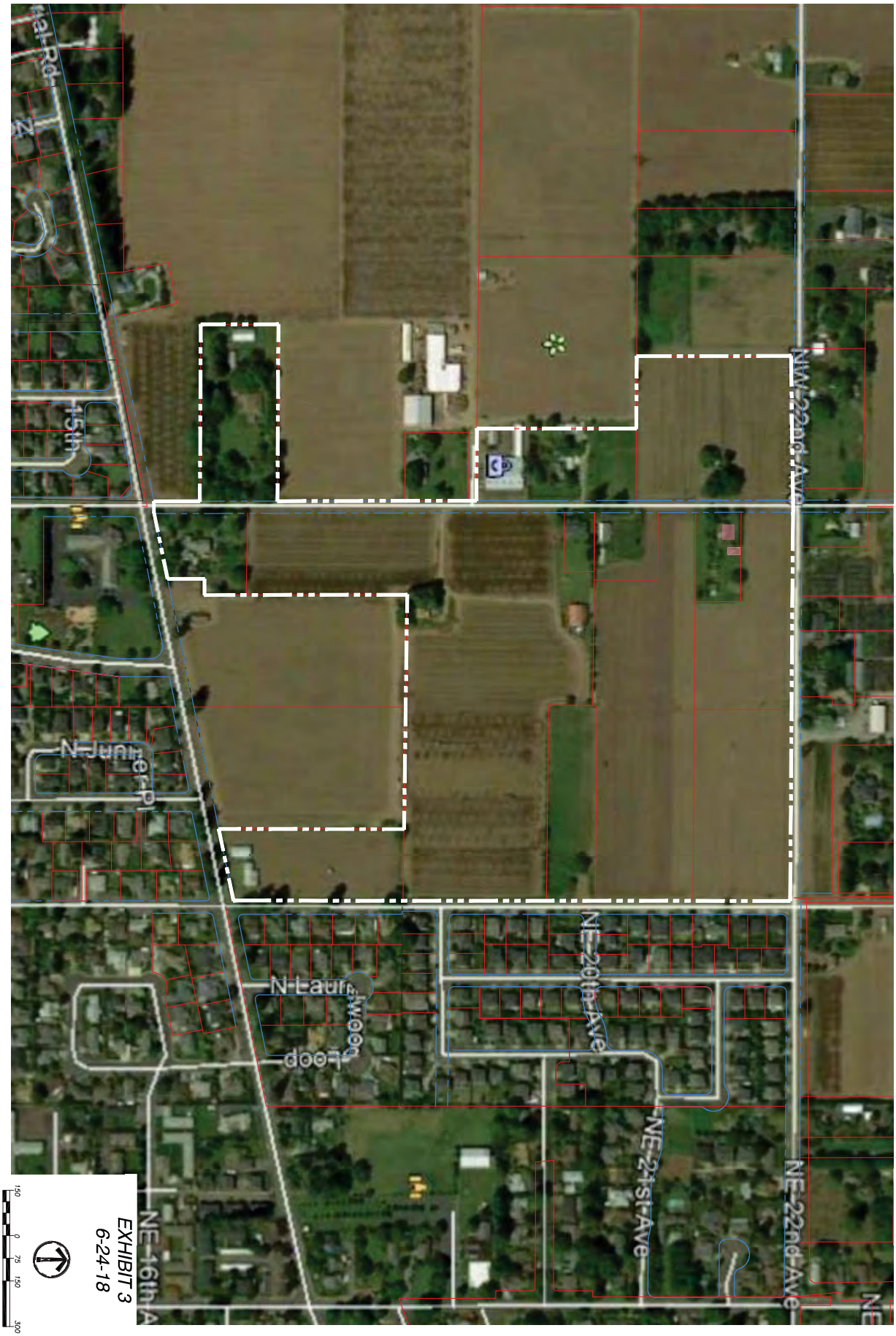


EXHIBIT 3
6-24-18

SHEET
OF

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

REVISIONS

NO.	DATE	DESCRIPTION

HOLLY DCP
AERIAL PHOTO

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

DEVELOPMENT CONCEPT PLAN
FOR SW ¼, T3S. R1E. W.M.
TAX LOTS 400 AND 401
TAX MAP 3-1E-28C

EXHIBIT 4
6-24-18

150 0 75 150 300
1 inch = 150 ft.
1 inch = 300 ft. (11"x17")

DEVELOPMENT CONCEPT PLAN
FOR SW ¼, T3S. R1E. W.M.
TAX LOT 1800 AND 1900
TAX MAP 3-1E-28C

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

HOLLY DCP
AERIAL PERSPECTIVE

NO.	DATE	REVISIONS DESCRIPTION

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RYAN O'BRIEN
(503)780-4061

SHEET
OF

City Council Packet Page 305

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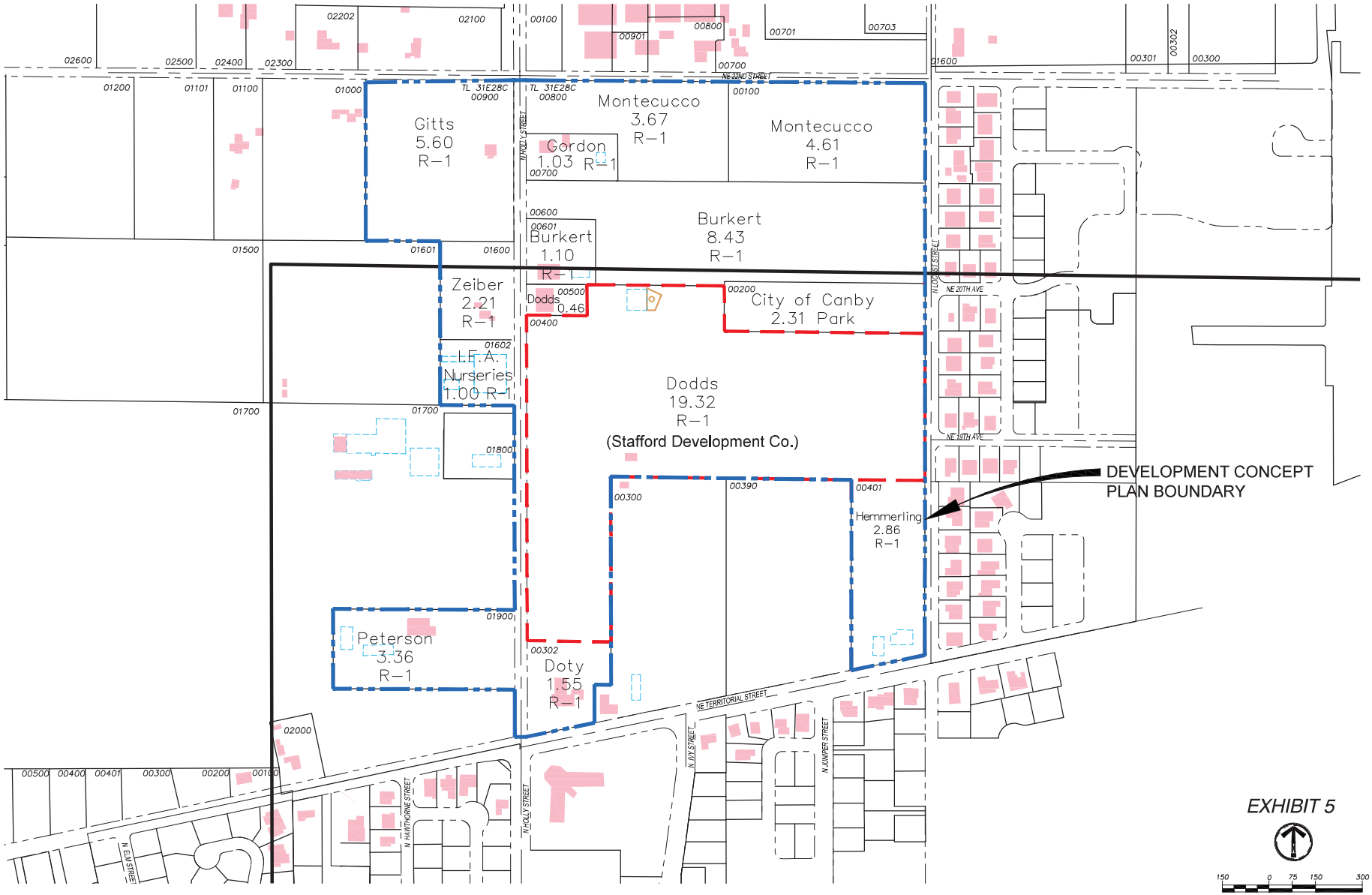
DEVELOPMENT SITES AND 57.51 ACRES NET IN UGB



DEVELOPMENT CONCEPT PLAN
FOR SW ¼, T3S, R1E, W.M.
TAX LOT 3100 & 3200
TAX MAP 3-1E-28C

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

HOLLY DCP
DEVELOPMENT SITES
AND NET ACREAGE IN
UGB

NO.	DATE	REVISIONS DESCRIPTION

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

SHEET
OF
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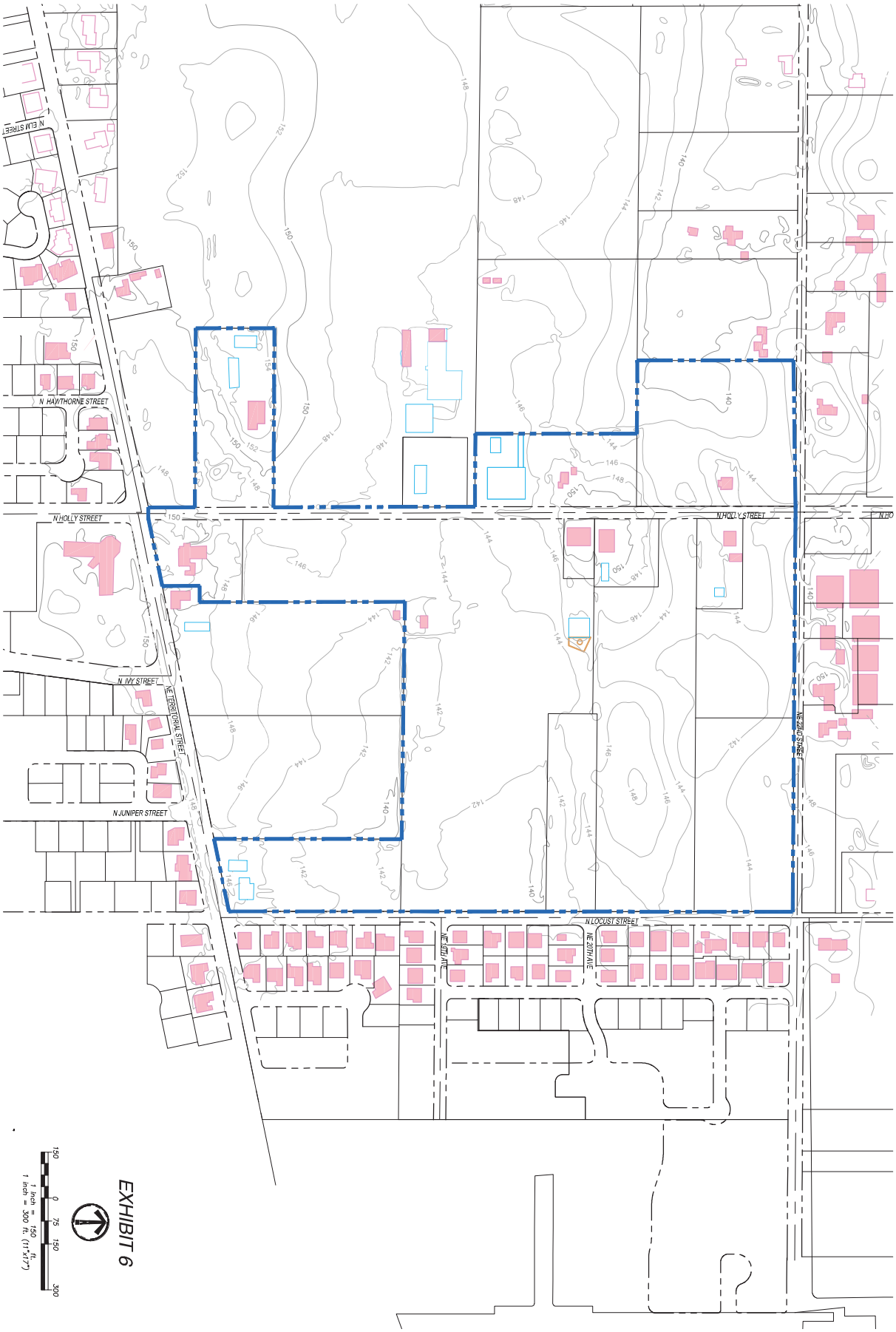
City Council Packet Page 191 of 305



EXISTING CONDITIONS AND TOPOGRAPHY

EXHIBIT 6

SHEET
X OF

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

REVISIONS
NO. | DATE | DESCRIPTION

HOLLY DCP

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

DEVELOPMENT CONCEPT PLAN
FOR SW ¼, T3S. R1E. W.M.
TAX LOTS 400 AND 401
TAX MAP 3-1E-28C

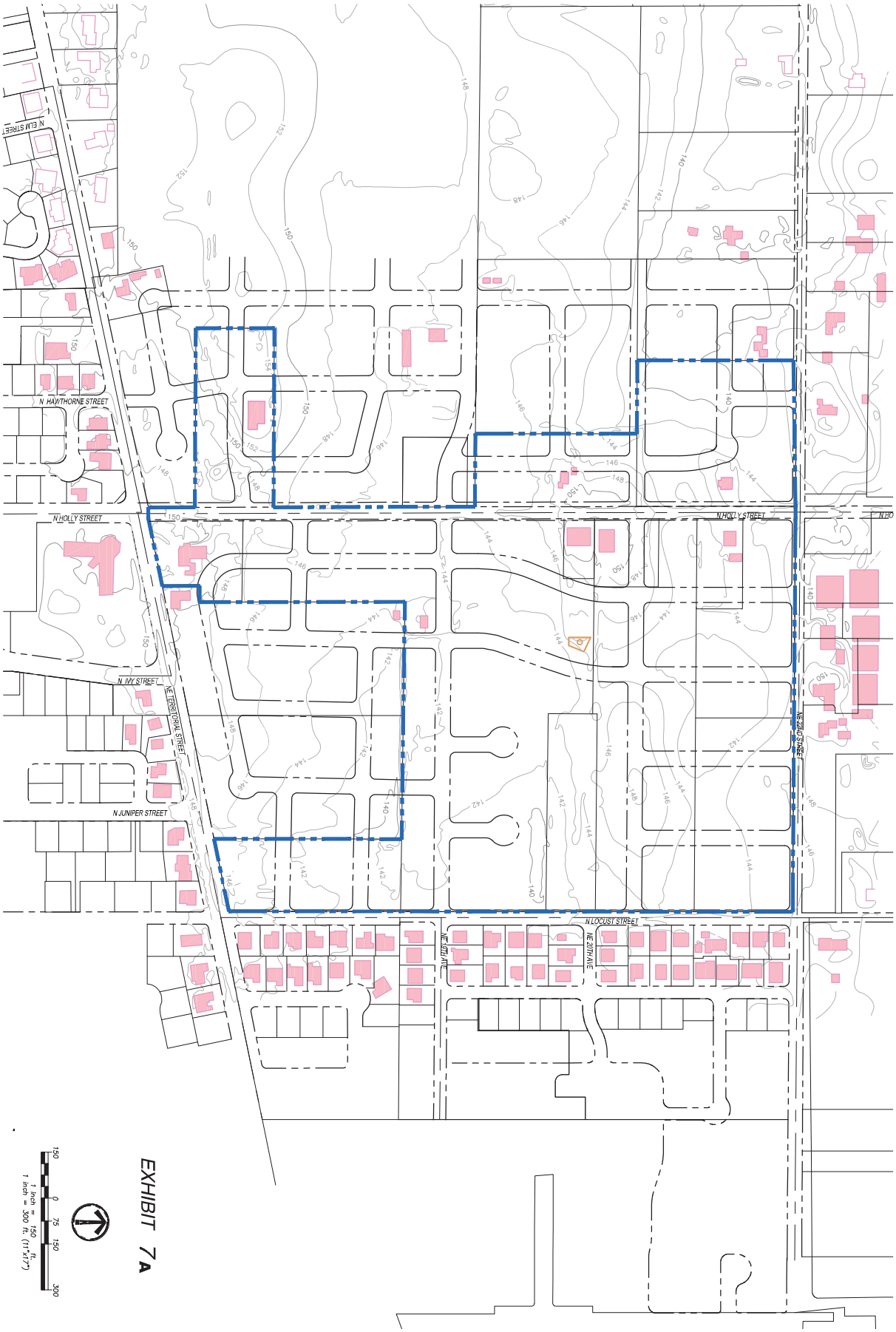


EXHIBIT 7A

SHEET	PLANNING & LAND DESIGN	REVISIONS	HOLLY DCP	STAFFORD	DEVELOPMENT CONCEPT PLAN
X OF	1862 NE ESTATE DRIVE HILLSBORO, OREGON 97124 RYAN O'BRIEN (503)780-4061	NO. DATE DESCRIPTION		DEVELOPMENT COMPANY, LLC 485 SOUTH STATE STREET LAKE OSWEGO, OREGON 97034	FOR SW ¼, T3S. R1E. W.M. TAX LOTS 400 AND 401 TAX MAP 3-1E-28C

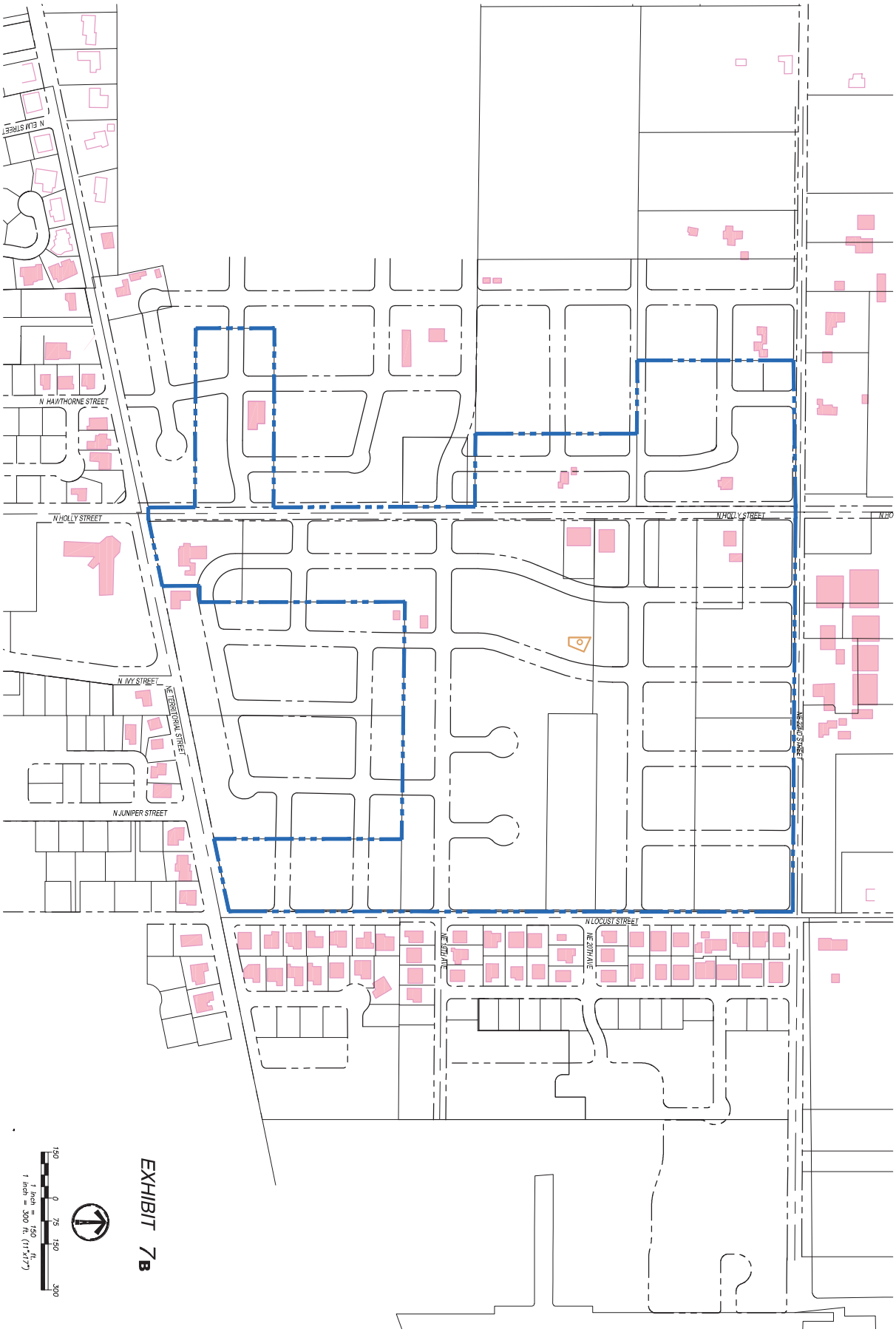
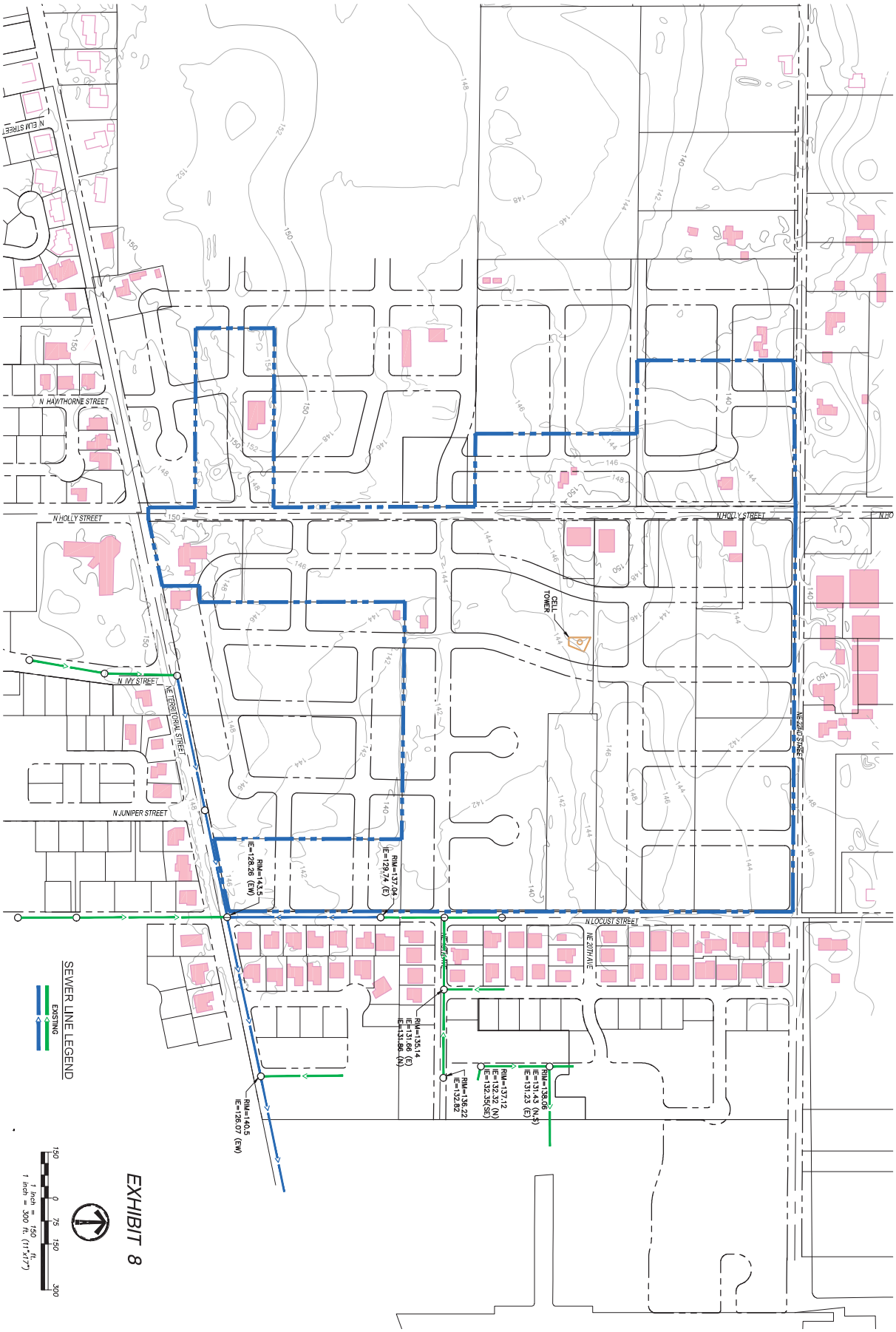


EXHIBIT 7B

SHEET	PLANNING & LAND DESIGN	REVISIONS	HOLLY DCP	STAFFORD	DEVELOPMENT CONCEPT PLAN
X OF	1862 NE ESTATE DRIVE HILLSBORO, OREGON 97124 RYAN O'BRIEN (503)780-4061	NO. DATE DESCRIPTION		DEVELOPMENT COMPANY, LLC 485 SOUTH STATE STREET LAKE OSWEGO, OREGON 97034	FOR SW ¼, T3S. R1E. W.M. TAX LOTS 400 AND 404 OF 305 TAX MAP 3-1E-28C



SHEET
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OF

PLANNING & LAND DESIGN
1862 NE ESTATE DRIVE
HILLSBORO, OREGON 97124
RYAN O'BRIEN
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REVISIONS

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HOLLY DCP

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

DEVELOPMENT CONCEPT PLAN
FOR SW ¼, T3S. R1E. W.M.
TAX LOTS 400 AND 401
TAX MAP 3-1E-28C

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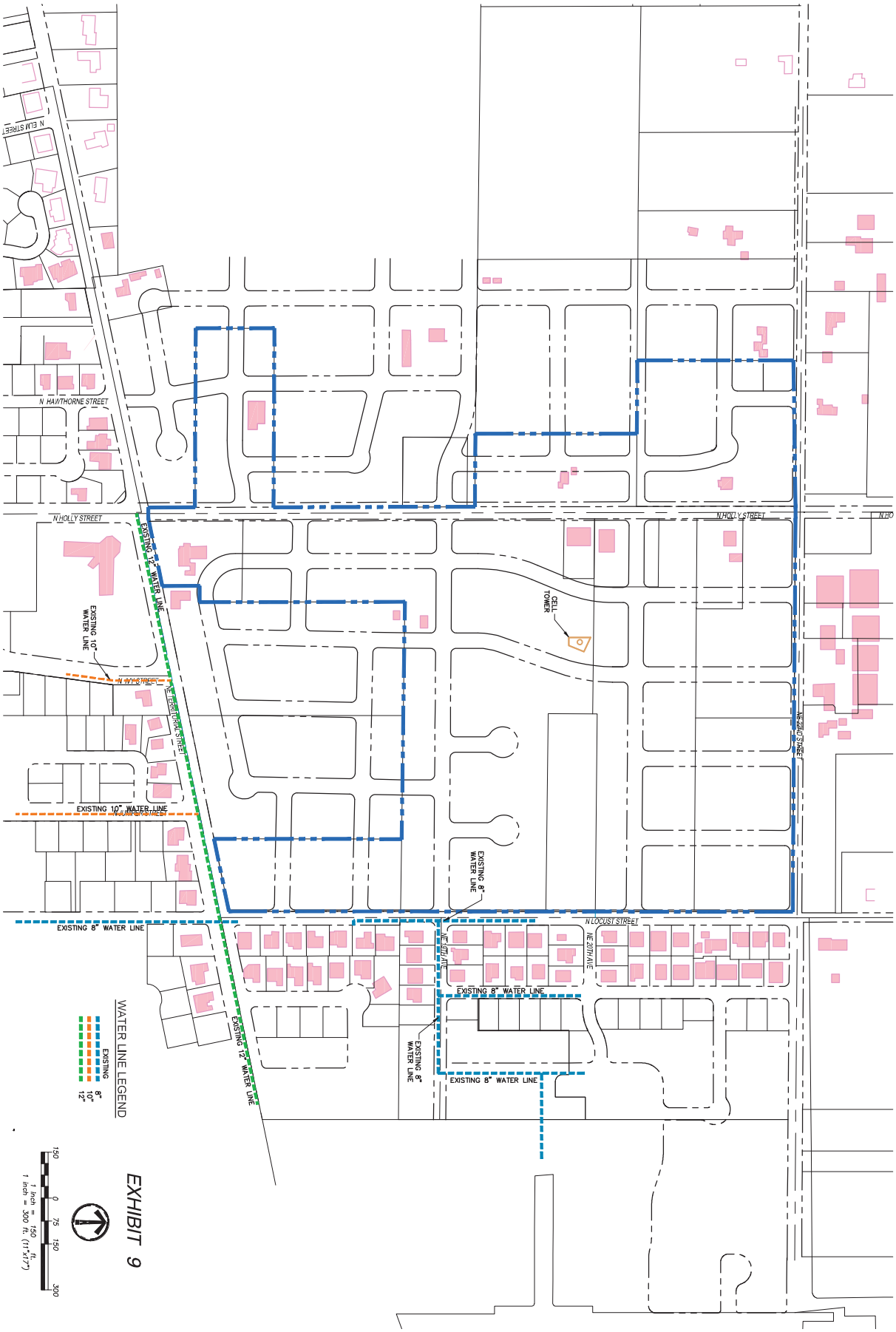

EXHIBIT 9

SHEET	PLANNING & LAND DESIGN	REVISIONS	HOLLY DCP	STAFFORD	DEVELOPMENT CONCEPT PLAN
X of	1862 NE ESTATE DRIVE HILLSBORO, OREGON 97124 RYAN O'BRIEN (503)780-4061	NO. DATE DESCRIPTION		DEVELOPMENT COMPANY, LLC 485 SOUTH STATE STREET LAKE OSWEGO, OREGON 97034	FOR SW ¼, T3S. R1E. W.M. TAX LOTS 400 AND 401 TAX MAP 3-1E-28C

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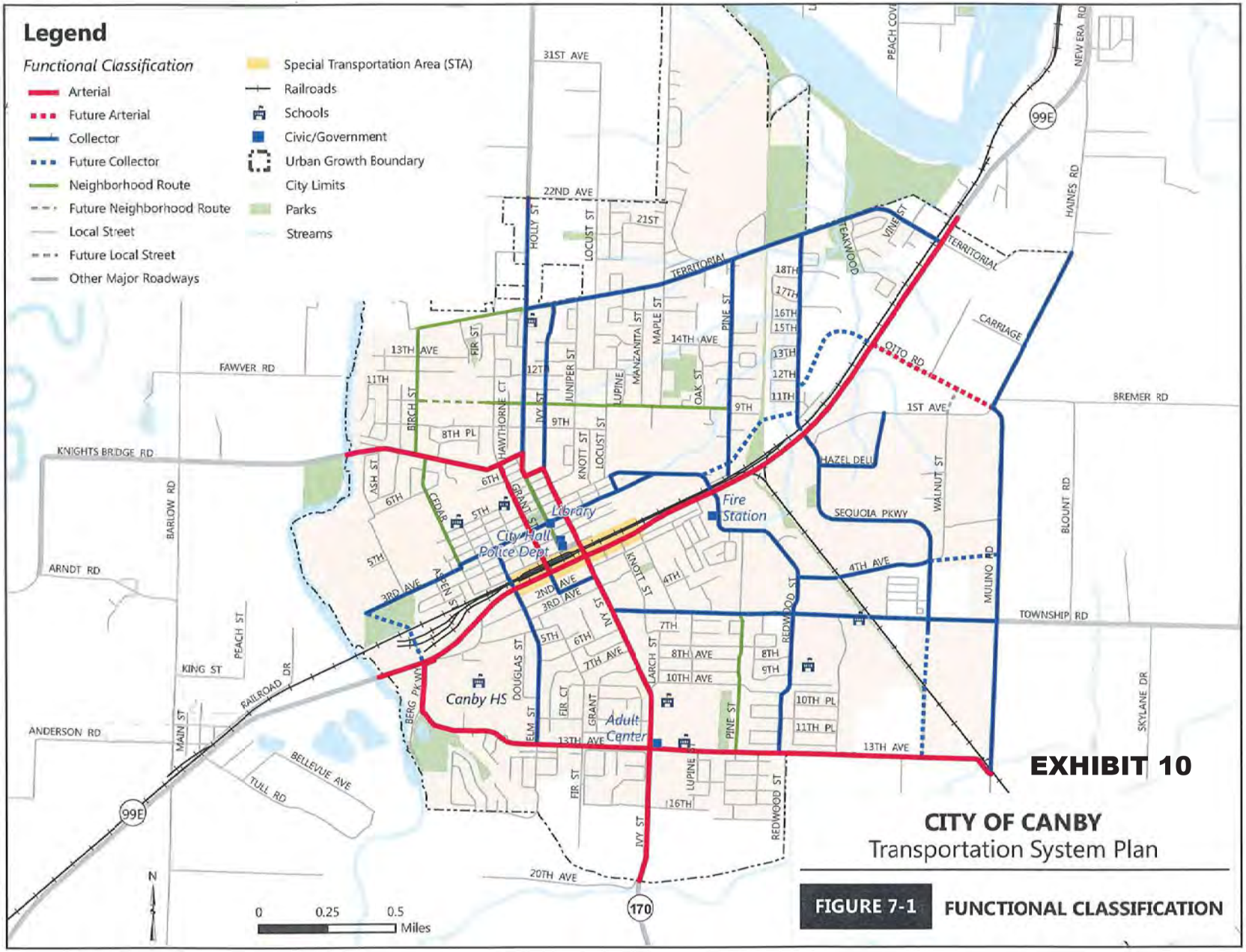
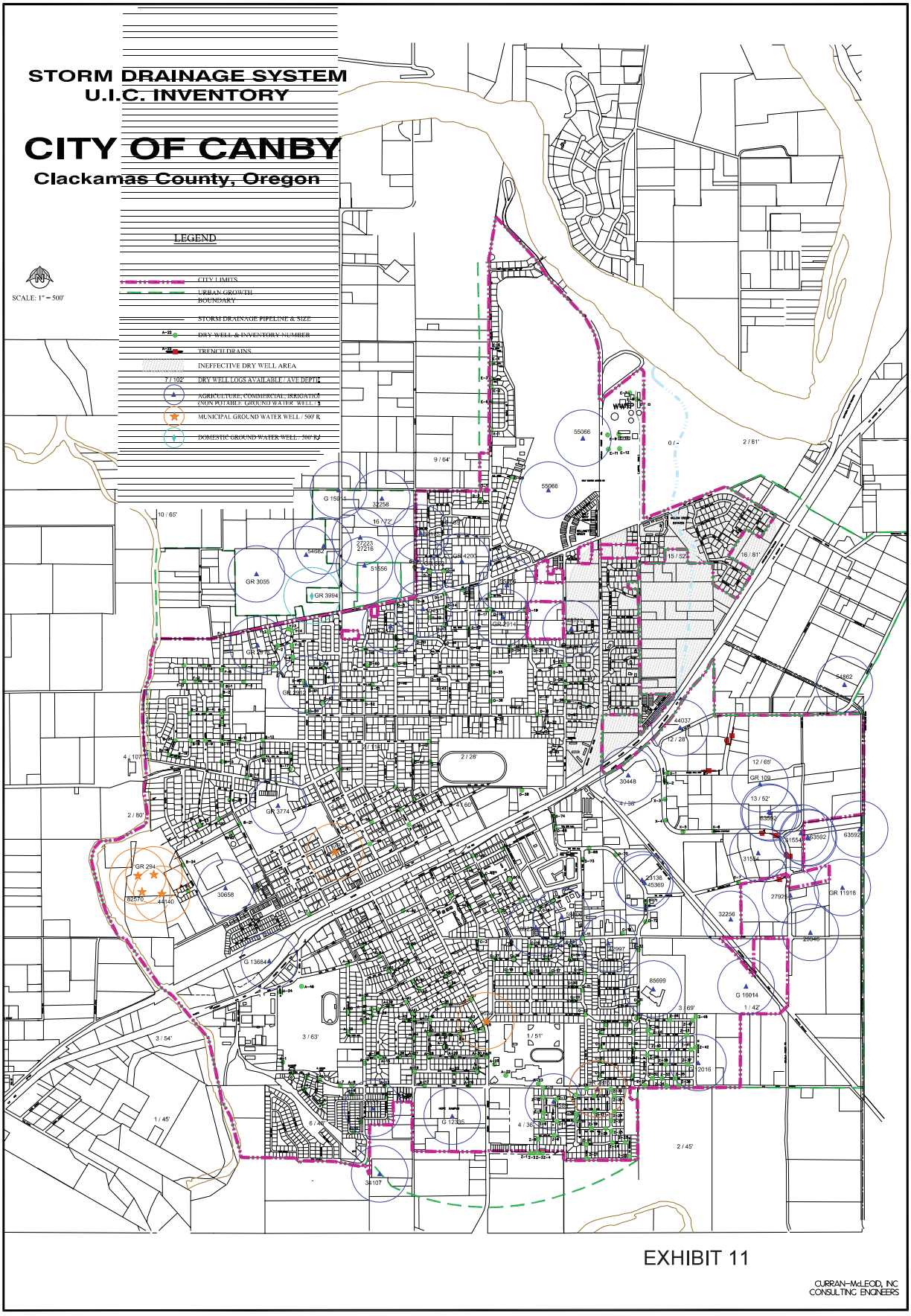

Legend
Functional Classification
Arterial
Future Arterial
Collector
Future Collector
Neighborhood Route
Future Neighborhood Route
Local Street
Future Local Street
Other Major Roadways
Special Transportation Area (STA)
Railroads
Schools
Civic/Government
Urban Growth Boundary
City Limits
Parks
Streams
Library
City Hall
Police Dept
Fire Station
Canby HS
Adult Center
31ST AVE
22ND AVE
21ST
14TH AVE
13TH AVE
9TH
8TH PL
6TH
5TH
4TH AVE
3RD AVE
2ND AVE
7TH AVE
8TH AVE
10TH AVE
10TH PL
11TH PL
16TH
20TH AVE
1ST AVE
TOWNSHIP RD
BREMER RD
FAWVER RD
KNIGHTS BRIDGE RD
ARNDT RD
KING ST
ANDERSON RD
BELLEVUE AVE
TULL RD
OTTO RD
CARRIAGE
TERRITORIAL
SEQUOIA PKWY
HAZEL DELL
HOLLY ST
LOCUST ST
MAPLE ST
PINE ST
BIRCH ST
IVY ST
JUNIPER ST
LUPINE
MANZANITA ST
OAK ST
KNOTT ST
GRANT ST
ASH ST
CEDAR
HAWTHORNE CT
FIR ST
ELM ST
DOUGLAS ST
LARCH ST
REDWOOD ST
WALNUT ST
MULINO RD
BLOUNT RD
HAINES RD
NEW ERA RD
SKYLANE DR
PEACH ST
BARLOW RD
MAIN ST
BERG PKWY
RAILROAD DR
99E
170
N
0
0.25
0.5
Miles
EXHIBIT 10
CITY OF CANBY
Transportation System Plan
FIGURE 7-1
FUNCTIONAL CLASSIFICATION


STORM DRAINAGE SYSTEM
U.I.C. INVENTORY
CITY OF CANBY
Clackamas County, Oregon
LEGEND
SCALE: 1" = 500'
CITY LIMITS
URBAN GROWTH BOUNDARY
STORM DRAINAGE PIPELINE & SIZE
DRY WELL & INVENTORY NUMBER
TRENCH DRAINS
INEFFECTIVE DRY WELL AREA
DRY WELL LOGS AVAILABLE / AVE DEPTH
AGRICULTURE, COMMERCIAL, IRRIGATION (NON POTABLE GROUND WATER WELL)
MUNICIPAL GROUND WATER WELL / 500' R
DOMESTIC GROUND WATER WELL / 500' R
EXHIBIT 11
CURRAN-McLEOD, INC
CONSULTING ENGINEERS

Pre-Application Conference Narrative

The purpose of this application is to request the approval for the Annexation of the subject property (and those that may choose to join the annexation) from unincorporated Clackamas County into the City of Canby and apply local zoning designations, consistent with the Comprehensive Plan, through the process of a Zoning Map Amendment. The subject property is located at 1882 N Holly Street, Canby, OR 97013; Specifically, Tax Lot 00400 on Tax Map 3S1E28C (Exhibit 1), which is approximately 19.32 acres.

The subject property is within and makes up a large portion of the north **Holly Development Concept Plan** (DCP) area, which is identified on the City of Canby Annexation Development Map (Exhibit 2). As required by the City of Canby, the applicant will create a DCP for the identified area to be considered and adopted as a part of the annexation application.

The properties included in the Holly DCP area are listed in the table below. Acreage is based on the Tax Map.

Property Owner	APN	Tax Map	Tax Lot	Acres	Comp Plan Designation	Future City Zoning
Thomas Dodds	0776262	3S 1E 28C	00400	19.32	LDR	R-1
Thomas Dodds	0776280	3S 1E 28C	00500	0.46	LDR	R-1
Montecucco Rentals	0776217	3S 1E 28C	00100	4.61	LDR	R-1
Montecucco Rentals	0776315	3S 1E 28C	00800	3.67	LDR	R-1
Susan Burkert	0776299	3S 1E 28C	00600	8.43	LDR	R-1
Susan Burkert	1374989	3S 1E 28C	00601	1.10	LDR	R-1
City of Canby	0776226	3S 1E 28C	00200	2.31	Park	Park
Ifa Nurseries	0776431	3S 1E 28C	01602	1.00	LDR	R-1
Nicholas & Linda Gitts	0776324	3S 1E 28C	00900	5.60	LDR	R-1
David & Susan Gordon	0776306	3S 1E 28C	00700	1.03	LDR	R-1
Lori Hemmerling	0776271	3S 1E 28C	00401	2.86	LDR	R-1
Margaret Peterson	0776468	3S 1E 28C	01900	3.36	LDR	R-1
Johnathan Doty	0776244	3S 1E 28C	00302	1.55	LDR	R-1
Amanda Zeiber	0776413	3S 1E 28C	01600	2.21	LDR	R-1
				57.51		

The applicant has determined that annexation of the subject property is prudent and will address the need for residential lots and land in the City of Canby. Subject to approval of annexation, the subject property is proposed to be rezoned from the Clackamas County designation of Rural Residential Farm Forest 5-Acre Minimum (RRFF-5) to existing City of Canby designations that are consistent with the Comprehensive Plan. In this case, all properties included within the annexation boundary of the DCP area would receive an R-1 zoning designation. The city park property would receive a “Park” zoning designation.

The applicant plans to engage the surrounding property owners in the Holly DCP area to determine who would like to have their property included in the annexation application. The creation of the Development Concept Plan for this area will be the result of collaboration with surrounding owners and community members. The first draft of the Holly DCP plans are attached as Exhibits 3-9. We attempted to create streets that follow existing property lines with logical and independent development of each existing tax lot. The ownership and net acres of each tax lot is identified by Exhibit 5. The current Canby TSP Map is shown by Exhibit 10. Exhibit 11 shows all the well Locations. When the well is removed on the Dodds property, Tax Lot 400, adequate area will become available for storm infiltration manholes.

QUESTIONS:

1. These plans show a planned right-of-way width of 70' on NW Territorial Rd. and N Holly Street. Both streets are designated as Collector Streets. N Locust Street, NW 22nd Ave and all the interior streets are shown at a planned 50' ROW width. Are these the appropriate widths?

2. The attached plans show conceptual roadways on parcels not included in the DCP area and outside the UGB. Should these conceptual roadways be included on the plan we propose for adoption?

3. Are there any capacity issues in this area for public utilities?

4. Will storm water generated need to be infiltrated on-site like the Beck Pond project for future subdivisions?

5. We assume the DKS Transportation Report only included the number of lots in the Holly DCP area. Will the anticipated update of the Canby TSP affect the preparation of the DKS report for this DCP and the timing of approval of the DCP, Annexation, Zone Change and future subdivision approval of the Dodds property?

6. We assume the city is not interested in additional park dedication. Is this correct?

7. What is the status of the Traffic Scoping by DKS?

8. Attached is the proposed outline of the final application which includes a list of exhibits we plan to submit. Are there any additional sections or exhibits that should be included?

LIST OF PRE-APP EXHIBITS

1. Tax Map
2. Canby Annexation Development Map
3. Project Site Aerial
4. DCP Area Perspective Aerial
5. DCP Area Ownership & Acreage
6. Existing Conditions & Topography
7. Holly DCP Road Layout
    a. With Topo
    b. Without Topo
8. Existing Sewer Lines
9. Existing Water Lines
10. Canby TSP Map
11. Existing Well Locations

PROPOSED FINAL APPLICATION OUTLINE:

Cover Page

Table of Contents

List of Exhibits (see below)

Annexation & Zoning Map Amendment Narrative

I. Introduction
II. Site Description
III. Facilities and Services
IV. Neighborhood Involvement
V. Approval Criteria
    a. Canby Municipal Code
    b. Comprehensive Plan Policies
    c. Urban Growth Management Agreement (UGMA)
    d. Oregon Revised Statutes (ORS)

Holly DCP Narrative

I. Purpose
II. Existing Conditions
III. Opportunities and Constraints
IV. Concept Plan Overview
V. Utility Service
VI. Park Dedication

Exhibits

1. Vicinity Map (8.5x11)
2. Canby Annexation Development Map (8.5x11)
3. Annexation Properties Map (Same or similar to 4.3)
4. Holly DCP Plans (11x17)
    4.1. Site Aerial with Property Lines and DCP Boundary
    4.2. Perspective Aerial with DCP Boundary
    4.3. Ownership, Development Sites & Net Acres in UGB
    4.4. Existing Conditions and Topo Survey
    4.5. Holly Development Concept Plan (Road Layout)
    4.6. Aerial Overlay with Holly DCP
    4.7. Sanitary Sewer Master Plan Overview
    4.8. Sanitary Sewer Master Plan North
    4.9. Sanitary Sewer Master Plan South
    4.10. Water Line Master Plan Overview
    4.11. Water Line Master Plan North
    4.12. Water Line Master Plan South
    4.13. Storm Sewer Master Plan Overview
    4.14. Storm Sewer Master Plan North
    4.15. Storm Sewer Master Plan South
5. City Plan Maps (11x17)

    5.1. Canby Existing Well Locations Map
    5.2. Canby Parks Master Plan
    5.3. Canby Comprehensive Plan Map
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    9.2. Mailing List
    9.3. Sign-In Sheet
    9.4. Meeting Minutes
10. Annexation Properties Legal Descriptions

Pre-Application Meeting

N Holly Development Concept Plan Annexation
July 18, 2018
10:30 am

Attended by:

Ryan O'Brien, Planning & Land Design, 503-780-4061
Jennifer Cline, Public Works, 503-266-0780
Levi Levasa, Stafford Development Co., 503-250-3651
Gordon Root, Stafford Development Co., 503-720-0914
Hassan Ibrahim, Curran-McLeod Engineering, 503-684-3478
Bryan Brown, Planning Department, 503-266-0702

This document is for preliminary use only and is not a contractual document.

ANNEXATION DISCUSSION

- Levi said we will be doing an annexation for the Dodd's property and it is the piece of property in the middle surrounded by red and to do the annexation we had to come up with a concept plan. Ryan stated the city would probably want to annex the park also. Hassan asked if they were going up towards NE 22nd Avenue and Levi said not unless these owners decide they want to join us in the annexation. The development concept plan (DCP) is outlined in blue and this is the area we are required to do a master plan and we are only planning to annex the one lot, but we are showing potential future extensions for reference sake. This is outside the urban growth boundary (UGB) and it is a real unique situation because it is zoned exclusive farm use (EFU) and the rest is rural residential farm (RFF-5). Ryan stated they wanted us to go all the way out to here for planning purposes even though it is outside the city limits. Levi said we showed how it works if it ever does get inside the UGB. Gordon said we wanted to have it come in and see if we could do a minor amendment of some sort and apparently it is quite a process for a residential land use study, instead of a minor amendment here to bring this lot in. This is apparently a much bigger deal than we thought it would be and it is an EFU zone and it is a strange place to have one. Where the UGB goes around it. Levi said we did as Bryan asked to develop a concept plan for the area and we are only planning on doing the area in red right now.
- Levi stated we will be having a neighborhood meeting in approximately two weeks to see if anyone else wants to be included in the annexation.
- Levi said we will not be submitting lot lines in the plan because the last time it got confusing and this is what we will be submitting for the master plan road concepts. Jennifer asked about the cell tower and Levi stated it was existing and we would have to relocate some lines and we have already started talking with DirectLink.
- Ryan said the draftsman put in the sheds and he was only supposed to put in the houses. The agricultural buildings will be outlined, but it is really important to show where people's houses are and it will be changed to reflect it.

- Levi said once we are through the annexation process and we would obviously subdivide this portion surrounding the EFU. There are some owners who we have talked to and they do not have any interest in being included with the annexation or a future subdivision.
- Levi said Ryan already got the traffic scoping done from DKS and we may or may not use them for this application. We will have the traffic study done for the entire DCP and also for the potential subdivision. Jennifer said she saw the sewer line here and Hassan said yes this is correct it goes up from the intersection and it is just a gravel road here. Ryan said the surveyors assumed an "ie" and it is not very accurate and Hassan said it should be deep enough. At this point, as far as I know, we have adequate capacity at the wastewater treatment plant for annexation purposes. Levi said he received the as-builts from the surrounding area from Ronda and we also have the surveyors working on the rest for the size of the lines. Hassan said a couple of the streets are county roads and the city road needs to be improved to 44 ft wide with 8 ft parking only the south side to match what is already existing, (2) bike lanes on NE Territorial Road. We realize it would look different because of the transition happening on NE Territorial Road because of the EFU land. Most of NE Territorial Road is improved except for some intermittent sections, but it is filling in pretty quickly. Jennifer asked what the right-of-way (ROW) was on NE Territorial Road and Hassan said 60 ft and asked Bryan if NE Territorial Road was a major arterial and Bryan said it was a collector. Ryan said they are showing it as a 70 ft ROW and N Holly Street is a collector also. The other roadways are local streets, some county and some city and we show them as a 35 ft ROW and Hassan said we would annex those and Bryan said the issue is we would probably annex it if it was adjacent to the boundaries to what is being annexed. Our Urban Growth Management Agreement, which you have read recently Jennifer, it talks about annexing adjacent local streets and Jennifer said we take jurisdiction at that time and the county owes us an overlay and Bryan said it also states they retain arterial streets. Hassan said according to the county's standards these are local streets, N Locust and NE 22nd Avenue.
- Jennifer asked if they would wait on the annexation until you know if these guys will be in the development and Gordon stated they will either jump on the train or not. The way the lots are designed is each tax lot can be independently done. Ryan said we made it for them to be able to develop separately, like ours and we do not have to worry about developing. We think it is a good idea to have a through street in here and it is far enough away from the intersection. Bryan asked if they knew the length of the distance of that street and Ryan said he did not know. Bryan said there are numerous streets in Canby having that length and are straight shots, but it does not necessarily mean and Ryan said we can move the street around if you want. Gordon said you are talking about speed and Bryan said it might invite future problems with speed. Ryan said we can do all kinds of traffic calming, we are just in the beginning stages of this concept plan. Bryan said there was not anything else I saw in the design other than the straight-away and I did not know how to respond at this point. The other one, however, this street right here will not meet our separation distance from the intersection of N Locust and NE Territorial Road. Ryan said he could redesign it and Hassan said you could put in a hammerhead or a bubble and you would have to sprinkle the houses and Levi said it is out of the UGB, which makes it odd. Gordon said the planning commission is very concerned about the ability of the individual property owners to develop

independently of one another. They are very concerned about showing it going through existing homes and this has been through multiple iterations to get to here and how are you doing to let this person develop independently from anyone else. Levi asked what was the spacing needed on the streets and Bryan said 250 ft for a new proposed street, which this would be and should not be any closer than 250 ft of a collector street. This is mentioned in the Public Works Designs and in the traffic scope, they were going to look at it and they said there were five connections to N Locust and one of them they had to look at closely because it might be too close. Maybe you guys could do more of an analysis on how unusual of a straight shot is because it is not desired and it just introduces high speeds and through traffic. It is not that it cannot happen, but if there is potential to calm it or change it. Hassan said to keep in mind these are still county roads and they may have more stringent requirements on access spacing than the city. Bryan said he talked to Matilda yesterday and she said prior to five to six years ago we always got the county to acquiesce to our standards since it would eventually be in the city and then five to six years ago I fought and got one concession. Now they are saying it is our street and we maintain it and Hassan said if you look at their comments they clearly state you need to get a required development permit from Clackamas County and it means the roads have to follow their standards. Gordon asked if N Pine Street was under the county's jurisdiction and Hasan said yes. Gordon said we had to build it to county road standards and Hassan said yes. Jennifer asked if they required 6 ft sidewalks and Bryan said in rural areas they say 5 ft and Jennifer said we require 6 ft sidewalks on Territorial Road. Hassan said from what they said they will not be fronting Territorial Road at all unless these other owners agree to annex and the answer was yes. Hassan said in the county's comments they say "based on the existing level of improvement of NE 22nd Avenue, any new roadway connection to the roadway will require an improvement of at least a 20-foot wide paved surface between N Holly Street and N Locust Street". When Auburn Farms Subdivision was built they required 26 ft and now they are requiring 20 ft.

- Gordon asked if the city wanted to have the park annexed and Bryan said yes. Gordon said we will annex the park at the same time and then instead of having a park inside our development here, we were just going to make some improvements in this park. Jennifer stated it has a lease, the city administrator will have to know a year in advance to not renew the lease because he renews it every year from what I understand for farming. There was a question of whether or not they would come back this next year, but it is currently leased for farming. Gordon said the timing of it, obviously with this development concept plan will move a lot faster than the south property we did.
- Hassan asked about NE 20th Avenue and Gordon said they could not have it continue through because of your park land. Listening to the planning commission and the city council about trying to make certain every tax lot can develop on its own without being reliant and no straddling of the lot lines and removing as few houses as possible.
- Bryan asked what are you doing for annexing the adjacent local streets because typically we have been annexing half of them. Hassan said yes, to the centerline. Bryan said I think we would do it here and Jennifer said we would not take jurisdiction of the street. Bryan said we can still take jurisdiction over them, but if we are going to do that, which is in the intergovernmental agreement seems to say we should and it makes me think we should annex the entire ROW. Ryan said yes because then you would not have to get a permit from the

county to work on their half of the street and a city permit for the other half. Hassan said if you do the legal you go to the centerline of the road and Ryan said we always go to the other side of the road. Hassan said we did not do that on N Pine Street and Ryan said we did it on S Fir Street for the Beck Pond Subdivision and we do not like to have two different standards. Bryan said this is adjacent to the city limits and it makes me think it may already be annexed to the centerline and Hassan said we do not take ownership till they bring it to city standards, this section will be to county standards. We will come to a common ground to what we want, but do we really want to annex this and Bryan said I do not think we have any obligation to take over N Holly Street because it is a collector street and I think we should only go to centerline of N Holly Street. We will take over the maintenance of N Locust because it will be completely in the city limits, but N Holly Street is a collector and we are not obligated by the UBG agreement. Jennifer said if I talk to the county and said if we plan to do an inter-governmental agreement (IGA) after the annexation to transfer the ownership to the city they would probably be likely to meet and only require city standards on this if I tell them I will take over the jurisdiction.

- Levi said he did not think the Montecucco's have any interest in annexation.
- Ryan thought N Locust Street was entirely under the city's jurisdiction, but he would have to do more research on it and Bryan said will we be asking for additional ROW dedication along N Locust Street. Does this show the ROW on N Locust Street and Hassan said it varies along the street from 40 to 52 ft. Levi said they would have the surveyor confirm the ROW for N Locust Street.
- Gordon asked Bryan what the park system development charges (SDC) are and Bryan said $5,400 approximately. Gordon said for the annexation application for the park, we make improvements for your park since the park SDC's alone would be over $400,000.00 with improvements. Bryan said I have not given any thought to it and Jennifer said the park commission is very eager to get the park developed. Bryan said they are also eager to develop it in a manner the city wants it developed not necessarily what the developer does. If you want to propose something or find out what the city wants it to be and design it. Gordon stated we would like to figure out what the city wants it to be and Bryan said this would give the Parks Recreation Board something to do and they just had a meeting last night. Gordon asked who did they need to talk to about the park and Bryan said Matilda Deas and Jennifer said also, Rick Robinson. Bryan said the Park Recreation Board will also want to discuss this issue and I do not know if they have a concept plan for this park yet. Gordon said they will get together with Matilda and figure out what type of park or amenity they want.
- Ryan said he would like to discuss water and he did not know if they wanted the same size water line around the area and Hassan said you would need to talk to Jim Stuart and I do not want to speak for him. Jennifer stated he would want it looped. Bryan said you will need to be addressing how these will be served by utilities over here and Ryan said they could. Hassan said if there are any dead ends you will need to have a blow-off and they can be expensive.
- Bryan said are you confident wise that the entire DCP area can be gravity feed sewers and Hassan said the Wastewater Treatment Plant has the capacity and when their survey is completed they can see if they can serve all of it. Jennifer stated they prefer not to have a

pump station and Bryan said if any portion of this entire DCP needs to have a pump station I think you will have a serious problem getting the DCP approved.

- Jennifer asked what they planned on doing with stormwater and Ryan said they have not done the plan yet, but we do have a plan showing where all the water wells are located and the wells on the subject properties going away and then we will show where the potential drywells will be located. When we take the subject well of the property we are developing we will need to do infiltration tests. Hassan said you will need to be 267 ft radius minimum away from any water wells. Jennifer said she looked at the stormwater standards and it mentioned all developments will do low impact development (LID) first and second would be the drywells, make sure there is some sort of LID improvements along with the drywells. Bryan said of course when you do that, one of the natural things to think about is adjacent swells along the public street, which Centex (Auburn Farms Subdivision) did and it turned out horrible and they have not been popular and Public Works does not like to maintain them. The fact our code was changed to deliberately promote LID type solutions, not drywells and that was when we thought we would be totally banned from new drywells. Hassan said LID's are for the most part water quality rather than capacity discharge and Bryan said the change is coming. Hassan said we had to modify what they did and Bryan said the issues I heard that came up were people were falling and twisting their ankles. The other thing was they used rock, but then all the kids were picking up the rocks and throwing them everywhere. Hassan said they do not have to be very deep and Levi stated in the City of Sandy the swells are barely anything. Hassan said you can do something that is no more than 3 inches deep with a curb opening so water can get in and pipe it at the end.
- What will be the street widths and the answer was 34 ft with parking on both sides of the street. Bryan said I would encourage you to do 34 ft streets with a 50 ft ROW.
- Bryan said there is a possibility to your strategy to develop the park could be a plus for you because for the past 15 years or so, people wanted it developed and they are screaming to the city to have a park.
- Ryan said Bryan you were not here when we talked about the lot lines for the purposes for you guys to look at, but that will not be a part of our plans. Bryan said he thought it would be okay.

PETITION FOR A CONSENT ANNEXATION
TO THE CITY OF CANBY, OREGON
Pursuant to ORS 222.170

To the City Council of the City of Canby, Oregon

I (we), the undersigned owners of the property described below, hereby petition and give consent to, annexation of said property to the City of Canby.

Property Information:

Owner(s): Montecucco Rentals, LLC
Site Address: No Situs, Canby, OR
Tax Map: 3 1E 28C
Tax Lot: 00800
Parcel Number: 00776315

Property Characteristics:

Current Jurisdiction: Clackamas County
Current Zoning: RRFF-5 – Rural Residential Farm Forest 5 Acre Minimum
Current Use: Agricultural Land
Approximate Size: 3.67 Acres
Canby Comprehensive Plan Designation: LDR – Low Density Residential

Owner Signature(s): Montecucco Rentals, LLC

Mailing Address: 3460 N Holly St.; Canby, OR 97013

Signature: Edward Montecucco TTEE

By: Edward Montecucco TTEE Title: Member
Credit Shelter Trust
Evelyn Montecucco

Signature: Paul A Montecucco TTEE

By: Paul A. Montecucco TTEE Title: Member
Virgil A. Montecucco Admin Trust

Signature: R. Frances Montecucco, Trustee

By: R. Frances Montecucco, Trustee Title: Member
R. Frances Montecucco Revocable Living Trust

Signature: Susan M. Myers, Trustee

By: Susan M. Myers, Trustee Title: Member
Paul S. Montecucco GST Trust

Signature: Susan M. Myers, Trustee

Paul S. Montecucco Family Trust Title: Member

CONSENT TO ZONING MAP AMENDMENT APPLICATION

To the City Council of the City of Canby, Oregon

I (we), the undersigned owners of the property described below, herby give consent to the inclusion of said property in the zoning map amendment application being considered concurrent with the annexation application for said property.

Property Information:

Owner(s): Montecucco Rentals, LLC
Site Address: No Situs, Canby, OR
Tax Map: 3 1E 28C
Tax Lot: 00800
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Property Characteristics:

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Current Zoning: RRFF-5 – Rural Residential Farm Forest 5 Acre Minimum
Current Use: Agricultural Land
Approximate Size: 3.67 Acres
Canby Comprehensive Plan Designation: LDR – Low Density Residential
Proposed City of Canby Zoning: R-1 – Low Density Residential Zone

Owner Signature(s): Montecucco Rentals, LLC

Mailing Address: 3460 N Holly St; Canby, OR 97013

Signature: Edward Montecucco TTEE

By: Edward Montecucco TTEE Evelyn Montecucco Credit Shelter Trust Title: Member

Signature: Paul A. Montecucco TTEE

By: Paul A. Montecucco TTEE Title: Member
Virgil A. Montecucco Admin Trust

Signature: R. Frances Montecucco, Trustee

By: R. Frances Montecucco, Trustee Title: Member
R. Frances Montecucco Revocable Living Trust

Signature: Susan M. Myers, Trustee

By: Susan M. Myers, Trustee Title: Member
Paul S. Montecucco QST Trust

Signature: Susan M. Myers, Trustee Title: Member
Paul S. Montecucco Family Trust

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TO THE CITY OF CANBY, OREGON
Pursuant to ORS 222.170

To the City Council of the City of Canby, Oregon

I (we), the undersigned owners of the property described below, hereby petition and give consent to, annexation of said property to the City of Canby.

Property Information:

Owner(s): Montecucco Rentals, LLC
Site Address: No Situs, Canby, OR
Tax Map: 3 1E 28C
Tax Lot: 00100
Parcel Number: 00776217

Property Characteristics:

Current Jurisdiction: Clackamas County
Current Zoning: RRFF-5 – Rural Residential Farm Forest 5 Acre Minimum
Current Use: Agricultural Land
Approximate Size: 4.62 Acres
Canby Comprehensive Plan Designation: LDR – Low Density Residential

Owner Signature(s): Montecucco Rentals, LLC

Mailing Address: 3460 N. Holly St., Canby, OR 97013

Signature: Edward Montecucco TTEE

By: Edward Montecucco TTEE Title: Member
Evelyn Montecucco Credit Shelter Trust

Signature: Paul A. Montecucco TTEE

By: Paul A. Montecucco TTEE Title: Member
Virgil A. Montecucco Admin Trust

Signature: R. Frances Montecucco, Trustee

By: R. Frances Montecucco, Trustee Title: Member
R. Frances Montecucco Revocable Living Trust

Signature: Susan M. Myers, Trustee

By: Susan M. Myers, Trustee Title: Member
Paul S. Montecucco GST Trust

Signature: Susan M. Myers, Trustee
Paul S. Montecucco Family Trust Title: Member

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Current Use: Agricultural Land
Approximate Size: 4.62 Acres
Canby Comprehensive Plan Designation: LDR – Low Density Residential
Proposed City of Canby Zoning: R-1 – Low Density Residential Zone

Owner Signature(s): Montecucco Rentals, LLC

Mailing Address: 3460 N Holly St.; Canby, OR 97013

Signature: Edward Montecucco TTEE

By: ~~Evelyn Montecucco Credit~~ Edward Montecucco TTEE Title: Member
Shelter Trust

Signature: Paul A. Montecucco TTEE

By: Paul A. Montecucco TTEE Title: Member
Virgil A. Montecucco Admin Trust

Signature: R. Frances Montecucco, Trustee

By: R. Frances Montecucco, Trustee Title: Member
R. Frances Montecucco Revocable Living Trust

Signature: Susan M. Myers, Trustee

By: Susan M. Myers, Trustee Title: Member
Paul S. Montecucco Family Trust

Signature: Susan M. Myers, Trustee
Paul S. Montecucco GST Trust Title: Member

PETITION FOR A CONSENT ANNEXATION TO THE CITY OF CANBY, OREGON

Pursuant to ORS 222.170

To the City Council of the
City of Canby, Oregon

I (we), the undersigned owners of the property described below, hereby petition and give consent to, annexation of said property to the City of Canby.

Property Information:

Owner(s): Susan Burkert
Site Address: No Situs, Canby, OR
Tax Map: 3 1E 28C
Tax Lot: 00600
Parcel Number: 00776299

Property Characteristics:

Current Jurisdiction: Clackamas County
Current Zoning: RRFF-5 – Rural Residential Farm Forest 5 Acre Minimum
Current Use: Agricultural Land
Approximate Size: 8.02 Acres
Canby Comprehensive Plan Designation: LDR – Low Density Residential

Owner Signature(s):

Signature: Susan N. Burkert 9/5/2018

By: Susan Burkert Susan N. Burkert

Mailing Address: 2058 N Holly St, Canby, OR 97013

CONSENT TO ZONING MAP AMENDMENT APPLICATION

To the City Council of the
City of Canby, Oregon

I (we), the undersigned owners of the property described below, herby give consent to the inclusion of said property in the zoning map amendment application being considered concurrent with the annexation application for said property.

Property Information:

Owner(s): Susan Burkert
Site Address: No Situs, Canby, OR
Tax Map: 3 1E 28C
Tax Lot: 00600
Parcel Number: 00776299

Property Characteristics:

Current Jurisdiction: Clackamas County
Current Zoning: RRFF-5 – Rural Residential Farm Forest 5 Acre Minimum
Current Use: Agricultural Land
Approximate Size: 8.02 Acres
Canby Comprehensive Plan Designation: LDR – Low Density Residential
Proposed City of Canby Zoning: R-1 – Low Density Residential Zone

Owner Signature(s):

Signature: Susan N. Burkert 9/5/2018

By: Susan Burkert Susan N. Burkert

Mailing Address: 2058 N Holly St, Canby, OR 97013

PETITION FOR A CONSENT ANNEXATION TO THE CITY OF CANBY, OREGON

Pursuant to ORS 222.170

To the City Council of the
City of Canby, Oregon

I (we), the undersigned owners of the property described below, hereby petition and give consent to, annexation of said property to the City of Canby.

Property Information:

Owner(s): Susan Burkert
Site Address: 2058 N Holly St, Canby, OR 97013
Tax Map: 3 1E 28C
Tax Lot: 00601
Parcel Number: 01374989

Property Characteristics:

Current Jurisdiction: Clackamas County
Current Zoning: RRFF-5 – Rural Residential Farm Forest 5 Acre Minimum
Current Use: Single Family Residence
Approximate Size: 1.10 Acres
Canby Comprehensive Plan Designation: LDR – Low Density Residential

Owner Signature(s):

Signature: Susan N. Burkert 9/5/2018

By: Susan Burkert Susan N. Burkert

Mailing Address: 2058 N Holly St, Canby, OR 97013

CONSENT TO ZONING MAP AMENDMENT APPLICATION

To the City Council of the
City of Canby, Oregon

I (we), the undersigned owners of the property described below, herby give consent to the inclusion of said property in the zoning map amendment application being considered concurrent with the annexation application for said property.

Property Information:

Owner(s): Susan Burkert
Site Address: 2058 N Holly St, Canby, OR 97013
Tax Map: 3 1E 28C
Tax Lot: 00601
Parcel Number: 01374989

Property Characteristics:

Current Jurisdiction: Clackamas County
Current Zoning: RRFF-5 – Rural Residential Farm Forest 5 Acre Minimum
Current Use: Single Family Residence
Approximate Size: 1.10 Acres
Canby Comprehensive Plan Designation: LDR – Low Density Residential
Proposed City of Canby Zoning: R-1 – Low Density Residential Zone

Owner Signature(s):

Signature: Susan N. Burkert 9/5/2018

By: Susan Burkert Susan N. Burkert

Mailing Address: 2058 N Holly St, Canby, OR 97013

PETITION FOR A CONSENT ANNEXATION TO THE CITY OF CANBY, OREGON

Pursuant to ORS 222.170

To the City Council of the
City of Canby, Oregon

I (we), the undersigned owners of the property described below, hereby petition and give consent to, annexation of said property to the City of Canby.

Property Information:

Owner(s): Hemmerling Nursery, LLC
Site Address: 102 NE Territorial Rd, Canby, OR 97013
Tax Map: 3 1E 28C
Tax Lot: 00401
Parcel Number: 00776271

Property Characteristics:

Current Jurisdiction: Clackamas County
Current Zoning: RRFF-5 – Rural Residential Farm Forest 5 Acre Minimum
Current Use: Farms
Approximate Size: ~~3.00~~ 3.06 LH Acres
Canby Comprehensive Plan Designation: LDR – Low Density Residential

Owner Signature(s):

Signature: Lori A. Hemmerling 9/5/18

By: Lori A. Hemmerling Title: manager, Hemmerling Nursery, LLC

Mailing Address: 1500 Cooper Street, Seaside, OR 97138

Signature: Lynn M. Hemmerling

By: Lynn M. Hemmerling Title: manager, Hemmerling Nursery, LLC

Mailing Address: 2754 N. Hampden Ct #1002, Chicago, IL 60614

CONSENT TO ZONING MAP AMENDMENT APPLICATION

To the City Council of the
City of Canby, Oregon

I (we), the undersigned owners of the property described below, herby give consent to the inclusion of said property in the zoning map amendment application being considered concurrent with the annexation application for said property.

Property Information:

Owner(s): Hemmerling Nursery, LLC
Site Address: 102 NE Territorial Rd, Canby, OR 97013
Tax Map: 3 1E 28C
Tax Lot: 00401
Parcel Number: 00776271

Property Characteristics:

Current Jurisdiction: Clackamas County
Current Zoning: RRFF-5 – Rural Residential Farm Forest 5 Acre Minimum
Current Use: Farms
Approximate Size: ~~3.08~~ 3.06 LH Acres
Canby Comprehensive Plan Designation: LDR – Low Density Residential
Proposed City of Canby Zoning: R-1 – Low Density Residential Zone

Owner Signature(s):

Signature: Lori A. Hemmerling 9/5/18

By: Lori A. Hemmerling Title: manager, Hemmerling Nursery, LLC

Mailing Address: 1500 Cooper Street, Seaside, OR 97138

Signature: Lynn M. Hemmerling

By: Lynn M. Hemmerling Title: manager, Hemmerling Nursery, LLC

Mailing Address: 2754 N. Hampden Ct #1002, Chicago, IL 60614

PETITION FOR A CONSENT ANNEXATION TO THE CITY OF CANBY, OREGON

Pursuant to ORS 222.170

To the City Council of the
City of Canby, Oregon

I (we), the undersigned owners of the property described below, hereby petition and give consent to, annexation of said property to the City of Canby.

Property Information:

Owner(s): David Gordon & Susan Gordon
Site Address: 2146 N Holly St, Canby, OR 97013
Tax Map: 3 1E 28C
Tax Lot: 00700
Parcel Number: 00776306

Property Characteristics:

Current Jurisdiction: Clackamas County
Current Zoning: RRFF-5 – Rural Residential Farm Forest 5 Acre Minimum
Current Use: Single Family Residence
Approximate Size: 1.03 Acres
Canby Comprehensive Plan Designation: LDR – Low Density Residential

Owner Signature(s):

Signature: David Gordon

By: David Gordon

Mailing Address: 2146 N Holly St, Canby, OR 97013

Signature: Susan Gordon

By: Susan Gordon

Mailing Address: 2146 N Holly St, Canby, OR 97013

Our consent is contingent upon at least one of our neighboring adjacent parcels (Burkert or Montecucco) being annexed as well.

David Gordon 9/4/18
David Gordon
Susan Gordon
Susan Gordon

CONSENT TO ZONING MAP AMENDMENT APPLICATION

To the City Council of the
City of Canby, Oregon

I (we), the undersigned owners of the property described below, herby give consent to the inclusion of said property in the zoning map amendment application being considered concurrent with the annexation application for said property.

Property Information:

Owner(s): David Gordon & Susan Gordon
Site Address: 2146 N Holly St, Canby, OR 97013
Tax Map: 3 1E 28C
Tax Lot: 00700
Parcel Number: 00776306

Property Characteristics:

Current Jurisdiction: Clackamas County
Current Zoning: RRFF-5 – Rural Residential Farm Forest 5 Acre Minimum
Current Use: Single Family Residence
Approximate Size: 1.03 Acres
Canby Comprehensive Plan Designation: LDR – Low Density Residential
Proposed City of Canby Zoning: R-1 – Low Density Residential Zone

Owner Signature(s):

Signature: David Gordon

By: David Gordon

Mailing Address: 2146 N Holly St, Canby, OR 97013

Signature: Susan Gordon

By: Susan Gordon

Mailing Address: 2146 N Holly St, Canby, OR 97013

Our consent is contingent upon at least one of our neighboring adjacent parcels (Burkert or Montecucco) being annexed as well.

David Gordon
David Gordon
Susan Gordon
Susan Gordon
9/4/19

Holly Development Concept Plan

Transportation Impact Study

Canby, Oregon

Date:
September 13, 2018

Prepared for:
Levi Levasa
Stafford Land Company

Prepared by:
Daniel Stumpf, EI
William Farley, PE

LANCASTER
ENGINEERING

321 SW 4th Ave., Suite 400 | Portland, OR 97204 | 503.248.0313 | lancasterengineering.com

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Executive Summary

1. The proposed Holly Development Concept Plan (DCP) includes properties located north of NE/NW Territorial Road, south of NE/NW 22nd Avenue, west of N Locust Street, and along both sides of N Holly Street near Canby, Oregon. Upon annexation, properties within the Holly DCP area must be rezoned from their existing zoning of *Rural Residential Farm Forest 5-Acre* (RRFF-5) to *Low Density Residential* (R-1) for development as a maximum 240-lot residential subdivision.
2. The trip generation calculations show that under the proposed zoning, the site could reasonably generate up to 178 morning peak hour trips, 238 evening peak hour trips, and 2,266 weekday trips.
3. No significant trends or crash patterns were identified at any of the study intersections that were indicative of safety concerns.
4. Left-turn lane warrants are projected to be met for the eastbound approach at the intersection of NE Territorial Road at N Locust Street by the 2030 planning horizon year with the full buildout of the DCP area. No other new turn lanes are necessary or recommended.
5. Due to insufficient main and side-street traffic volumes, traffic signal warrants are not projected to be met at the study intersections along NE/NW Territorial Road under any of the analysis scenarios.
6. All study intersections are currently operating acceptably per their respective jurisdictional standards and are projected to continue operating acceptably through the 2030 planning horizon with the full buildout of the DCP area.
7. The future development of the Holly DCP is not projected to degrade the performance of any existing or planned transportation facility below acceptable City of Canby or Clackamas County standards. In addition, the proposal is consistent with the City's Transportation System Plan and Comprehensive Plan. Accordingly, the Transportation Planning Rule is satisfied.

Project Description and Location

Introduction

The proposed Holly Development Concept Plan (DCP) includes properties located north of NE/NW Territorial Road, south of NE/NW 22nd Avenue, west of N Locust Street, and along both sides of N Holly Street near Canby, Oregon. Upon annexation, properties within the Holly DCP area must be rezoned from their existing zoning of *Rural Residential Farm Forest 5-Acre* (RRFF-5) to *Low Density Residential* (R-1) for development as a maximum 240-lot residential subdivision. Based on correspondence with City of Canby staff, the report conducts safety and capacity/level of service analyses at the following intersections:

- N Holly Street at NW Territorial Road;
- N Locust Street at NE Territorial Road; and
- N Locust Street at NE 19th Avenue (future site access).

The purpose of this study is to assess the potential impacts of the proposed DCP and address the transportation analysis requirements of the City of Canby and Oregon's Transportation Planning Rule. The report will identify the potential net increase in site generated traffic and examine the transportation impacts of the added trips at the planning horizon. The report will also include level of service calculations and volume-to-capacity calculations for existing conditions as well as year 2030 traffic conditions, both with and without the development of the proposed DCP. Additionally, a review and assessment of crash history at the study intersections was conducted. Detailed information on traffic counts, trip generation calculations, safety analyses, and level of service calculations is included in the appendix to this report.

Project and Location Description

The project site is located just north of Canby City limits, within the urban growth boundary, in unincorporated Clackamas County, Oregon. The subject site is situated in a developing residential area, with single-family houses to the east and south, and agricultural land-uses to the north and west.

The project site includes 15 tax lots which encompass an approximate total of 57.93 acres. The site is currently developed as low density commercial/residential agricultural land-uses. The DCP will include the construction of 13 future public access intersections onto vicinity roadways: specifically, 5 access intersections onto NE 22nd Avenue, 4 access intersections onto N Holly Street, and 4 access intersections onto N Locust Street.

Vicinity Streets

Development of the proposed DCP is expected to primarily impact four nearby, existing vicinity roadways. Table 1 provides a description of each of the vicinity roadways.

Table 1: Vicinity Roadway Descriptions

Roadway	Jurisdiction	Functional Classification	Cross-Section	Speed	On-street Parking	Bicycle Lanes	Curbs	Sidewalks
NE/NW 22nd Avenue	City of Canby/ Clackamas County	Local Street	2 Lanes/ Gravel	25 mph Statutory	Partially Permitted	None	Partial Both Sides	Partial Both Sides
NE/NW Territorial Road	City of Canby	Arterial/ Neighborhood Connector	2 Lanes	25/35 mph Posted	Partially Permitted	Partial Both Sides	Partial Both Sides	Partial Both Sides
N Holly Street	City of Canby/ Clackamas County	Arterial/ Collector/Local Street	2 Lanes	25/45 mph Posted	Partially Permitted	None	Partial Both Sides	Partial Both Sides
N Locust Street	City of Canby/ Clackamas County	Local Street	2 Lanes	25 mph Posted	Partially Permitted	None	Partial Both Sides	Partial Both Sides

Note: Functional Classification and Jurisdiction based on City of Canby's *Transportation System Plan*.

Study Intersections

A majority of site trips generated by the proposed development are expected to impact three nearby, existing intersections of significance. A summarized description of these intersections is provided in Table 2.

Table 2: Study Intersection Descriptions

Number	Name	Geometry	Traffic Control	Phasing/Stopped Approaches
1	N Holly Street at NW Territorial Road	Four-Legged	Stop-Controlled	All-Way Stop-Controlled
2	N Locust Street at NE Territorial Road	Four-Legged	Stop-Controlled	NB/SB Stop-Controlled
5	N Locust Street at NE 19th Avenue	Three-Legged	Stop-Controlled	WB Stop-Controlled

A vicinity map displaying the project site, vicinity streets, and the study intersections with their associated lane configurations is shown in Figure 1 on page 5.

Traffic Counts

Intersection Counts

Traffic counts were conducted at the study intersections on Thursday, August 9th, 2018, from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM. Data was used from each intersection's respective morning and evening peak hours. To estimate existing traffic volumes at the proposed site access intersections along NE 22nd Avenue, N Holly Street, and N Locust Street, volumes were balanced with the study intersections as well as the intersections of N Holly Street at NW 22nd Avenue and N Locust Street at NE 22nd Avenue, where additional count data was collected.

School Traffic

At the time of conducting traffic counts, local schools were closed for the summer months. In order to reflect typical weekday traffic conditions with school in session, additional volumes were added to the collected count data utilizing the City of Canby's Small Community Model. The modeling data was provided by DKS Associates and is included within the technical appendix to this report.

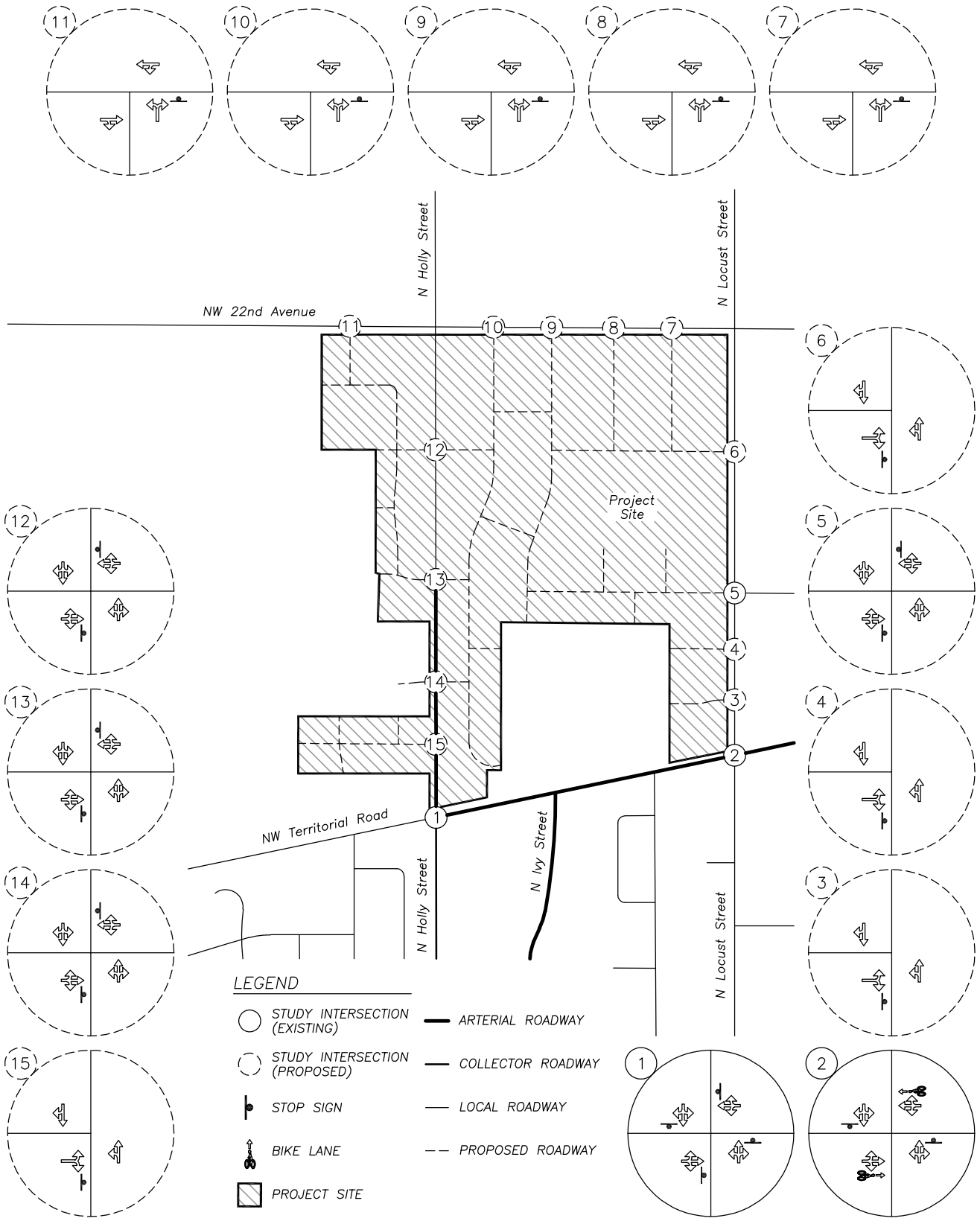
NE/NW Territorial Road Data Collection

Per direction by the City of Canby, 24-hour vehicle volume, classification, and speed data was collected along NE/NW Territorial Road on Thursday, August 9th, 2018. Table 3 summarizes the reported findings of the collected data.

Table 3: Territorial Road Volume Summary

	Classification (Daily Count)								Speed (mph)	
	Bikes	Cars & Trailers	2 Axle (Long)	Buses	2 Axle (6 Tires)	3+ Axle (Single & Multi)	Not Classed	ADT	50th Percentile	85th Percentile
EB	62	2,068	472	4	168	13	57	2,844	28	33
WB	39	1,863	555	7	221	18	78	2,781	31	35
Total	**101**	**3,931**	**1,027**	**11**	**389**	**31**	**135**	**5,625**	**-**	**-**

Figure 2 on page 6 and Figure 3 on page 7 show the existing morning and evening peak hour traffic volumes at the study intersections, respectively.



VICINITY MAP

no scale

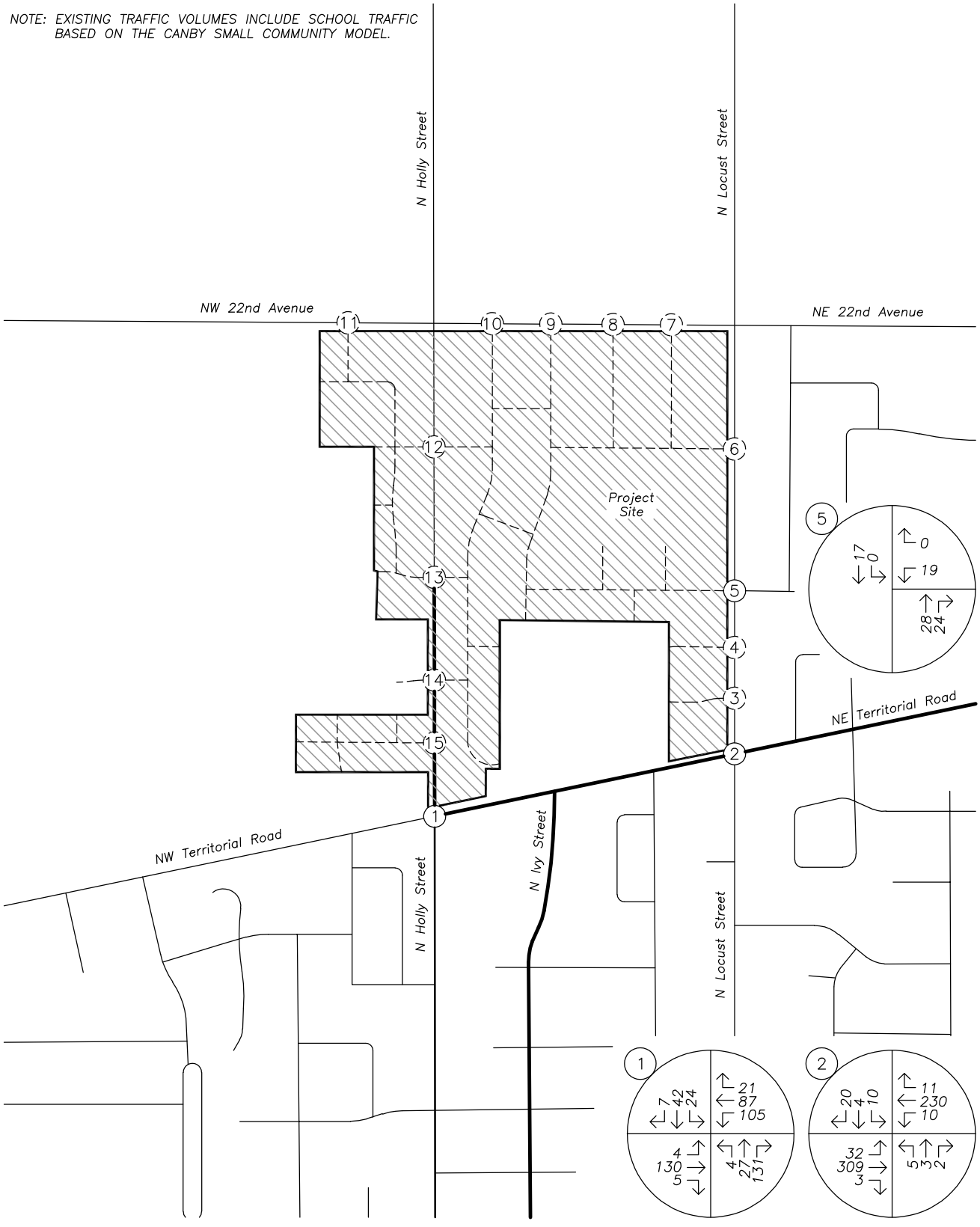
FIGURE 1

TRAFFIC VOLUMES
Existing Conditions
AM Peak Hour

no scale

FIGURE 2

PAGE 6



TRAFFIC VOLUMES
Existing Conditions
PM Peak Hour

no scale

FIGURE 3

PAGE 7

Site Trips

Trip Generation

The proposed Holly DCP includes properties currently zoned as *Rural Residential Farm Forest 5-Acre* (RRFF-5) by Clackamas County and, upon annexation into the City, would be rezoned to *Low Density Residential* (R-1) in conformance with the City's Comprehensive Plan. To determine the impacts of the proposed change in zoning, a "reasonable worst-case" development scenario for the proposed zone was determined by comparing land use data provided within the *Trip Generation Manual*[1] with the most traffic-intensive uses permitted within the zone.

Typically, when conducting an annexation/zone change analysis, "reasonable worst-case" development scenarios under existing and proposed zones are determined. The net trip generation between both zones is then calculated in order to determine the change in additional trip generation intensity that could impact that nearby transportation system. For the purposes of simplicity as well as maintaining a conservative analysis of potential site trip impacts, no reductions associated with the existing zone's "reasonable worst-case" development scenario were made.

It should be noted that the subject site is located within the City of Canby's urban growth boundary and the City's Transportation System Plan (TSP) has accounted for the annexation/zone change. Therefore, impacts associated with the proposed annexation have already been analyzed and acknowledged by the City of Canby.

Proposed R-1 Zone

To determine a "reasonable worst-case" development scenario under the proposed R-1 zoning, City of Canby's Municipal Code *Chapter 16.16 R-1 Low Density Residential Zone*, was referenced and compared to a variety of land-uses provided within the *Trip Generation Manual*. Based on an assessment of permitted uses under the R-1 zone, data from land-use code 210, *Single-Family Detached Housing*, was used to estimate a potential, "reasonable worst-case" development scenario under the proposed zoning. According to the applicant, the maximum number of units that could be developed within the DCP area may include the construction of 240 single-family dwellings. Therefore, a 240-lot subdivision was treated as the "reasonable worst-case" development scenario under the proposed zone.

It should be noted that the final lot count of the DCP will likely be less than the analyzed 240 maximum lot count when developed. Accordingly, the transportation impacts related to the proposed DCP are expected to be less than those analyzed within this study and will be further evaluated in future transportation impact studies.

Analysis Results

The trip generation calculations show that under the proposed zoning, the site could reasonably generate up to 178 morning peak hour trips, 238 evening peak hour trips, and 2,266 weekday trips. The trip generation

[1] Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 10th Edition, 2017.

estimates are summarized in Table 4. Detailed trip generation calculations are included in the technical appendix to this report.

Table 4: Trip Generation Summary

	ITE Code	Size	Morning Peak Hour			Evening Peak Hour			Weekday Total
			Enter	Exit	Total	Enter	Exit	Total	
Proposed Conditions									
Single-Family Detached Housing	210	240 units	45	133	178	150	88	238	2,266

Trip Distribution

The directional distribution of site trips to/from the project site was estimated based on locations of likely trip destinations, locations of major transportation facilities in the site vicinity, and existing travel patterns at the study intersections. The following trip distribution was estimated and used for analysis:

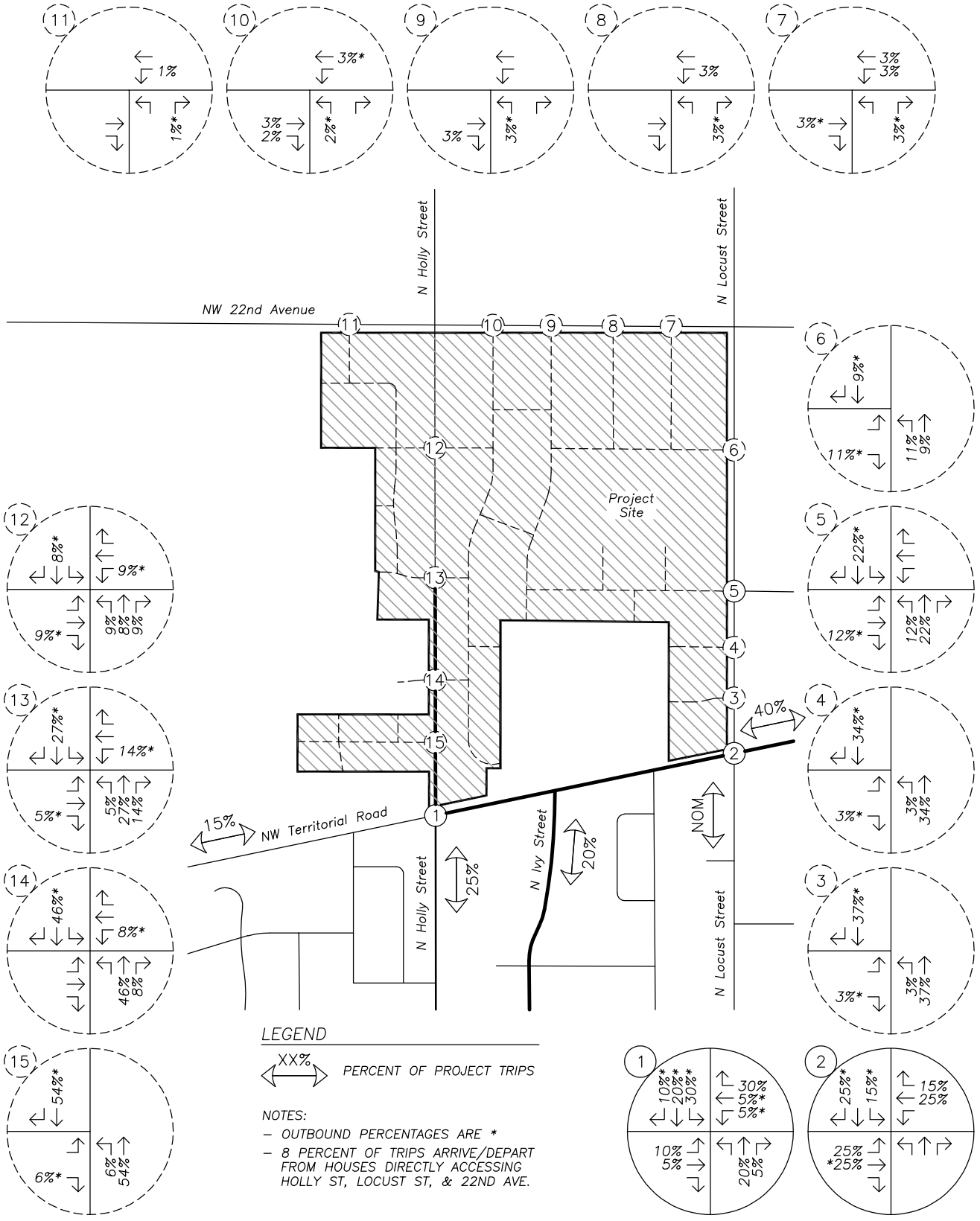
- Approximately 40 percent of site trips will travel to/from the east along NE Territorial Road;
- Approximately 25 percent of site trips will travel to/from the south along N Holly Street;
- Approximately 20 percent of site trips will travel to/from the south along N Ivy Street; and
- Approximately 15 percent of site trips will travel to/from the west along NW Territorial Road.

Based on the preliminary site plan and locations of proposed accesses, site trips are expected to utilize site accesses as follows:

- Approximately 3 percent of site trips will travel to/from the west at Intersection 3;
- Approximately 3 percent of site trips will travel to/from the west at Intersection 4;
- Approximately 12 percent of site trips will travel to/from the west at Intersection 5;
- Approximately 11 percent of site trips will travel to/from the west at Intersection 6;
- Approximately 3 percent of site trips will travel to/from the south at Intersection 7;
- Approximately 3 percent of site trips will travel to/from the south at Intersection 8;
- Approximately 3 percent of site trips will travel to/from the south at Intersection 9;
- Approximately 2 percent of site trips will travel to/from the south at Intersection 10;
- Approximately 1 percent of site trips will travel to/from the south at Intersection 11;
- Approximately 9 percent of site trips will travel to/from the east at Intersection 12;
- Approximately 9 percent of site trips will travel to/from the west at Intersection 12;

- Approximately 14 percent of site trips will travel to/from the east at Intersection 13;
- Approximately 5 percent of site trips will travel to/from the west at Intersection 13;
- Approximately 8 percent of site trips will travel to/from the east at Intersection 14;
- Approximately 6 percent of site trips will travel to/from the west at Intersection 15; and
- Approximately 8 percent of site trips will travel to/from houses which take direct access to N Holly Street, N Locust Street, and NE/NW 22nd Avenue.

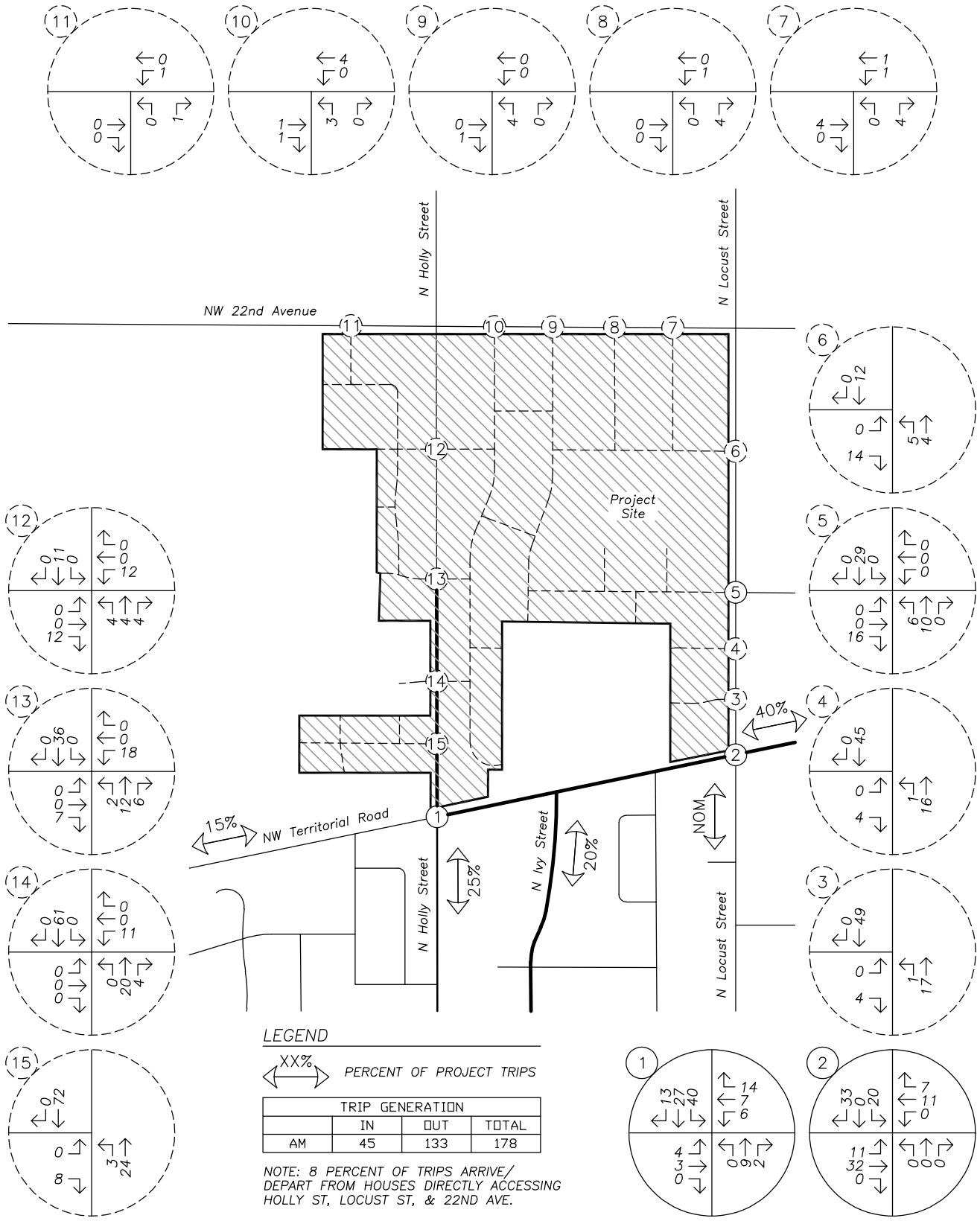
The trip distribution utilized for site trips generated by the subject site are shown in Figure 4 on page 11. The trip assignment for the site trips generated during the morning and evening peak hours is shown in Figure 5 on page 12 and Figure 6 on page 13, respectively.



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

no scale

FIGURE 4

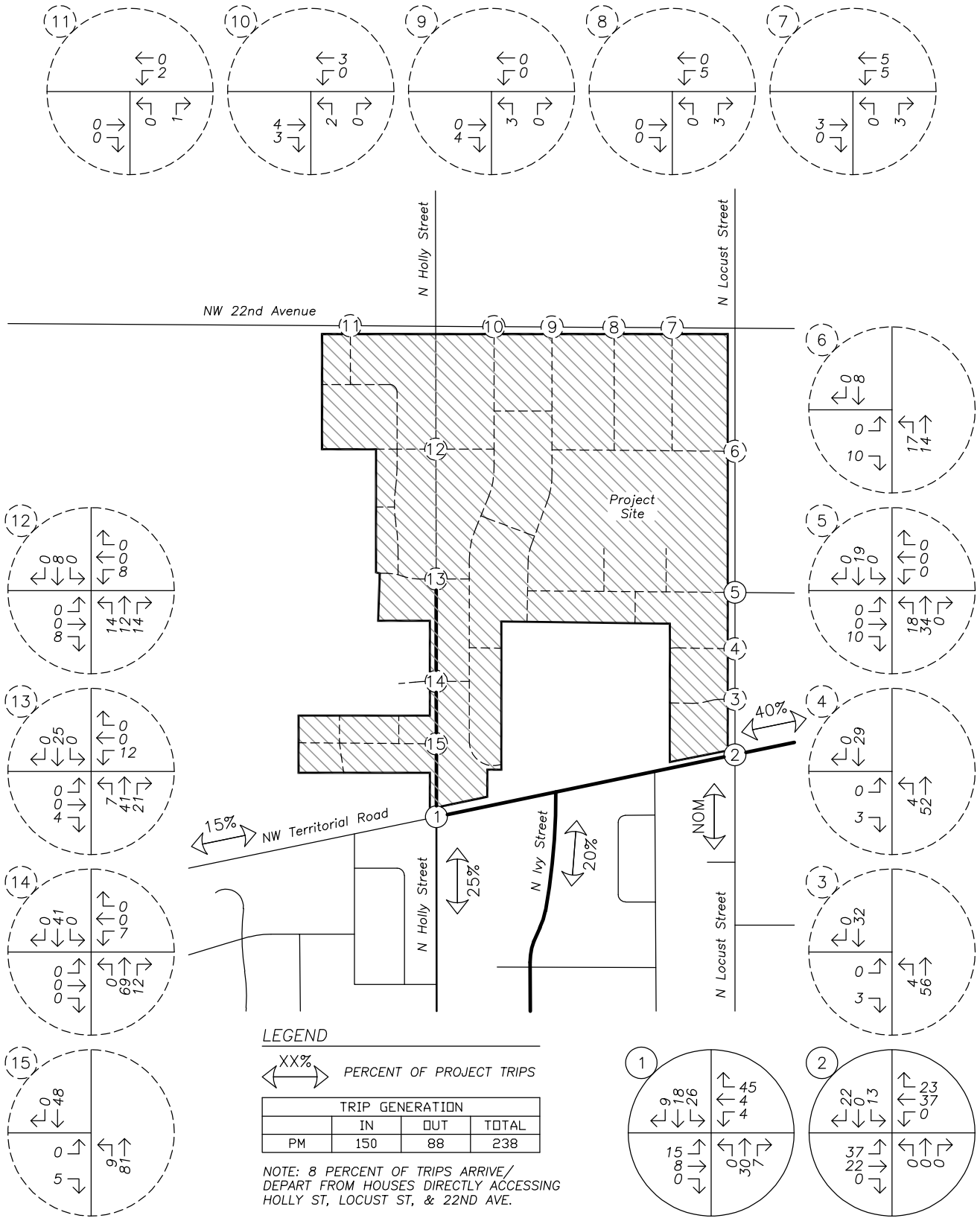


TRIP GENERATION			
	IN	OUT	TOTAL
AM	45	133	178

SITE TRIP ASSIGNMENT
Reasonable Worst-Case Development Scenario – R-1 Zone
AM Peak Hour

no scale

FIGURE 5



SITE TRIP ASSIGNMENT
Reasonable Worst-Case Development Scenario – R-1 Zone
PM Peak Hour

no scale

FIGURE 6

Future Traffic Volumes

2030 Planning Horizon Volumes

To provide analysis of the impact of the proposed DCP on the nearby transportation facilities, an estimate of future traffic volumes is required.

In order to calculate the future traffic volumes, a compounded growth rate of 2.62 percent per year was applied to the measured existing traffic volumes over a 12-year period to approximate the year 2030 planning horizon traffic conditions. The assumed 2.62 percent per year growth rate was calculated based on the expected population growth within the City between 2009 and 2030, as reported in the City of Canby's TSP.

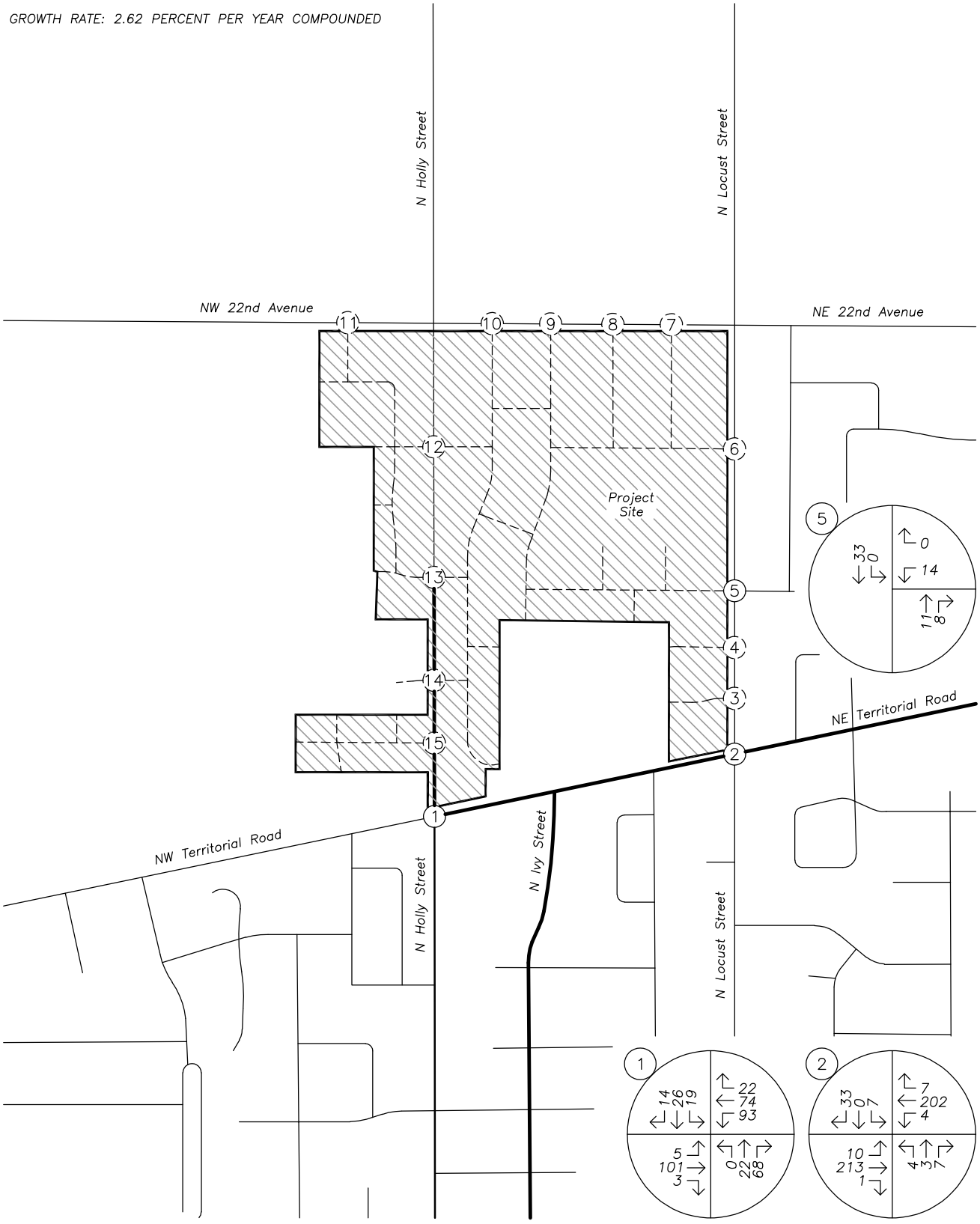
Figure 7 on page 15 and Figure 8 on page 16 show the projected year 2030 planning horizon volumes, without development of the proposed DCP, at the study intersections during the morning and evening peak hours, respectively.

2030 Planning Horizon Volumes with Annexation

Peak hour trips calculated to be generated by the proposed DCP, as described earlier within the *Site Trips* section, were added to the projected year 2030 planning horizon volumes to obtain the expected 2030 planning year volumes with the proposed DCP.

It should be noted that the City's TSP already accounts for the proposed DCP area, where projected 2030 planning year traffic volumes at the intersection of N Holly Street at NW Territorial Road are provided in Figure 4-2b of the City's TSP. To maintain consistency with the TSP, as well as provide a conservative assessment of intersection operation, all turning movement volumes at the intersection of N Holly Street at NW Territorial Road were further increased to at least match the minimum volumes reported in the TSP after applying the peak hour trips.

Figure 9 on page 17 and Figure 10 on page 18 show the projected 2030 planning year traffic volumes, with full development of the proposed DCP, at the study intersections during the morning and evening peak hours, respectively.

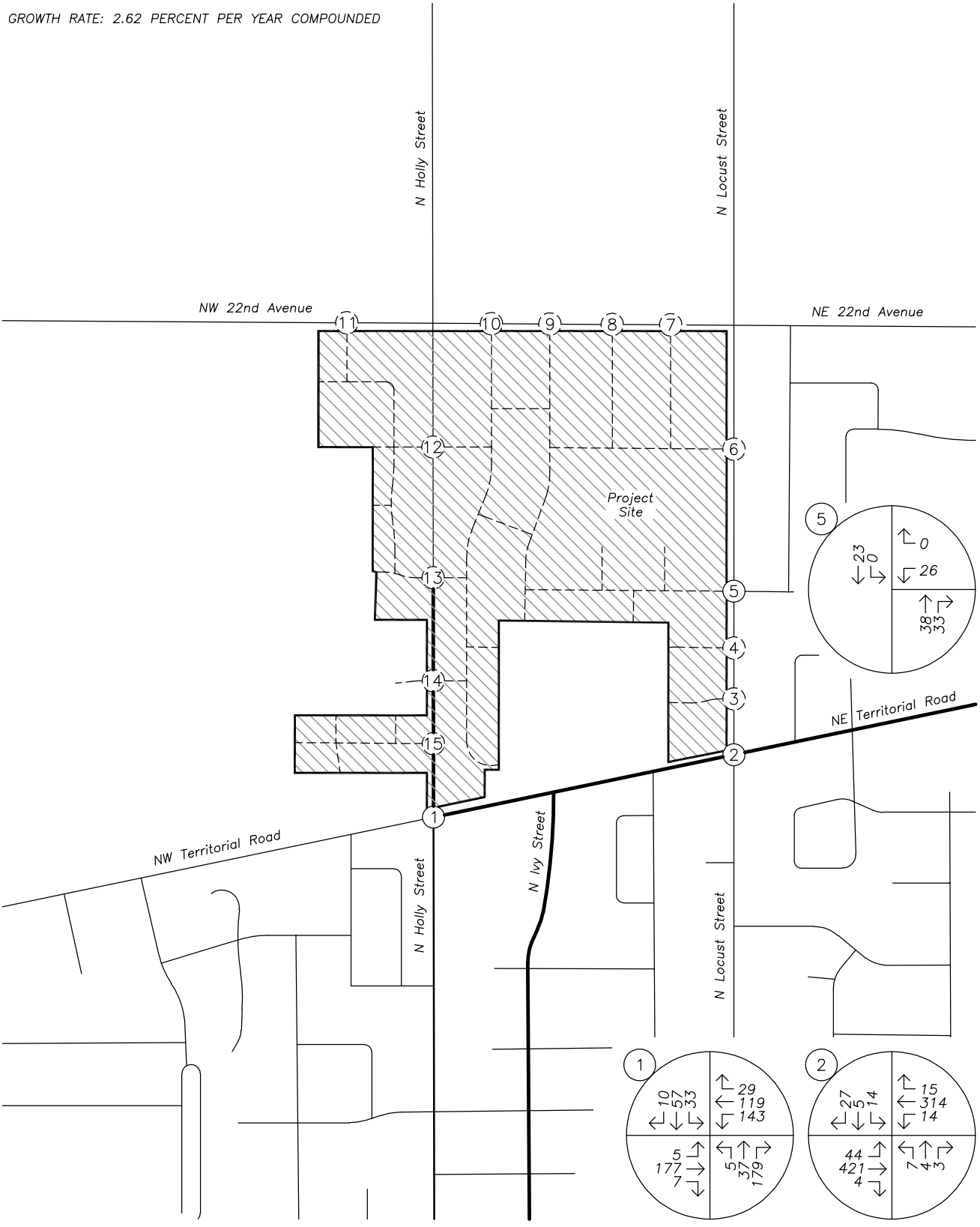


TRAFFIC VOLUMES
Year 2030 Planning Horizon w/o Annexation
AM Peak Hour

no scale

FIGURE 7

PAGE 15

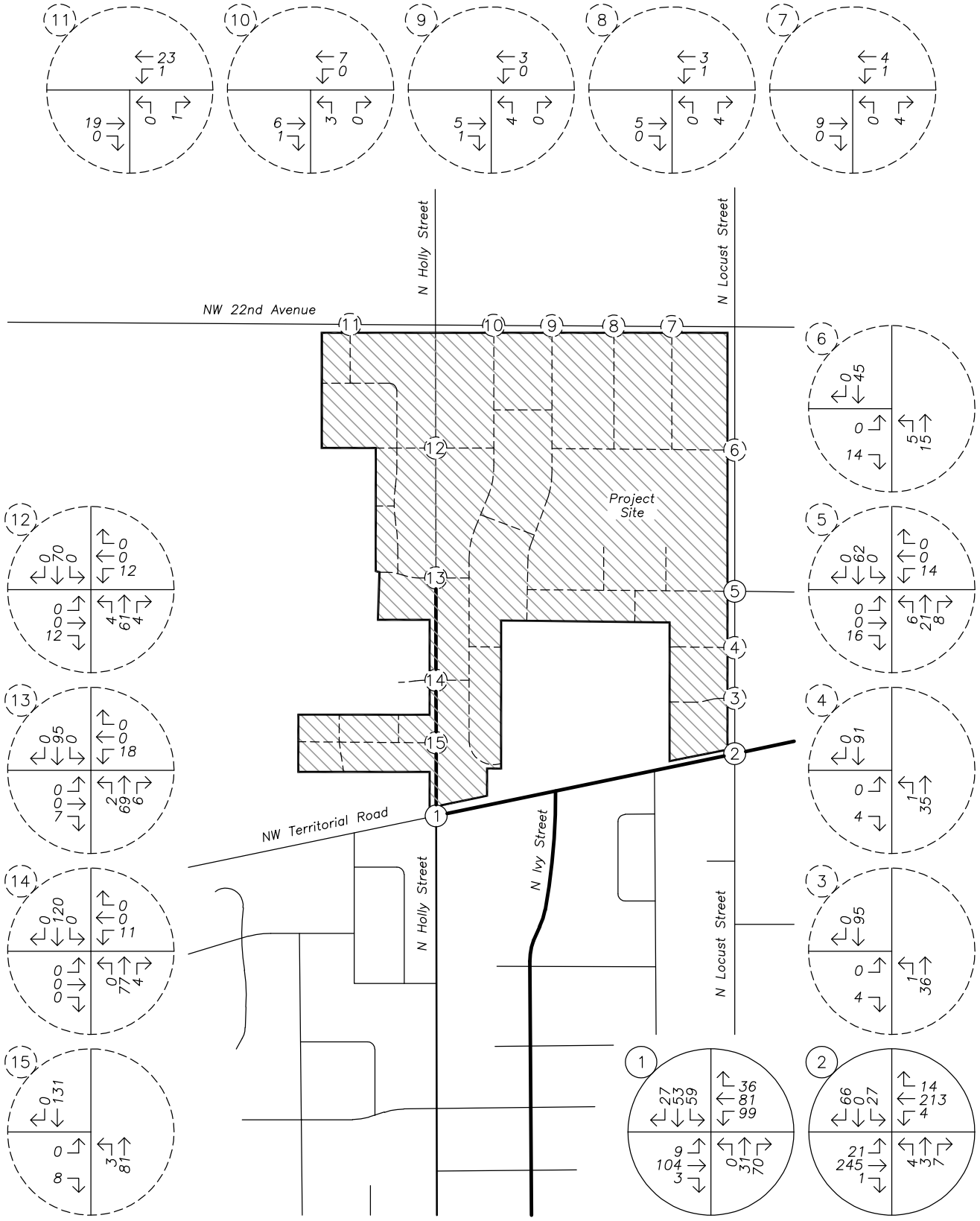


TRAFFIC VOLUMES
Year 2030 Planning Horizon w/o Annexation
PM Peak Hour

no scale

FIGURE 8

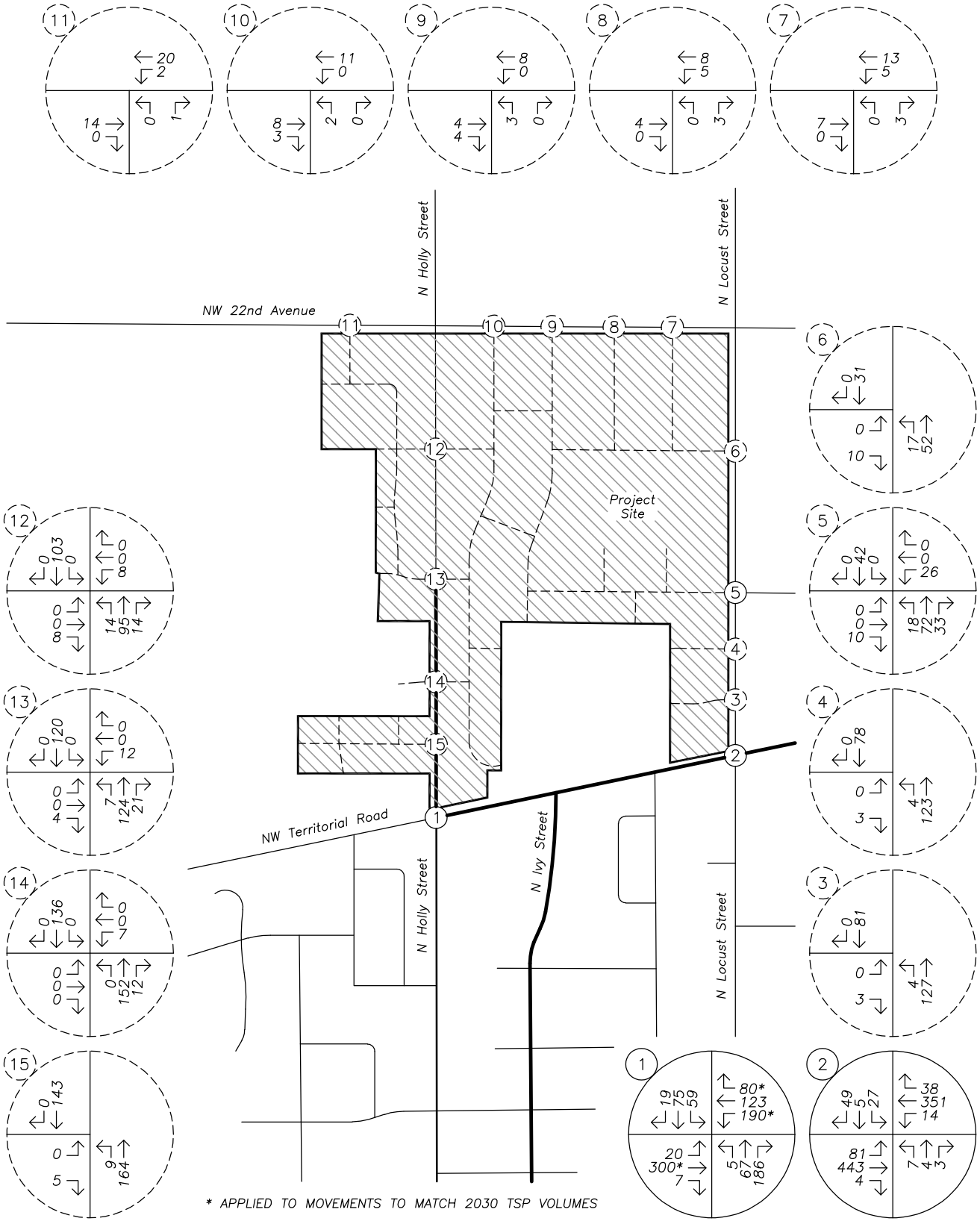
PAGE 16



TRAFFIC VOLUMES
Year 2030 Planning Horizon with Annexation
AM Peak Hour

no scale

FIGURE 9



TRAFFIC VOLUMES
Year 2030 Planning Horizon with Annexation
PM Peak Hour

no scale

FIGURE 10

PAGE 18

Safety Analysis

Crash Data Analysis

Using data obtained from the Oregon Department of Transportation's (ODOT) Crash Analysis and Reporting Unit, a review of the most recent available five years of crash history (January 2012 to December 2016) at the study intersections was performed. The crash data was evaluated based on the number of crashes, the type of collisions, the severity of the collisions, and the resulting crash rate for the intersection. Crash rates provide the ability to compare safety risks at different intersections by accounting for both the number of crashes that have occurred during the study period and the number of vehicles that typically travel through the intersection. Crash rates were calculated using the common assumption that traffic counted during the evening peak period represents 10 percent of the annual average daily traffic (AADT) at the intersection. Crash rates in excess of 1.0 crashes per million entering vehicles (CMEV) may be indicative of design deficiencies and therefore require a need for further investigation and possible mitigation.

N Holly Street at NW Territorial Road

The intersection of N Holly Street at NW Territorial Road had four reported crashes during the analysis period. The crashes consisted of two angle-type collisions, one rear-end collision, and one bicycle related crash. Of the reported crashes, two were classified as "Property Damage Only" (*PDO*), one was classified as "Possible Injury – Complaint of Pain" (*Injury C*), and one was classified as "Non-Incapacitating Injury" (*Injury B*). The crash rate at the intersection was calculated to be 0.37 CMEV.

One of the crashes at the intersection involved a bicyclist. The crash occurred when a north/south traveling bicyclist disregarded an intersection stop sign and collided with a westbound passenger car. The bicyclist sustained injuries consistent with *Injury B* classification.

N Locust Street at NW Territorial Road

The intersection of N Locust Street at NW Territorial Road had five reported crashes during the analysis period. The crashes consisted of three angle-type collisions and two rear-end collisions. Of the reported crashes, two were classified as *PDO*, two were classified as *Injury C*, and one was classified as *Injury B*. The crash rate at the intersection was calculated to be 0.43 CMEV.

N Locust Street at NE 19th Avenue

The intersection of N Locust Street at NE 19th Avenue had no reported crashes during the analysis period.

Based on the most recent five years of available crash data, no significant trends or crash patterns were identified at any of the study intersections that were indicative of safety concerns.

Warrant Analysis

Left-turn lane and traffic signal warrants were examined for the study intersections where such treatments would be applicable.

A left-turn refuge lane is primarily a safety consideration for the major-street, removing left-turning vehicles from the through traffic stream. The left-turn lane warrants were examined using methodologies provided within the *National Cooperative Highway Research Program's* (NCHRP) *Report 457*. Turn lane warrants were evaluated based on the number of advancing and opposing vehicles as well as the number of turning vehicles, the travel speed, and the number of through lanes.

Left-turn lane warrants are projected to be met for the eastbound approach at the intersection of NE Territorial Road at N Locust Street by the 2030 planning horizon year with the full buildout of the proposed DCP during the evening peak hour. No other new turn lanes are necessary or recommended.

Preliminary traffic signal warrants were examined for the unsignalized study intersections along NE/NW Territorial Road to determine whether the installation of a new traffic signal will be warranted at these intersections by the 2030 planning horizon. Due to insufficient main and side-street traffic volumes, traffic signal warrants are not projected to be met at these intersections under any of the analysis scenarios.

Operational Analysis

A capacity and delay analysis was conducted for each of the study intersections per the unsignalized intersection analysis methodologies in the *Highway Capacity Manual*[2] (HCM). Intersections are generally evaluated based on the average control delay experienced by vehicles and are assigned a grade according to their operation. The level of service (LOS) of an intersection can range from LOS A, which indicates very little or no delay experienced by vehicles, to LOS F, which indicates a high degree of congestion and delay. The volume-to-capacity (v/c) ratio is a measure that compares the traffic volumes (demand) against the available capacity of an intersection.

According to the City of Canby's TSP, the following minimum acceptable operation standards apply to intersections under City jurisdiction:

- Signalized and all-way stop-controlled intersections are required to operate at LOS D or better.
- Two-way stop-controlled intersections are required to operate at LOS E or better.

Additionally, the roadways of N Holly Street and N Locust Street (north of NE/NW Territorial Road) as well as NE/NW 22nd Avenue (east of N Locust Street and west of N Holly Street) are under the jurisdiction of Clackamas County. Therefore, intersections along these roadways must operate acceptably per County standards. According to the Clackamas County Comprehensive Plan, *Chapter 5 – Transportation System Plan*, the following operational standards apply to study intersections along these roadways:

- Unsignalized rural intersections (i.e. intersections outside the Portland Metropolitan Urban Growth Boundary) outside of Cities are required to operate at LOS E or better during the morning and evening peak hours.
- Signalized and roundabout rural intersections outside of Cities are required to operate with a v/c ratio of 0.90 or less during the morning and evening peak hours.

The v/c, delay, and LOS results of the capacity analysis are shown in Table 5 for the morning and evening peak hours. Detailed calculations as well as tables showing the relationship between delay and LOS are included in the appendix to this report.

[2] Transportation Research Board, *Highway Capacity Manual*, 6th Edition, 2016.

Table 5: Intersection Capacity Analysis Summary

	Morning Peak Hour			Evening Peak Hour		
	LOS	Delay (s)	v/c	LOS	Delay (s)	v/c
1. N Holly Street at NW Territorial Road						
2018 Existing Conditions	A	8	-	A	9	-
2028 Background Conditions	A	9	-	B	12	-
2028 Buildout Conditions	A	10	-	C	21	-
2. N Locust Street at NE Territorial Road						
2018 Existing Conditions	B	11	0.04	B	15	0.07
2028 Background Conditions	B	12	0.06	C	19	0.13
2028 Buildout Conditions	B	13	0.17	C	25	0.27
3. Site Access at N Locust Street						
2028 Buildout Conditions	A	9	0.01	A	9	0.01
4. Site Access at N Locust Street						
2028 Buildout Conditions	A	9	0.01	A	9	0.01
5. N Locust Street at NE 19th Avenue						
2018 Existing Conditions	A	9	0.01	A	9	0.03
2028 Background Conditions	A	9	0.02	A	9	0.04
2028 Buildout Conditions*	A	10	0.02	B	10	0.05
6. Site Access at N Locust Street						
2028 Buildout Conditions	A	9	0.02	A	9	0.01
7. Site Access at NW 22nd Avenue						
2028 Buildout Conditions	A	8	0.01	A	9	0.01
8. Site Access at NW 22nd Avenue						
2028 Buildout Conditions	A	8	0.01	A	8	0.01
9. Site Access at NW 22nd Avenue						
2028 Buildout Conditions	A	9	0.01	A	9	0.01

* Converted from three-legged to four-legged intersection.

Table 5: Intersection Capacity Analysis Summary (Continued)

	Morning Peak Hour			Evening Peak Hour		
	LOS	Delay (s)	v/c	LOS	Delay (s)	v/c
10. Site Access at NW 22nd Avenue						
2028 Buildout Conditions	A	9	0.01	A	9	0.01
11. Site Access at NW 22nd Avenue						
2028 Buildout Conditions	A	9	0.01	A	9	0.01
12. Site Access at N Holly Street						
2028 Buildout Conditions	A	10	0.02	B	10	0.02
13. Site Access at N Holly Street						
2028 Buildout Conditions	A	10	0.03	B	11	0.02
14. Site Access at N Holly Street						
2028 Buildout Conditions	A	10	0.02	B	11	0.01
15. Site Access at N Holly Street						
2028 Buildout Conditions	A	9	0.01	A	9	0.01

Based on the results of the operational analysis, all study intersections are currently operating acceptably per their respective jurisdictional standards and are projected to continue operating acceptably through the 2030 planning horizon with the proposed annexation. No operational mitigation is necessary or recommended.

Transportation Planning Rule Analysis

A Transportation Planning Rule (TPR) analysis is required for the proposed DCP due to the annexation of the subject properties into the City of Canby. The TPR is intended to ensure that the transportation system is capable of supporting possible increases in traffic intensity that could result from changes to adopted plans and land-use regulations. The applicable portions of the TPR are quoted in italics below, with responses following.

660-012-0060

(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:

(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

The annexation and zone change of properties within the proposed Holly DCP will not necessitate changes to the functional classification of existing or planned transportation facilities. Accordingly, this section is not triggered.

(b) Change standards implementing a functional classification system; or

The annexation and zone change of properties within the proposed Holly DCP will not change any standards implementing the functional classification system. Accordingly, this section is also not triggered.

(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.

(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or

(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.

The annexation and zone change of properties within the proposed Holly DCP is not projected to degrade the performance of any study intersection below acceptable levels of operation per City of Canby and Clackamas County standards. Additionally, the proposed annexation of the DCP area and subsequent zone change have already been accounted for within the City's TSP; therefore, expected vehicle types and levels of travel/access are consistent with the functional classification of nearby existing/planned transportation facilities.

In addition to section 1 described above, the TPR also includes the following language:

(9) Notwithstanding section (1) of this rule, a local government may find that an amendment to a zoning map does not significantly affect an existing or planned transportation facility if all of the following requirements are met.

(a) The proposed zoning is consistent with the existing comprehensive plan map designation and the amendment does not change the comprehensive plan map;

(b) The local government has an acknowledged TSP and the proposed zoning is consistent with the TSP; and

(c) The area subject to the zoning map amendment was not exempted from this rule at the time of an urban growth boundary amendment as permitted in OAR 660-024-0020(1)(d), or the area was exempted from this rule but

the local government has a subsequently acknowledged TSP amendment that accounted for urbanization of the area.

In this instance, the proposed zoning is consistent with the Comprehensive Plan Map designation, the City of Canby has an acknowledged TSP that accounts for future development under the proposed zoning, and the area was not exempted from the rule at the time of the urban growth boundary amendment. Accordingly, the City may find that any proposed annexation and zone change of properties within the Holly DCP is consistent with the City's adopted plans and does not significantly affect any existing or planned transportation facility.

Based on the above TPR analysis, the full buildout of the proposed Holly DCP will not degrade the performance of any existing or planned transportation facility below acceptable City or County standards. In addition, the proposal is consistent with the City's TSP and Comprehensive Plan. Accordingly, the TPR is satisfied.

Conclusions

No significant trends or crash patterns were identified at any of the study intersections that were indicative of safety concerns.

Left-turn lane warrants are projected to be met for the eastbound approach at the intersection of NE Territorial Road at N Locust Street by the 2030 planning horizon year with the proposed DCP during the evening peak hour. No other new turn lanes are necessary or recommended.

Due to insufficient main and side-street traffic volumes, traffic signal warrants are not projected to be met at the study intersections along NE/NW Territorial Road under any of the analysis scenarios.

All study intersections are currently operating acceptably per their respective jurisdictional standards and are projected to continue operating acceptably through the 2030 planning horizon with the proposed DCP.

The proposed DCP is not projected to degrade the performance of any existing or planned transportation facility below acceptable City of Canby or Clackamas County standards. In addition, the proposal is consistent with the City's Transportation System Plan and Comprehensive Plan. Accordingly, the Transportation Planning Rule is satisfied.

Appendix

LOT LINE PLAN

DEVELOPMENT CONCEPT PLAN
FOR SW 1/4, T3S, R1E, W.M.
TAX MAP 3-1E-28C

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

HOLLY DCP
LOT LINE PLAN

NO.	DATE	REVISIONS DESCRIPTION

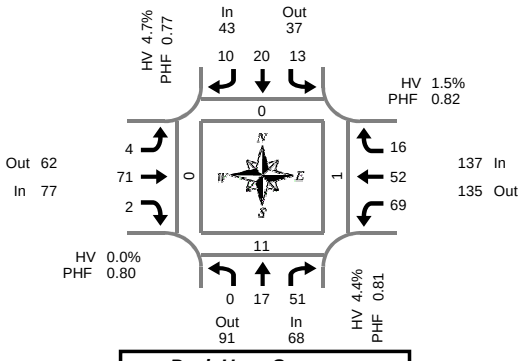
PLANNING & LAND DESIGN
1862 NE ESTATE DRIVE
HILLSBORO, OREGON 97124
RYAN O'BRIEN
(503)780-4061

SHEET 1 OF 1

City Council Packet (PC 10-15-18) Page 305 of 365

Total Vehicle Summary

All Traffic Data
Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
7:20 AM to 8:20 AM

N Holly St & Territorial Rd

Thursday, August 09, 2018
7:00 AM to 9:00 AM

5-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound N Holly St				Southbound N Holly St				Eastbound Territorial Rd				Westbound Territorial Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	0	0	3	0	0	3	0	0	0	5	0	0	8	5	0	0	24	0	0	0	0
7:05 AM	2	2	4	0	0	0	0	0	1	4	0	0	4	7	3	0	27	0	3	0	0
7:10 AM	0	1	0	0	0	3	0	0	1	4	0	0	4	7	1	0	21	0	1	0	0
7:15 AM	0	0	6	0	0	0	0	0	1	5	0	0	3	5	1	0	21	0	0	0	0
7:20 AM	0	0	3	0	1	0	0	0	1	9	0	0	6	8	0	0	28	0	3	0	0
7:25 AM	0	2	5	0	2	4	1	0	0	7	0	0	6	5	2	0	34	0	4	0	0
7:30 AM	0	2	4	2	1	2	1	0	0	1	1	0	5	4	1	0	22	0	0	0	0
7:35 AM	0	1	6	0	0	2	1	0	0	7	0	0	12	7	0	0	36	0	1	1	0
7:40 AM	0	1	7	0	0	0	1	0	0	6	0	0	0	9	0	0	24	0	0	0	0
7:45 AM	0	1	2	0	0	3	0	0	0	9	0	0	6	3	1	0	25	0	0	0	0
7:50 AM	0	3	5	0	2	0	2	0	1	8	0	0	2	4	4	0	31	0	1	0	0
7:55 AM	0	2	6	0	1	1	0	0	0	5	0	0	5	2	3	0	25	0	0	0	0
8:00 AM	0	1	3	0	2	2	1	0	0	7	0	0	9	1	4	0	30	0	1	0	0
8:05 AM	0	1	4	0	1	1	2	0	0	4	0	0	2	3	0	1	18	0	1	0	0
8:10 AM	0	1	4	0	2	2	1	3	2	4	0	1	9	2	0	0	27	0	0	0	0
8:15 AM	0	2	2	0	1	3	0	0	0	4	1	0	7	4	1	0	25	0	0	0	0
8:20 AM	0	1	3	0	0	2	0	0	1	7	0	0	6	8	0	0	28	0	1	0	0
8:25 AM	0	2	2	0	1	1	0	0	2	7	0	0	4	1	1	0	21	0	0	0	0
8:30 AM	0	0	5	0	2	2	1	0	0	0	0	0	4	11	1	0	26	0	1	0	0
8:35 AM	0	1	7	0	4	1	0	0	0	3	0	0	6	3	2	1	27	0	1	0	0
8:40 AM	0	2	3	0	3	2	1	0	0	7	0	0	5	5	2	0	30	0	0	0	0
8:45 AM	0	0	6	0	1	1	2	0	2	4	0	0	6	7	2	0	31	0	0	0	0
8:50 AM	0	4	5	0	0	1	0	0	0	3	0	0	8	2	0	0	23	0	0	0	0
8:55 AM	0	3	5	0	3	2	0	0	1	5	0	0	7	5	1	0	32	0	0	0	0
Total Survey	2	33	100	2	27	38	14	3	13	125	2	1	134	118	30	2	636	0	18	1	0

15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound N Holly St				Southbound N Holly St				Eastbound Territorial Rd				Westbound Territorial Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	2	3	7	0	0	6	0	0	2	13	0	0	16	19	4	0	72	0	4	0	0
7:15 AM	0	2	14	0	3	4	1	0	2	21	0	0	15	18	3	0	83	0	7	0	0
7:30 AM	0	4	17	2	1	4	3	0	0	14	1	0	17	20	1	0	82	0	1	1	0
7:45 AM	0	6	13	0	3	4	2	0	1	22	0	0	13	9	8	0	81	0	1	0	0
8:00 AM	0	3	11	0	5	5	4	3	2	15	0	1	20	6	4	1	75	0	2	0	0
8:15 AM	0	5	7	0	2	6	0	0	3	18	1	0	17	13	2	0	74	0	1	0	0
8:30 AM	0	3	15	0	9	5	2	0	0	10	0	0	15	19	5	1	83	0	2	0	0
8:45 AM	0	7	16	0	4	4	2	0	3	12	0	0	21	14	3	0	86	0	0	0	0
Total Survey	2	33	100	2	27	38	14	3	13	125	2	1	134	118	30	2	636	0	18	1	0

Peak Hour Summary
7:20 AM to 8:20 AM

By Approach	Northbound N Holly St				Southbound N Holly St				Eastbound Territorial Rd				Westbound Territorial Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	68	91	159	2	43	37	80	3	77	62	139	1	137	135	272	1	325	0	11	1	0
%HV	4.4%				4.7%				0.0%				1.5%				2.2%				
PHF	0.81				0.77				0.80				0.82				0.88				

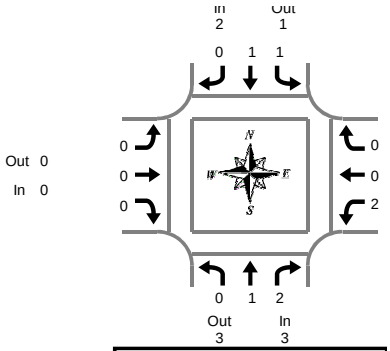
By Movement	Northbound N Holly St				Southbound N Holly St				Eastbound Territorial Rd				Westbound Territorial Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	17	51	68	13	20	10	43	4	71	2	77	69	52	16	137	325
%HV	0.0%	5.9%	3.9%	4.4%	7.7%	5.0%	0.0%	4.7%	0.0%	0.0%	0.0%	0.0%	2.9%	0.0%	0.0%	1.5%	2.2%
PHF	0.00	0.71	0.75	0.81	0.65	0.63	0.63	0.77	0.50	0.77	0.50	0.80	0.75	0.65	0.36	0.82	0.88

Rolling Hour Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound N Holly St				Southbound N Holly St				Eastbound Territorial Rd				Westbound Territorial Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	2	15	51	2	7	18	6	0	5	70	1	0	61	66	16	0	318	0	13	1	0
7:15 AM	0	15	55	2	12	17	10	3	5	72	1	1	65	53	16	1	321	0	11	1	0
7:30 AM	0	18	48	2	11	19	9	3	6	69	2	1	67	48	15	1	312	0	5	1	0
7:45 AM	0	17	46	0	19	20	8	3	6	65	1	1	65	47	19	2	313	0	6	0	0
8:00 AM	0	18	49	0	20	20	8	3	8	55	1	1	73	52	14	2	318	0	5	0	0

Heavy Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



N Holly St & Territorial Rd

Thursday, August 09, 2018
7:00 AM to 9:00 AM

Peak Hour Summary
7:20 AM to 8:20 AM

Heavy Vehicle 5-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound N Holly St				Southbound N Holly St				Eastbound Territorial Rd				Westbound Territorial Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7:30 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7:40 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:50 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
8:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:35 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8:50 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	0	2	5	7	1	1	0	2	0	0	0	0	2	2	0	4	13

Heavy Vehicle 15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound N Holly St				Southbound N Holly St				Eastbound Territorial Rd				Westbound Territorial Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
7:30 AM	0	0	2	2	0	1	0	1	0	0	0	0	1	0	0	1	4
7:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
8:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
8:45 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Survey	0	2	5	7	1	1	0	2	0	0	0	0	2	2	0	4	13

Heavy Vehicle Peak Hour Summary
7:20 AM to 8:20 AM

By Approach	Northbound N Holly St			Southbound N Holly St			Eastbound Territorial Rd			Westbound Territorial Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	3	3	6	2	1	3	0	0	0	2	3	5	7
PHF	0.38			0.50			0.00			0.25			0.44

By Movement	Northbound N Holly St				Southbound N Holly St				Eastbound Territorial Rd				Westbound Territorial Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	1	2	3	1	1	0	2	0	0	0	0	2	0	0	2	7
PHF	0.00	0.25	0.25	0.38	0.25	0.25	0.00	0.50	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.44

Heavy Vehicle Rolling Hour Summary
7:00 AM to 9:00 AM

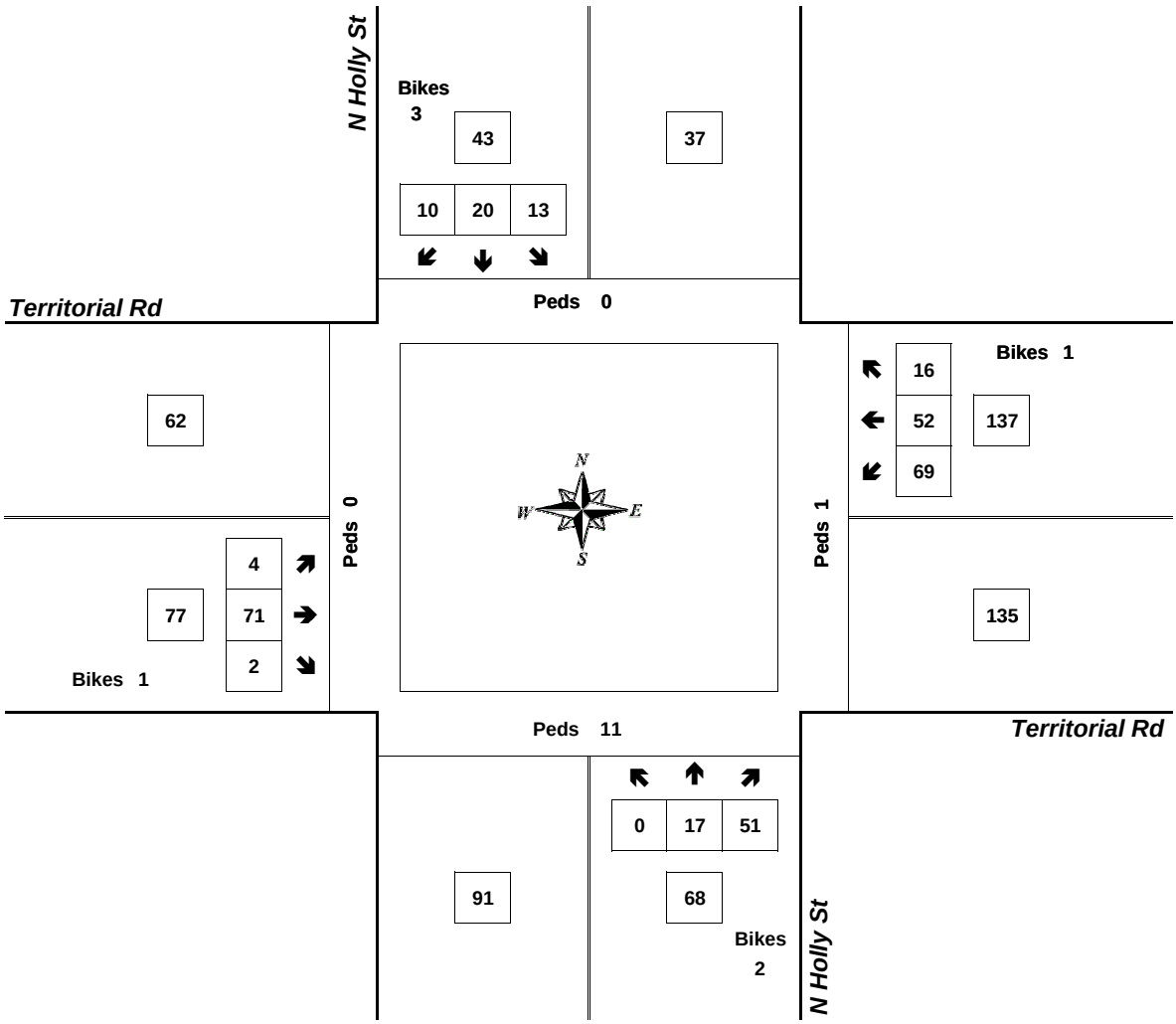
Interval Start Time	Northbound N Holly St				Southbound N Holly St				Eastbound Territorial Rd				Westbound Territorial Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	1	3	4	0	1	0	1	0	0	0	0	2	0	0	2	7
7:15 AM	0	1	3	4	0	1	0	1	0	0	0	0	2	0	0	2	7
7:30 AM	0	1	2	3	1	1	0	2	0	0	0	0	1	1	0	2	7
7:45 AM	0	2	0	2	1	0	0	1	0	0	0	0	0	2	0	2	5
8:00 AM	0	1	2	3	1	0	0	1	0	0	0	0	0	2	0	2	6

Peak Hour Summary

Clay Carney
(503) 833-2740

N Holly St & Territorial Rd

7:20 AM to 8:20 AM
Thursday, August 09, 2018

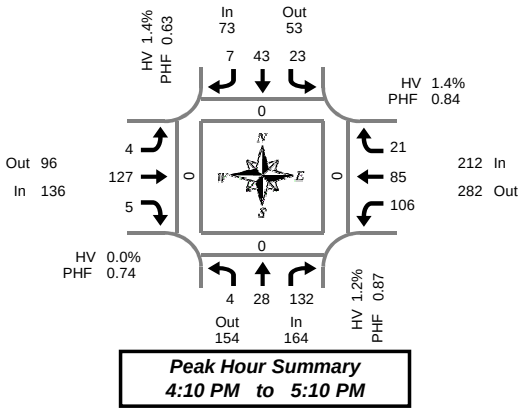


Approach	PHF	HV%	Volume
EB	0.80	0.0%	77
WB	0.82	1.5%	137
NB	0.81	4.4%	68
SB	0.77	4.7%	43
Intersection	0.88	2.2%	325

Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary

All Traffic Data
Services Inc.
Clay Carney
(503) 833-2740



N Holly St & Territorial Rd

Thursday, August 09, 2018
4:00 PM to 6:00 PM

5-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound N Holly St				Southbound N Holly St				Eastbound Territorial Rd				Westbound Territorial Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	0	0	11	0	5	0	0	1	0	8	0	0	17	7	0	0	48	0	0	0	0
4:05 PM	0	0	9	0	1	2	0	0	3	8	0	1	7	6	1	0	37	0	0	0	0
4:10 PM	0	5	11	0	1	1	0	0	0	6	0	0	15	13	1	0	53	0	0	0	0
4:15 PM	0	1	14	0	0	3	2	0	2	8	0	0	10	5	1	0	46	0	0	0	0
4:20 PM	0	2	7	0	6	1	1	0	0	13	0	0	4	11	3	0	48	0	0	0	0
4:25 PM	0	0	10	0	1	3	1	2	0	8	1	0	11	1	1	0	37	0	0	0	0
4:30 PM	0	2	8	0	0	2	0	1	0	13	0	0	13	10	4	0	52	0	0	0	0
4:35 PM	1	6	12	0	4	12	2	0	0	12	0	0	5	4	0	0	58	0	0	0	0
4:40 PM	0	1	14	0	1	2	1	0	0	15	1	0	7	6	1	0	49	0	0	0	0
4:45 PM	1	2	10	0	3	4	0	0	2	16	0	0	9	7	1	0	55	0	0	0	0
4:50 PM	0	0	16	0	1	2	0	0	0	7	2	0	11	3	0	0	42	0	0	0	0
4:55 PM	1	1	5	0	1	4	0	1	0	9	0	0	8	7	2	1	38	0	0	0	0
5:00 PM	1	3	12	0	2	4	0	1	0	10	1	0	6	10	4	0	53	0	0	0	0
5:05 PM	0	5	13	0	3	5	0	0	0	10	0	0	7	8	3	0	54	0	0	0	0
5:10 PM	0	1	14	0	1	0	0	0	0	13	1	0	7	6	4	0	47	0	0	0	0
5:15 PM	0	2	3	0	2	2	0	0	0	10	0	0	9	10	1	0	39	0	0	1	0
5:20 PM	0	2	11	0	5	3	1	1	0	6	0	0	11	8	1	0	48	0	0	0	0
5:25 PM	0	1	11	0	1	0	0	0	1	15	0	0	8	7	2	0	46	0	0	0	0
5:30 PM	0	2	10	0	2	4	0	0	0	10	0	0	8	9	2	0	47	0	0	0	0
5:35 PM	0	2	6	0	4	4	1	0	0	9	1	0	6	10	3	0	46	0	0	0	0
5:40 PM	0	2	8	0	3	4	0	0	3	3	0	0	9	1	1	1	34	0	0	0	0
5:45 PM	0	4	6	0	4	4	0	1	0	5	1	0	7	8	3	0	42	0	2	0	0
5:50 PM	2	4	6	0	2	0	0	0	2	6	0	0	4	5	1	0	32	0	2	0	0
5:55 PM	0	5	6	0	3	6	1	0	0	8	0	0	3	3	2	0	37	0	0	0	0
Total Survey	6	53	233	0	56	72	10	8	13	228	8	1	202	165	42	2	1,088	0	4	1	0

15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound N Holly St				Southbound N Holly St				Eastbound Territorial Rd				Westbound Territorial Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	0	5	31	0	7	3	0	1	3	22	0	1	39	26	2	0	138	0	0	0	0
4:15 PM	0	3	31	0	7	7	4	2	2	29	1	0	25	17	5	0	131	0	0	0	0
4:30 PM	1	9	34	0	5	16	3	1	0	40	1	0	25	20	5	0	159	0	0	0	0
4:45 PM	2	3	31	0	5	10	0	1	2	32	2	0	28	17	3	1	135	0	0	0	0
5:00 PM	1	9	39	0	6	9	0	1	0	33	2	0	20	24	11	0	154	0	0	0	0
5:15 PM	0	5	25	0	8	5	1	1	1	31	0	0	28	25	4	0	133	0	0	1	0
5:30 PM	0	6	24	0	9	12	1	0	3	22	1	0	23	20	6	1	127	0	0	0	0
5:45 PM	2	13	18	0	9	10	1	1	2	19	1	0	14	16	6	0	111	0	4	0	0
Total Survey	6	53	233	0	56	72	10	8	13	228	8	1	202	165	42	2	1,088	0	4	1	0

Peak Hour Summary
4:10 PM to 5:10 PM

By Approach	Northbound N Holly St				Southbound N Holly St				Eastbound Territorial Rd				Westbound Territorial Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	164	154	318	0	73	53	126	5	136	96	232	0	212	282	494	1	585	0	0	0	0
%HV	1.2%				1.4%				0.0%				1.4%				1.0%				
PHF	0.87				0.63				0.74				0.84				0.90				

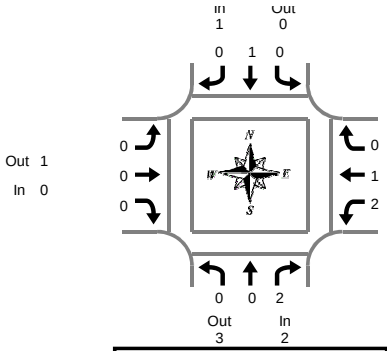
By Movement	Northbound N Holly St				Southbound N Holly St				Eastbound Territorial Rd				Westbound Territorial Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	4	28	132	164	23	43	7	73	4	127	5	136	106	85	21	212	585
%HV	0.0%	0.0%	1.5%	1.2%	0.0%	2.3%	0.0%	1.4%	0.0%	0.0%	0.0%	0.0%	1.9%	1.2%	0.0%	1.4%	1.0%
PHF	0.50	0.78	0.83	0.87	0.72	0.60	0.44	0.63	0.50	0.74	0.42	0.74	0.91	0.73	0.58	0.84	0.90

Rolling Hour Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound N Holly St				Southbound N Holly St				Eastbound Territorial Rd				Westbound Territorial Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	3	20	127	0	24	36	7	5	7	123	4	1	117	80	15	1	563	0	0	0	0
4:15 PM	4	24	135	0	23	42	7	5	4	134	6	0	98	78	24	1	579	0	0	0	0
4:30 PM	4	26	129	0	24	40	4	4	3	136	5	0	101	86	23	1	581	0	0	1	0
4:45 PM	3	23	119	0	28	36	2	3	6	118	5	0	99	86	24	2	549	0	0	1	0
5:00 PM	3	33	106	0	32	36	3	3	6	105	4	0	85	85	27	1	525	0	4	1	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



N Holly St & Territorial Rd

Thursday, August 09, 2018
4:00 PM to 6:00 PM

Peak Hour Summary
4:10 PM to 5:10 PM

Heavy Vehicle 5-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound N Holly St				Southbound N Holly St				Eastbound Territorial Rd				Westbound Territorial Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:10 PM	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	2	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:25 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
5:40 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
5:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	0	1	2	3	1	2	0	3	1	0	0	1	3	1	0	4	11

Heavy Vehicle 15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound N Holly St				Southbound N Holly St				Eastbound Territorial Rd				Westbound Territorial Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	2	1	0	3	4
4:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
5:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Survey	0	1	2	3	1	2	0	3	1	0	0	1	3	1	0	4	11

Heavy Vehicle Peak Hour Summary
4:10 PM to 5:10 PM

By Approach	Northbound N Holly St			Southbound N Holly St			Eastbound Territorial Rd			Westbound Territorial Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	2	3	5	1	0	1	0	1	1	3	2	5	6
PHF	0.50			0.25			0.00			0.38			0.50

By Movement	Northbound N Holly St				Southbound N Holly St				Eastbound Territorial Rd				Westbound Territorial Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	0	2	2	0	1	0	1	0	0	0	0	2	1	0	3	6
PHF	0.00	0.00	0.50	0.50	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.50	0.25	0.00	0.38	0.50

Heavy Vehicle Rolling Hour Summary
4:00 PM to 6:00 PM

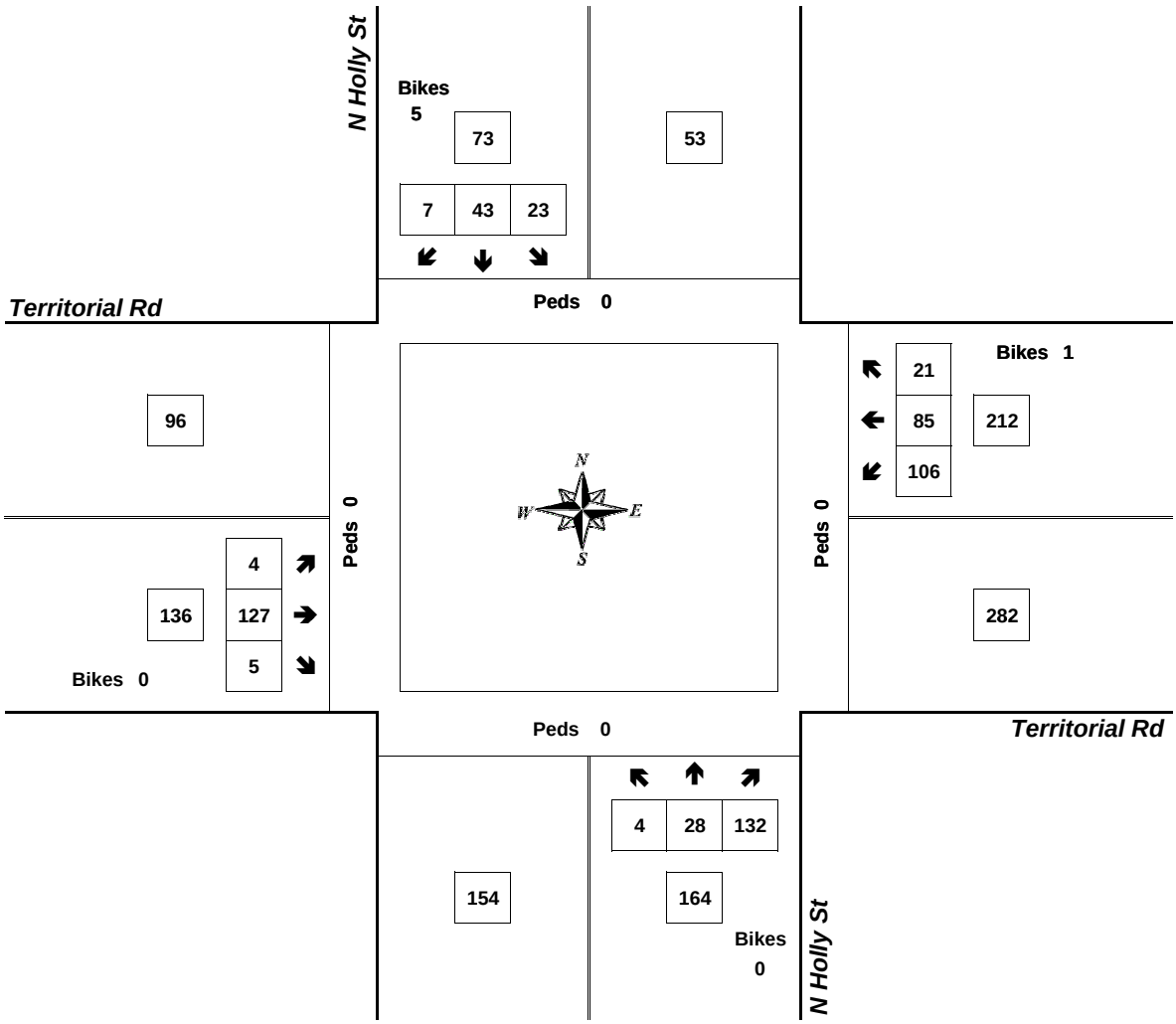
Interval Start Time	Northbound N Holly St				Southbound N Holly St				Eastbound Territorial Rd				Westbound Territorial Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	2	2	0	1	0	1	0	0	0	0	3	1	0	4	7
4:15 PM	0	0	1	1	0	1	0	1	0	0	0	0	1	0	0	1	3
4:30 PM	0	1	1	2	0	0	0	0	0	0	0	0	1	0	0	1	3
4:45 PM	0	1	1	2	0	1	0	1	1	0	0	1	0	0	0	0	4
5:00 PM	0	1	0	1	1	1	0	2	1	0	0	1	0	0	0	0	4

Peak Hour Summary

Clay Carney
(503) 833-2740

N Holly St & Territorial Rd

4:10 PM to 5:10 PM
Thursday, August 09, 2018

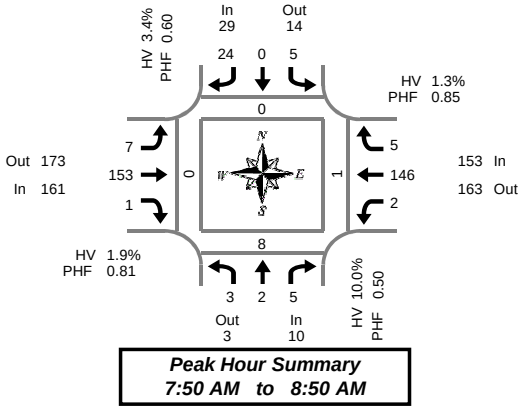


Approach	PHF	HV%	Volume
EB	0.74	0.0%	136
WB	0.84	1.4%	212
NB	0.87	1.2%	164
SB	0.63	1.4%	73
Intersection	0.90	1.0%	585

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary

Clay Carney
(503) 833-2740



Peak Hour Summary
7:50 AM to 8:50 AM

N Locust St & Territorial Rd

Thursday, August 09, 2018
7:00 AM to 9:00 AM

5-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound N Locust St				Southbound N Locust St				Eastbound Territorial Rd				Westbound Territorial Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	0	0	1	0	1	0	1	0	0	6	0	0	0	13	0	0	22	0	0	0	0
7:05 AM	0	0	1	0	0	0	2	0	0	10	0	0	1	18	0	0	32	0	1	0	0
7:10 AM	0	0	0	0	1	0	1	0	0	6	0	0	0	10	0	0	18	0	0	0	2
7:15 AM	0	0	1	0	0	0	0	0	1	8	0	0	0	8	0	0	18	0	0	0	0
7:20 AM	1	0	0	0	0	1	1	0	1	13	0	0	0	11	0	0	28	0	0	0	0
7:25 AM	1	0	0	0	0	0	2	0	2	16	0	0	0	12	0	0	33	0	2	0	0
7:30 AM	0	0	1	0	1	0	3	0	0	12	0	2	0	10	1	0	28	0	3	0	0
7:35 AM	0	0	0	0	0	1	4	0	0	14	0	0	1	15	0	0	35	0	0	0	0
7:40 AM	0	0	0	0	1	0	2	0	0	14	0	0	0	9	0	0	26	0	0	0	0
7:45 AM	0	0	0	0	0	1	3	0	0	11	0	0	0	9	1	0	25	0	1	0	0
7:50 AM	0	0	0	0	0	0	0	0	1	20	0	0	0	8	1	0	30	0	0	0	0
7:55 AM	1	0	1	0	2	0	1	0	1	13	0	0	0	10	0	0	29	0	1	1	0
8:00 AM	0	0	0	0	1	0	1	0	1	14	0	0	1	16	0	0	34	0	0	0	0
8:05 AM	0	0	0	0	0	0	1	0	3	5	0	0	0	7	2	1	18	0	0	0	0
8:10 AM	0	0	1	0	0	0	3	0	0	7	0	3	0	16	0	0	27	0	1	0	0
8:15 AM	0	1	0	0	0	0	4	0	0	17	0	2	0	14	0	1	36	0	0	0	0
8:20 AM	0	0	0	0	0	0	2	0	1	9	0	0	1	12	0	0	25	0	0	0	0
8:25 AM	0	0	2	1	0	0	1	0	0	12	0	0	0	7	1	1	23	0	2	0	0
8:30 AM	0	0	1	0	0	0	1	0	0	13	0	0	0	19	0	0	34	0	1	0	0
8:35 AM	2	0	0	0	0	0	2	0	0	12	0	0	0	14	1	1	31	0	2	0	0
8:40 AM	0	1	0	0	0	0	1	0	0	12	1	0	0	11	0	0	26	0	1	0	0
8:45 AM	0	0	0	0	2	0	7	0	0	19	0	0	0	12	0	0	40	0	0	0	0
8:50 AM	0	0	1	0	1	0	3	0	0	9	0	0	0	12	1	0	27	0	0	0	0
8:55 AM	1	0	0	0	0	1	1	0	3	11	0	0	0	11	3	0	31	0	0	1	0
Total Survey	6	2	10	1	10	4	47	0	14	283	1	7	4	284	11	4	676	0	15	2	2

15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound N Locust St				Southbound N Locust St				Eastbound Territorial Rd				Westbound Territorial Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	0	0	2	0	2	0	4	0	0	22	0	0	1	41	0	0	72	0	1	0	2
7:15 AM	2	0	1	0	0	1	3	0	4	37	0	0	0	31	0	0	79	0	2	0	0
7:30 AM	0	0	1	0	2	1	9	0	0	40	0	2	1	34	1	0	89	0	3	0	0
7:45 AM	1	0	1	0	2	1	4	0	2	44	0	0	0	27	2	0	84	0	2	1	0
8:00 AM	0	0	1	0	1	0	5	0	4	26	0	3	1	39	2	1	79	0	1	0	0
8:15 AM	0	1	2	1	0	0	7	0	1	38	0	2	1	33	1	2	84	0	2	0	0
8:30 AM	2	1	1	0	0	0	4	0	0	37	1	0	0	44	1	1	91	0	4	0	0
8:45 AM	1	0	1	0	3	1	11	0	3	39	0	0	0	35	4	0	98	0	0	1	0
Total Survey	6	2	10	1	10	4	47	0	14	283	1	7	4	284	11	4	676	0	15	2	2

Peak Hour Summary
7:50 AM to 8:50 AM

By Approach	Northbound N Locust St				Southbound N Locust St				Eastbound Territorial Rd				Westbound Territorial Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	10	3	13	1	29	14	43	0	161	173	334	5	153	163	316	4	353	0	8	1	0
%HV	10.0%				3.4%				1.9%				1.3%				2.0%				
PHF	0.50				0.60				0.81				0.85				0.91				

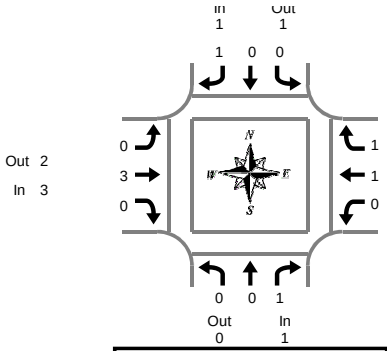
By Movement	Northbound N Locust St				Southbound N Locust St				Eastbound Territorial Rd				Westbound Territorial Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	3	2	5	10	5	0	24	29	7	153	1	161	2	146	5	153	353
%HV	0.0%	0.0%	20.0%	10.0%	0.0%	0.0%	4.2%	3.4%	0.0%	2.0%	0.0%	1.9%	0.0%	0.7%	20.0%	1.3%	2.0%
PHF	0.38	0.50	0.42	0.50	0.42	0.00	0.60	0.60	0.35	0.81	0.25	0.81	0.50	0.83	0.63	0.85	0.91

Rolling Hour Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound N Locust St				Southbound N Locust St				Eastbound Territorial Rd				Westbound Territorial Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	3	0	5	0	6	3	20	0	6	143	0	2	2	133	3	0	324	0	8	1	2
7:15 AM	3	0	4	0	5	3	21	0	10	147	0	5	2	131	5	1	331	0	8	1	0
7:30 AM	1	1	5	1	5	2	25	0	7	148	0	7	3	133	6	3	336	0	8	1	0
7:45 AM	3	2	5	1	3	1	20	0	7	145	1	5	2	143	6	4	338	0	9	1	0
8:00 AM	3	2	5	1	4	1	27	0	8	140	1	5	2	151	8	4	352	0	7	1	0

Heavy Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



N Locust St & Territorial Rd

Thursday, August 09, 2018
7:00 AM to 9:00 AM

Peak Hour Summary
7:50 AM to 8:50 AM

Heavy Vehicle 5-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound N Locust St				Southbound N Locust St				Eastbound Territorial Rd				Westbound Territorial Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:25 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:40 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
8:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:25 AM	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
8:50 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	0	0	1	1	0	0	1	1	0	7	0	7	0	2	1	3	12

Heavy Vehicle 15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound N Locust St				Southbound N Locust St				Eastbound Territorial Rd				Westbound Territorial Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	1	1	0	0	1	1	0	2	0	2	0	0	0	0	4
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
8:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total Survey	0	0	1	1	0	0	1	1	0	7	0	7	0	2	1	3	12

Heavy Vehicle Peak Hour Summary
7:50 AM to 8:50 AM

By Approach	Northbound N Locust St			Southbound N Locust St			Eastbound Territorial Rd			Westbound Territorial Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	1	0	1	1	1	2	3	2	5	2	4	6	7
PHF	0.25			0.25			0.38			0.25			0.44

By Movement	Northbound N Locust St				Southbound N Locust St				Eastbound Territorial Rd				Westbound Territorial Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	0	1	1	0	0	1	1	0	3	0	3	0	1	1	2	7
PHF	0.00	0.00	0.25	0.25	0.00	0.00	0.25	0.25	0.00	0.38	0.00	0.38	0.00	0.25	0.25	0.25	0.44

Heavy Vehicle Rolling Hour Summary
7:00 AM to 9:00 AM

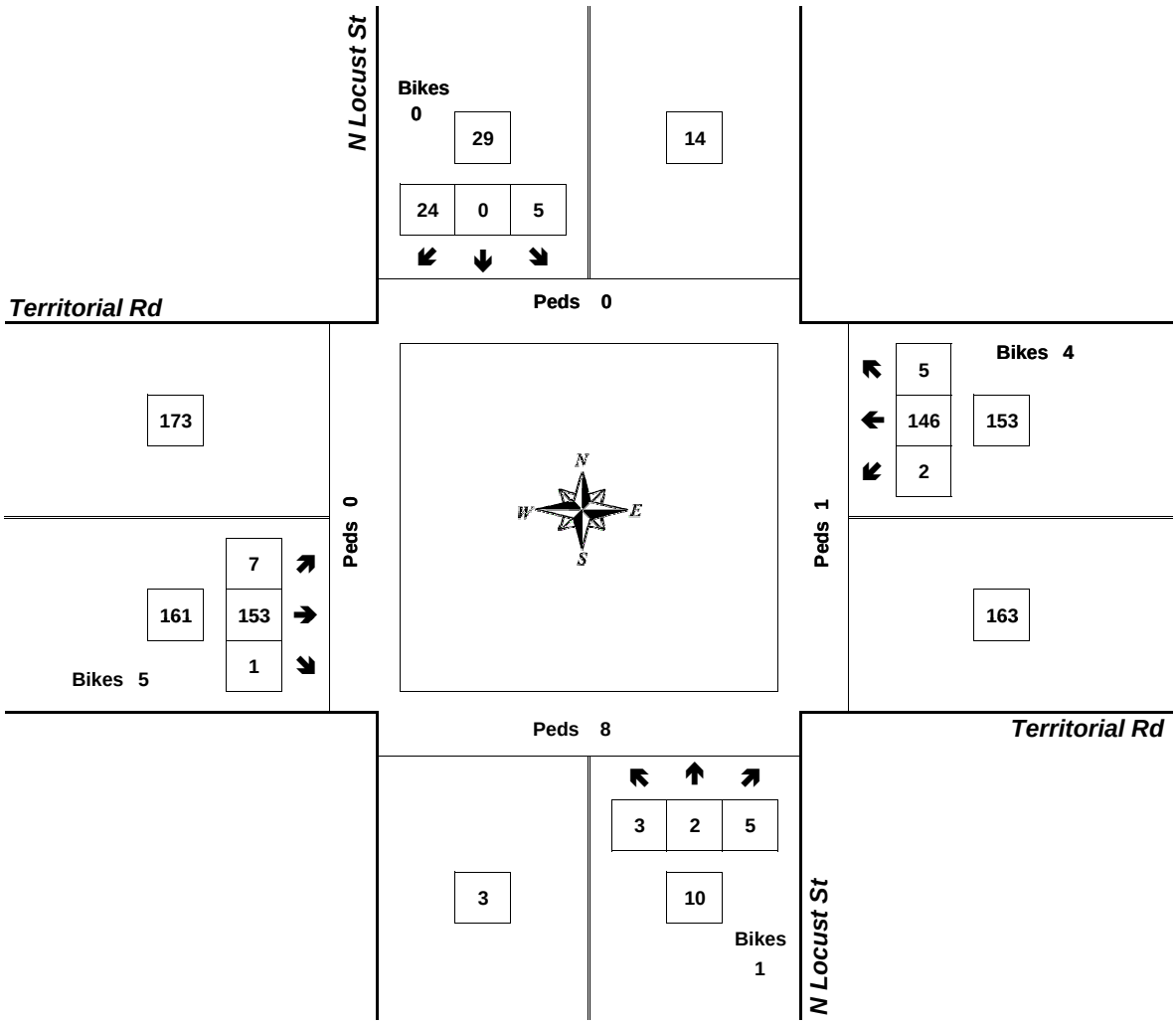
Interval Start Time	Northbound N Locust St				Southbound N Locust St				Eastbound Territorial Rd				Westbound Territorial Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	1	0	1	4
7:15 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	1	0	1	4
7:30 AM	0	0	1	1	0	0	1	1	0	4	0	4	0	0	0	0	6
7:45 AM	0	0	1	1	0	0	1	1	0	3	0	3	0	1	1	2	7
8:00 AM	0	0	1	1	0	0	1	1	0	4	0	4	0	1	1	2	8

Peak Hour Summary

Clay Carney
(503) 833-2740

N Locust St & Territorial Rd

7:50 AM to 8:50 AM
Thursday, August 09, 2018

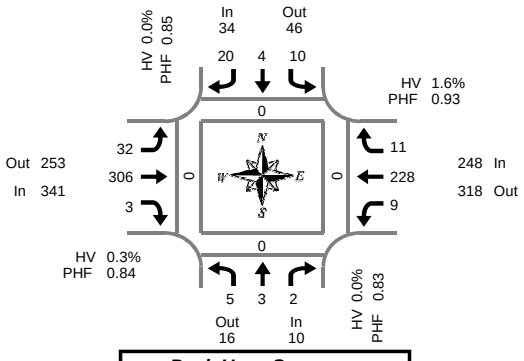


Approach	PHF	HV%	Volume
EB	0.81	1.9%	161
WB	0.85	1.3%	153
NB	0.50	10.0%	10
SB	0.60	3.4%	29
Intersection	0.91	2.0%	353

Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
4:30 PM to 5:30 PM

N Locust St & Territorial Rd

Thursday, August 09, 2018
4:00 PM to 6:00 PM

5-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound N Locust St				Southbound N Locust St				Eastbound Territorial Rd				Westbound Territorial Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	0	0	1	0	1	0	4	0	5	23	1	1	1	21	0	0	57	0	0	0	0
4:05 PM	0	4	1	0	0	0	0	0	1	20	0	2	0	14	0	0	40	0	0	2	0
4:10 PM	0	0	0	0	0	2	1	0	5	16	1	0	2	31	1	0	59	0	0	0	0
4:15 PM	0	0	0	0	0	1	4	0	1	31	0	0	0	14	1	0	52	0	0	0	0
4:20 PM	0	0	0	0	0	1	3	0	5	17	1	0	0	19	1	0	47	0	0	0	0
4:25 PM	0	0	1	0	0	1	1	0	5	17	0	1	0	13	1	0	39	0	0	0	0
4:30 PM	0	1	1	0	0	2	2	0	4	21	0	0	2	32	1	0	66	0	0	0	0
4:35 PM	0	0	0	1	1	0	2	0	3	29	0	1	0	14	0	0	49	0	0	0	0
4:40 PM	1	0	0	0	1	1	1	0	3	28	0	0	3	15	0	0	53	0	0	0	0
4:45 PM	0	1	0	0	2	0	2	0	2	35	1	0	1	18	1	0	63	0	0	0	0
4:50 PM	0	0	0	0	0	0	1	0	3	26	0	0	0	16	0	0	46	0	0	0	0
4:55 PM	2	0	0	0	1	0	3	0	2	14	0	0	1	17	1	0	41	0	0	0	0
5:00 PM	1	0	0	0	1	1	1	0	1	24	0	0	0	22	4	2	55	0	0	0	0
5:05 PM	0	0	0	0	1	0	2	0	5	29	0	0	0	18	1	0	56	0	0	0	0
5:10 PM	0	0	0	0	1	0	0	0	0	36	0	0	1	17	1	0	56	0	0	0	0
5:15 PM	0	1	0	0	0	0	3	0	4	17	0	0	1	22	0	0	48	0	0	0	0
5:20 PM	1	0	1	0	2	0	1	0	2	20	2	0	0	19	0	0	48	0	0	0	0
5:25 PM	0	0	0	0	0	0	2	0	3	27	0	0	0	18	2	0	52	0	0	0	0
5:30 PM	0	0	0	0	0	0	1	0	3	27	0	0	0	25	1	0	57	0	0	0	0
5:35 PM	1	0	1	0	0	0	4	0	2	20	1	0	1	15	0	0	45	0	0	0	0
5:40 PM	0	1	0	0	0	0	1	0	1	14	1	0	0	11	0	2	29	0	0	0	0
5:45 PM	0	0	1	0	0	0	6	0	2	18	0	0	1	23	2	0	53	0	2	2	0
5:50 PM	1	0	0	0	0	0	1	0	3	11	0	0	0	8	1	0	25	0	0	0	0
5:55 PM	0	1	1	0	0	0	1	0	3	16	0	0	2	9	0	0	33	0	0	0	0
Total Survey	7	9	8	1	11	9	47	0	68	536	8	5	16	431	19	4	1,169	0	2	4	0

15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound N Locust St				Southbound N Locust St				Eastbound Territorial Rd				Westbound Territorial Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	0	4	2	0	1	2	5	0	11	59	2	3	3	66	1	0	156	0	0	2	0
4:15 PM	0	0	1	0	0	3	8	0	11	65	1	1	0	46	3	0	138	0	0	0	0
4:30 PM	1	1	1	1	2	3	5	0	10	78	0	1	5	61	1	0	168	0	0	0	0
4:45 PM	2	1	0	0	3	0	6	0	7	75	1	0	2	51	2	0	150	0	0	0	0
5:00 PM	1	0	0	0	3	1	3	0	6	89	0	0	1	57	6	2	167	0	0	0	0
5:15 PM	1	1	1	0	2	0	6	0	9	64	2	0	1	59	2	0	148	0	0	0	0
5:30 PM	1	1	1	0	0	0	6	0	6	61	2	0	1	51	1	2	131	0	0	0	0
5:45 PM	1	1	2	0	0	0	8	0	8	45	0	0	3	40	3	0	111	0	2	2	0
Total Survey	7	9	8	1	11	9	47	0	68	536	8	5	16	431	19	4	1,169	0	2	4	0

Peak Hour Summary
4:30 PM to 5:30 PM

By Approach	Northbound N Locust St				Southbound N Locust St				Eastbound Territorial Rd				Westbound Territorial Rd				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	10	16	26	1	34	46	80	0	341	253	594	1	248	318	566	2	633	0	0	0	0
%HV	0.0%				0.0%				0.3%				1.6%				0.8%				
PHF	0.83				0.85				0.84				0.93				0.94				

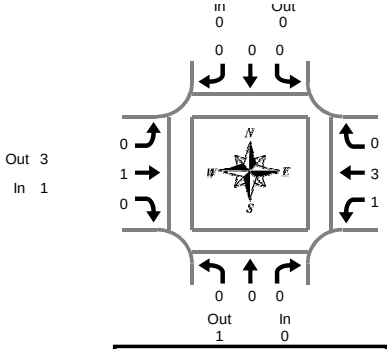
By Movement	Northbound N Locust St				Southbound N Locust St				Eastbound Territorial Rd				Westbound Territorial Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	5	3	2	10	10	4	20	34	32	306	3	341	9	228	11	248	633
%HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.3%	11.1%	1.3%	0.0%	1.6%	0.8%
PHF	0.42	0.75	0.50	0.83	0.63	0.33	0.83	0.85	0.80	0.83	0.38	0.84	0.45	0.93	0.46	0.93	0.94

Rolling Hour Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound N Locust St				Southbound N Locust St				Eastbound Territorial Rd				Westbound Territorial Rd				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	3	6	4	1	6	8	24	0	39	277	4	5	10	224	7	0	612	0	0	2	0
4:15 PM	4	2	2	1	8	7	22	0	34	307	2	2	8	215	12	2	623	0	0	0	0
4:30 PM	5	3	2	1	10	4	20	0	32	306	3	1	9	228	11	2	633	0	0	0	0
4:45 PM	5	3	2	0	8	1	21	0	28	289	5	0	5	218	11	4	596	0	0	0	0
5:00 PM	4	3	4	0	5	1	23	0	29	259	4	0	6	207	12	4	557	0	2	2	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



N Locust St & Territorial Rd

Thursday, August 09, 2018
4:00 PM to 6:00 PM

Peak Hour Summary
4:30 PM to 5:30 PM

Heavy Vehicle 5-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound N Locust St				Southbound N Locust St				Eastbound Territorial Rd				Westbound Territorial Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:05 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
4:10 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	3
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	0	0	0	0	0	0	0	0	0	5	0	5	1	6	0	7	12

Heavy Vehicle 15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound N Locust St				Southbound N Locust St				Eastbound Territorial Rd				Westbound Territorial Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	3	0	3	5
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Survey	0	0	0	0	0	0	0	0	0	5	0	5	1	6	0	7	12

Heavy Vehicle Peak Hour Summary
4:30 PM to 5:30 PM

By Approach	Northbound N Locust St			Southbound N Locust St			Eastbound Territorial Rd			Westbound Territorial Rd			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	1	1	0	0	0	1	3	4	4	1	5	5
PHF	0.00			0.00			0.25			0.50			0.63

By Movement	Northbound N Locust St				Southbound N Locust St				Eastbound Territorial Rd				Westbound Territorial Rd				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	0	0	0	0	0	0	0	0	1	0	1	1	3	0	4	5
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.25	0.38	0.00	0.50	0.63

Heavy Vehicle Rolling Hour Summary
4:00 PM to 6:00 PM

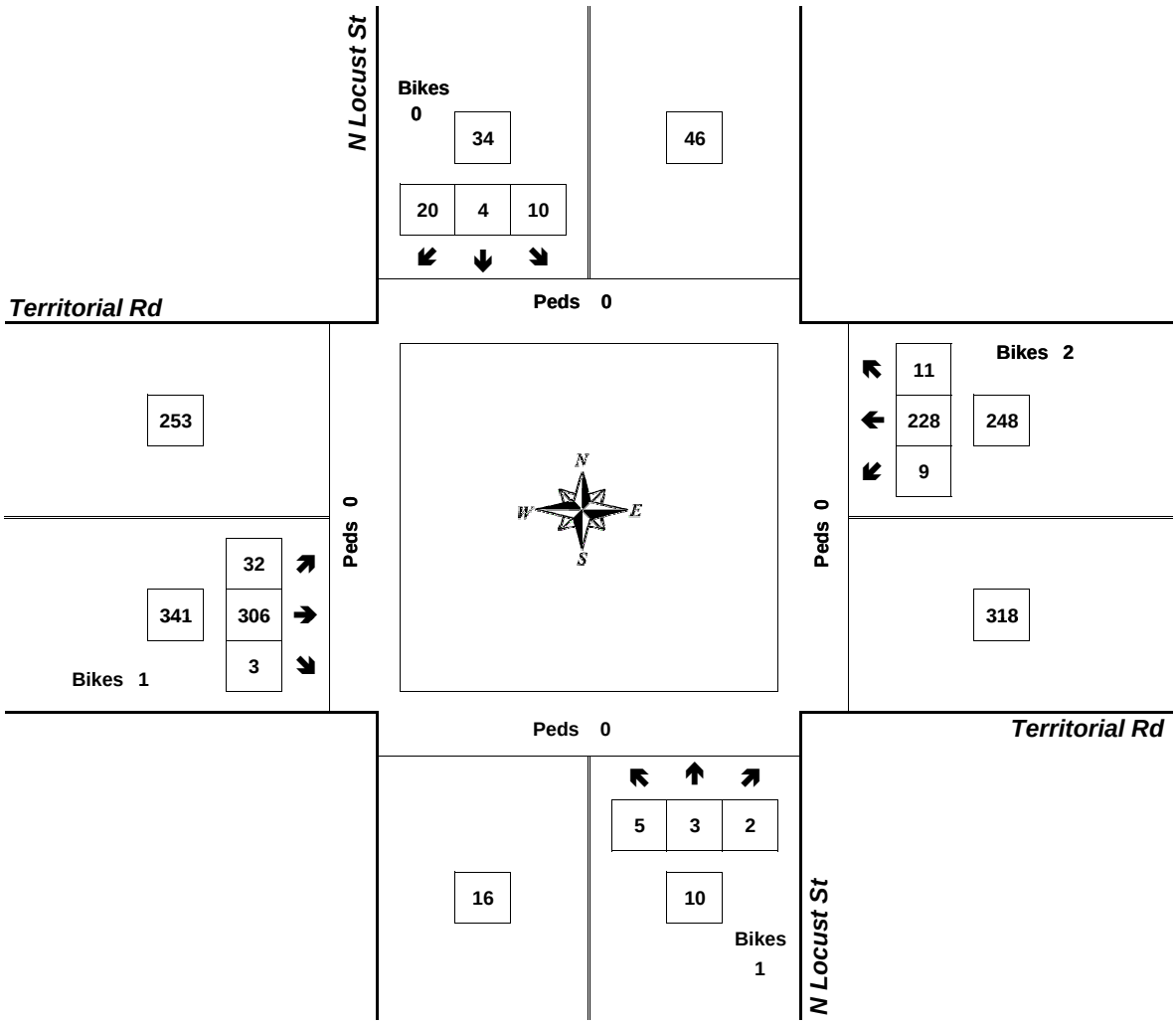
Interval Start Time	Northbound N Locust St				Southbound N Locust St				Eastbound Territorial Rd				Westbound Territorial Rd				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	4	0	4	0	6	0	6	10
4:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	3	0	3	5
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	3	0	4	5
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	2	3
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2

Peak Hour Summary

Clay Carney
(503) 833-2740

N Locust St & Territorial Rd

4:30 PM to 5:30 PM
Thursday, August 09, 2018

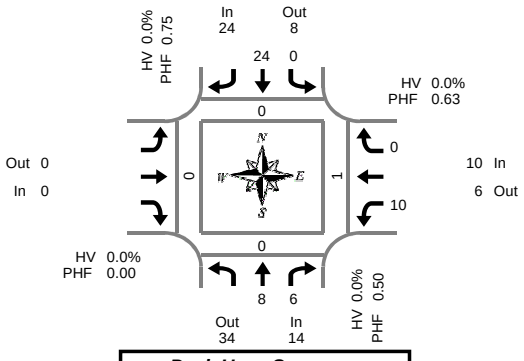


Approach	PHF	HV%	Volume
EB	0.84	0.3%	341
WB	0.93	1.6%	248
NB	0.83	0.0%	10
SB	0.85	0.0%	34
Intersection	0.94	0.8%	633

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
7:25 AM to 8:25 AM

N Locust St & NE 19th Ave

Thursday, August 09, 2018
7:00 AM to 9:00 AM

5-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound N Locust St				Southbound N Locust St				Eastbound NE 19th Ave				Westbound NE 19th Ave				Interval Total	Pedestrians Crosswalk			
	T	R	Bikes		L	T	Bikes				Bikes		L	R	Bikes			North	South	East	West
7:00 AM	0	0	0		0	1	0				0		1	0	0		2	0	0	0	0
7:05 AM	0	0	0		0	1	0				0		1	0	0		2	0	0	0	0
7:10 AM	0	0	0		0	0	0				0		1	0	0		1	0	0	0	0
7:15 AM	0	1	0		0	0	0				0		1	0	0		2	0	0	0	0
7:20 AM	0	0	0		0	1	0				0		0	0	0		1	0	0	0	0
7:25 AM	2	0	0		0	1	0				0		2	0	0		5	0	0	0	0
7:30 AM	1	1	0		0	2	0				0		2	0	0		6	0	0	0	0
7:35 AM	0	0	0		0	4	0				0		0	0	0		4	0	0	0	0
7:40 AM	0	0	0		0	2	0				0		1	0	0		3	0	0	0	0
7:45 AM	1	0	0		0	2	0				0		1	0	0		4	0	0	0	0
7:50 AM	0	1	0		0	2	0				0		0	0	0		3	0	0	0	0
7:55 AM	0	0	0		0	2	0				0		1	0	0		3	0	0	1	0
8:00 AM	2	0	0		0	2	0				0		0	0	0		4	0	0	0	0
8:05 AM	1	2	0		0	1	0				0		0	0	0		4	0	0	0	0
8:10 AM	1	1	0		0	1	0				0		0	0	0		3	0	0	0	0
8:15 AM	0	1	0		0	3	0				0		3	0	0		7	0	0	0	0
8:20 AM	0	0	1		0	2	0				0		0	0	0		2	0	0	0	0
8:25 AM	1	0	1		0	0	0				0		0	0	0		1	0	0	0	0
8:30 AM	1	1	0		0	1	0				0		1	0	0		4	0	0	0	0
8:35 AM	1	0	0		0	3	0				0		0	0	0		4	0	0	0	0
8:40 AM	1	0	0		0	1	0				0		0	0	0		2	0	0	0	0
8:45 AM	0	0	0		0	3	0				0		4	0	0		7	0	0	0	0
8:50 AM	1	0	0		0	3	0				0		2	0	0		6	0	0	0	0
8:55 AM	3	0	0		0	1	0				0		0	0	0		4	0	0	0	0
Total Survey	16	8	2		0	39	0				0		21	0	0		84	0	0	1	0

15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound N Locust St				Southbound N Locust St				Eastbound NE 19th Ave				Westbound NE 19th Ave				Interval Total	Pedestrians Crosswalk			
	T	R	Bikes		L	T	Bikes				Bikes		L	R	Bikes			North	South	East	West
7:00 AM	0	0	0		0	2	0				0		3	0	0		5	0	0	0	0
7:15 AM	2	1	0		0	2	0				0		3	0	0		8	0	0	0	0
7:30 AM	1	1	0		0	8	0				0		3	0	0		13	0	0	0	0
7:45 AM	1	1	0		0	6	0				0		2	0	0		10	0	0	1	0
8:00 AM	4	3	0		0	4	0				0		0	0	0		11	0	0	0	0
8:15 AM	1	1	2		0	5	0				0		3	0	0		10	0	0	0	0
8:30 AM	3	1	0		0	5	0				0		1	0	0		10	0	0	0	0
8:45 AM	4	0	0		0	7	0				0		6	0	0		17	0	0	0	0
Total Survey	16	8	2		0	39	0				0		21	0	0		84	0	0	1	0

Peak Hour Summary
7:25 AM to 8:25 AM

By Approach	Northbound N Locust St				Southbound N Locust St				Eastbound NE 19th Ave				Westbound NE 19th Ave				Total
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	
Volume	14	34	48	1	24	8	32	0	0	0	0	0	10	6	16	0	48
%HV	0.0%				0.0%				0.0%				0.0%				0.0%
PHF	0.50				0.75				0.00				0.63				0.80

Pedestrians Crosswalk			
North	South	East	West
0	0	1	0

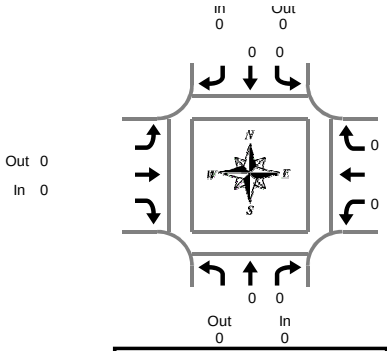
By Movement	Northbound N Locust St				Southbound N Locust St				Eastbound NE 19th Ave				Westbound NE 19th Ave				Total
		T	R	Total	L	T		Total				Total	L		R	Total	
Volume		8	6	14	0	24		24				0	10		0	10	48
%HV	NA	0.0%	0.0%	0.0%	0.0%	0.0%	NA	0.0%	NA	NA	NA	0.0%	0.0%	NA	0.0%	0.0%	0.0%
PHF		0.50	0.38	0.50	0.00	0.75		0.75				0.00	0.63		0.00	0.63	0.80

Rolling Hour Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound N Locust St				Southbound N Locust St				Eastbound NE 19th Ave				Westbound NE 19th Ave				Interval Total	Pedestrians Crosswalk			
	T	R	Bikes		L	T	Bikes				Bikes		L	R	Bikes			North	South	East	West
7:00 AM	4	3	0		0	18	0				0		11	0	0		36	0	0	1	0
7:15 AM	8	6	0		0	20	0				0		8	0	0		42	0	0	1	0
7:30 AM	7	6	2		0	23	0				0		8	0	0		44	0	0	1	0
7:45 AM	9	6	2		0	20	0				0		6	0	0		41	0	0	1	0
8:00 AM	12	5	2		0	21	0				0		10	0	0		48	0	0	0	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



N Locust St & NE 19th Ave

Thursday, August 09, 2018
7:00 AM to 9:00 AM

Peak Hour Summary
7:25 AM to 8:25 AM

Heavy Vehicle 5-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound N Locust St				Southbound N Locust St				Eastbound NE 19th Ave				Westbound NE 19th Ave				Interval Total
		T	R	Total	L	T		Total				Total	L		R	Total	
7:00 AM		0	0	0	0	0		0				0	0		0	0	0
7:05 AM		0	0	0	0	0		0				0	0		0	0	0
7:10 AM		0	0	0	0	0		0				0	0		0	0	0
7:15 AM		0	0	0	0	0		0				0	0		0	0	0
7:20 AM		0	0	0	0	0		0				0	0		0	0	0
7:25 AM		0	0	0	0	0		0				0	0		0	0	0
7:30 AM		0	0	0	0	0		0				0	0		0	0	0
7:35 AM		0	0	0	0	0		0				0	0		0	0	0
7:40 AM		0	0	0	0	0		0				0	0		0	0	0
7:45 AM		0	0	0	0	0		0				0	0		0	0	0
7:50 AM		0	0	0	0	0		0				0	0		0	0	0
7:55 AM		0	0	0	0	0		0				0	0		0	0	0
8:00 AM		0	0	0	0	0		0				0	0		0	0	0
8:05 AM		0	0	0	0	0		0				0	0		0	0	0
8:10 AM		0	0	0	0	0		0				0	0		0	0	0
8:15 AM		0	0	0	0	0		0				0	0		0	0	0
8:20 AM		0	0	0	0	0		0				0	0		0	0	0
8:25 AM		0	0	0	0	0		0				0	0		0	0	0
8:30 AM		0	0	0	0	0		0				0	1		0	1	1
8:35 AM		1	0	1	0	0		0				0	0		0	0	1
8:40 AM		0	0	0	0	0		0				0	0		0	0	0
8:45 AM		0	0	0	0	0		0				0	0		0	0	0
8:50 AM		0	0	0	0	0		0				0	0		0	0	0
8:55 AM		0	0	0	0	0		0				0	0		0	0	0
Total Survey		1	0	1	0	0		0				0	1		0	1	2

Heavy Vehicle 15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound N Locust St				Southbound N Locust St				Eastbound NE 19th Ave				Westbound NE 19th Ave				Interval Total
		T	R	Total	L	T		Total				Total	L		R	Total	
7:00 AM		0	0	0	0	0		0				0	0		0	0	0
7:15 AM		0	0	0	0	0		0				0	0		0	0	0
7:30 AM		0	0	0	0	0		0				0	0		0	0	0
7:45 AM		0	0	0	0	0		0				0	0		0	0	0
8:00 AM		0	0	0	0	0		0				0	0		0	0	0
8:15 AM		0	0	0	0	0		0				0	0		0	0	0
8:30 AM		1	0	1	0	0		0				0	1		0	1	2
8:45 AM		0	0	0	0	0		0				0	0		0	0	0
Total Survey		1	0	1	0	0		0				0	1		0	1	2

Heavy Vehicle Peak Hour Summary
7:25 AM to 8:25 AM

By Approach	Northbound N Locust St			Southbound N Locust St			Eastbound NE 19th Ave			Westbound NE 19th Ave			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.00			0.00			0.00			0.00			0.00

By Movement	Northbound N Locust St				Southbound N Locust St				Eastbound NE 19th Ave				Westbound NE 19th Ave				Total
		T	R	Total	L	T		Total				Total	L		R	Total	
Volume		0	0	0	0	0		0				0	0		0	0	0
PHF		0.00	0.00	0.00	0.00	0.00		0.00				0.00	0.00		0.00	0.00	0.00

Heavy Vehicle Rolling Hour Summary
7:00 AM to 9:00 AM

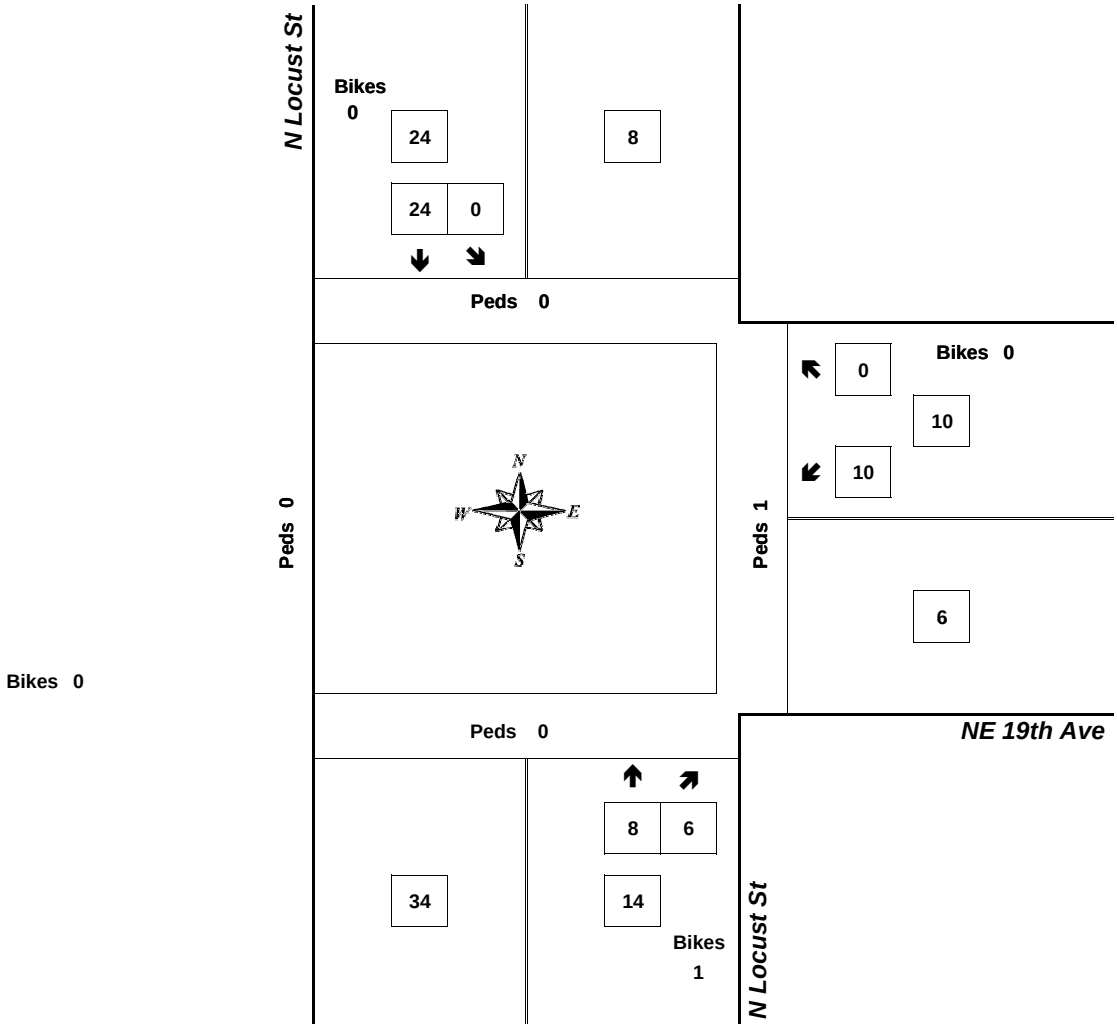
Interval Start Time	Northbound N Locust St				Southbound N Locust St				Eastbound NE 19th Ave				Westbound NE 19th Ave				Interval Total
		T	R	Total	L	T		Total				Total	L		R	Total	
7:00 AM		0	0	0	0	0		0				0	0		0	0	0
7:15 AM		0	0	0	0	0		0				0	0		0	0	0
7:30 AM		0	0	0	0	0		0				0	0		0	0	0
7:45 AM		1	0	1	0	0		0				0	1		0	1	2
8:00 AM		1	0	1	0	0		0				0	1		0	1	2

Peak Hour Summary

Clay Carney
(503) 833-2740

N Locust St & NE 19th Ave

7:25 AM to 8:25 AM
Thursday, August 09, 2018

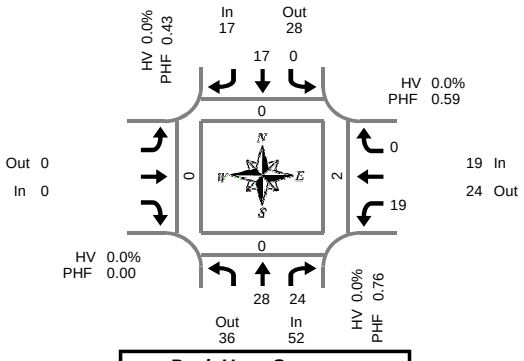


Approach	PHF	HV%	Volume
EB	0.00	0.0%	0
WB	0.63	0.0%	10
NB	0.50	0.0%	14
SB	0.75	0.0%	24
Intersection	0.80	0.0%	48

Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
4:10 PM to 5:10 PM

N Locust St & NE 19th Ave

Thursday, August 09, 2018
4:00 PM to 6:00 PM

5-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound N Locust St				Southbound N Locust St				Eastbound NE 19th Ave				Westbound NE 19th Ave				Interval Total	Pedestrians Crosswalk			
	T	R	Bikes		L	T	Bikes				Bikes		L	R	Bikes			North	South	East	West
4:00 PM	0	1	0		0	2	0				0		0	0	0		3	0	0	0	0
4:05 PM	3	2	0		0	3	0				0		0	0	0		8	0	0	0	0
4:10 PM	2	3	0		0	0	0				0		2	0	0		7	0	0	0	0
4:15 PM	2	3	0		0	0	1				0		1	0	0		6	0	0	0	0
4:20 PM	2	1	0		0	7	0				0		0	0	0		10	0	0	0	0
4:25 PM	5	2	0		0	1	0				0		1	0	0		9	0	0	1	0
4:30 PM	3	1	0		0	2	0				0		2	0	0		8	0	0	0	0
4:35 PM	2	4	0		0	1	0				0		2	0	0		9	0	0	0	0
4:40 PM	1	2	0		0	1	0				0		2	0	0		6	0	0	0	0
4:45 PM	0	3	0		0	0	0				0		4	0	0		7	0	0	1	0
4:50 PM	4	1	0		0	0	0				0		0	1	0		5	0	0	0	0
4:55 PM	1	1	0		0	3	0				0		2	0	0		7	0	0	0	0
5:00 PM	1	3	0		0	0	0				0		1	0	1		5	0	0	0	0
5:05 PM	5	0	0		0	2	0				0		2	0	0		9	0	0	0	0
5:10 PM	4	0	0		0	2	0				0		0	0	0		6	0	0	0	0
5:15 PM	2	2	0		0	1	0				0		1	0	0		6	0	0	0	0
5:20 PM	0	2	0		0	1	0				0		2	0	0		5	0	0	0	0
5:25 PM	2	3	0		0	0	0				0		2	0	0		7	0	0	0	0
5:30 PM	1	2	0		0	0	0				0		1	0	0		4	0	0	0	0
5:35 PM	2	1	0		0	1	0				0		3	0	0		7	0	0	0	0
5:40 PM	3	0	0		0	1	0				0		0	1	0		5	0	0	0	0
5:45 PM	2	2	0		0	2	0				0		2	0	0		8	0	0	2	0
5:50 PM	1	2	0		0	1	0				0		2	0	0		6	0	0	0	0
5:55 PM	2	1	0		0	0	0				0		0	0	0		3	0	0	0	0
Total Survey	50	42	0		0	31	1				0		32	1	2		156	0	0	4	0

15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound N Locust St				Southbound N Locust St				Eastbound NE 19th Ave				Westbound NE 19th Ave				Interval Total	Pedestrians Crosswalk			
	T	R	Bikes		L	T	Bikes				Bikes		L	R	Bikes			North	South	East	West
4:00 PM	5	6	0		0	5	0				0		2	0	0		18	0	0	0	0
4:15 PM	9	6	0		0	8	1				0		2	0	0		25	0	0	1	0
4:30 PM	6	7	0		0	4	0				0		6	0	0		23	0	0	0	0
4:45 PM	5	5	0		0	3	0				0		6	0	1		19	0	0	1	0
5:00 PM	10	3	0		0	4	0				0		3	0	1		20	0	0	0	0
5:15 PM	4	7	0		0	2	0				0		5	0	0		18	0	0	0	0
5:30 PM	6	3	0		0	2	0				0		4	1	0		16	0	0	0	0
5:45 PM	5	5	0		0	3	0				0		4	0	0		17	0	0	2	0
Total Survey	50	42	0		0	31	1				0		32	1	2		156	0	0	4	0

Peak Hour Summary
4:10 PM to 5:10 PM

By Approach	Northbound N Locust St				Southbound N Locust St				Eastbound NE 19th Ave				Westbound NE 19th Ave				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	52	36	88	0	17	28	45	1	0	0	0	0	19	24	43	2	88	0	0	2	0
%HV	0.0%				0.0%				0.0%				0.0%				0.0%				
PHF	0.76				0.43				0.00				0.59				0.81				

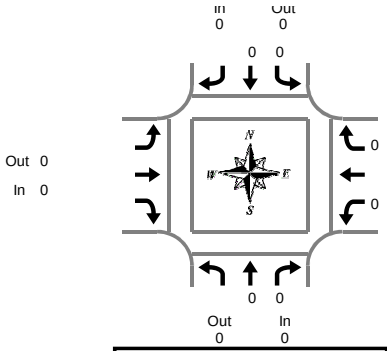
By Movement	Northbound N Locust St				Southbound N Locust St				Eastbound NE 19th Ave				Westbound NE 19th Ave				Total
	T	R	Total		L	T		Total				Total	L		R	Total	
Volume	28	24	52		0	17		17				0	19		0	19	88
%HV	NA	0.0%	0.0%	0.0%	0.0%	0.0%	NA	0.0%	NA	NA	NA	0.0%	0.0%	NA	0.0%	0.0%	0.0%
PHF		0.70	0.67	0.76	0.00	0.43		0.43				0.00	0.59		0.00	0.59	0.81

Rolling Hour Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound N Locust St				Southbound N Locust St				Eastbound NE 19th Ave				Westbound NE 19th Ave				Interval Total	Pedestrians Crosswalk			
	T	R	Bikes		L	T	Bikes				Bikes		L	R	Bikes			North	South	East	West
4:00 PM	25	24	0		0	20	1				0		16	0	1		85	0	0	2	0
4:15 PM	30	21	0		0	19	1				0		17	0	2		87	0	0	2	0
4:30 PM	25	22	0		0	13	0				0		20	0	2		80	0	0	1	0
4:45 PM	25	18	0		0	11	0				0		18	1	2		73	0	0	1	0
5:00 PM	25	18	0		0	11	0				0		16	1	1		71	0	0	2	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



N Locust St & NE 19th Ave

Thursday, August 09, 2018
4:00 PM to 6:00 PM

Peak Hour Summary
4:10 PM to 5:10 PM

Heavy Vehicle 5-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound N Locust St				Southbound N Locust St				Eastbound NE 19th Ave				Westbound NE 19th Ave				Interval Total
		T	R	Total	L	T		Total				Total	L		R	Total	
4:00 PM		0	0	0	0	0		0				0	0		0	0	0
4:05 PM		0	0	0	0	0		0				0	0		0	0	0
4:10 PM		0	0	0	0	0		0				0	0		0	0	0
4:15 PM		0	0	0	0	0		0				0	0		0	0	0
4:20 PM		0	0	0	0	0		0				0	0		0	0	0
4:25 PM		0	0	0	0	0		0				0	0		0	0	0
4:30 PM		0	0	0	0	0		0				0	0		0	0	0
4:35 PM		0	0	0	0	0		0				0	0		0	0	0
4:40 PM		0	0	0	0	0		0				0	0		0	0	0
4:45 PM		0	0	0	0	0		0				0	0		0	0	0
4:50 PM		0	0	0	0	0		0				0	0		0	0	0
4:55 PM		0	0	0	0	0		0				0	0		0	0	0
5:00 PM		0	0	0	0	0		0				0	0		0	0	0
5:05 PM		0	0	0	0	0		0				0	0		0	0	0
5:10 PM		0	0	0	0	0		0				0	0		0	0	0
5:15 PM		0	0	0	0	0		0				0	0		0	0	0
5:20 PM		0	0	0	0	0		0				0	0		0	0	0
5:25 PM		0	0	0	0	0		0				0	0		0	0	0
5:30 PM		0	0	0	0	0		0				0	0		0	0	0
5:35 PM		0	0	0	0	0		0				0	0		0	0	0
5:40 PM		0	0	0	0	0		0				0	0		0	0	0
5:45 PM		0	0	0	0	0		0				0	0		0	0	0
5:50 PM		0	0	0	0	0		0				0	0		0	0	0
5:55 PM		0	0	0	0	0		0				0	0		0	0	0
Total Survey		0	0	0	0	0		0				0	0		0	0	0

Heavy Vehicle 15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound N Locust St				Southbound N Locust St				Eastbound NE 19th Ave				Westbound NE 19th Ave				Interval Total
		T	R	Total	L	T		Total				Total	L		R	Total	
4:00 PM		0	0	0	0	0		0				0	0		0	0	0
4:15 PM		0	0	0	0	0		0				0	0		0	0	0
4:30 PM		0	0	0	0	0		0				0	0		0	0	0
4:45 PM		0	0	0	0	0		0				0	0		0	0	0
5:00 PM		0	0	0	0	0		0				0	0		0	0	0
5:15 PM		0	0	0	0	0		0				0	0		0	0	0
5:30 PM		0	0	0	0	0		0				0	0		0	0	0
5:45 PM		0	0	0	0	0		0				0	0		0	0	0
Total Survey		0	0	0	0	0		0				0	0		0	0	0

Heavy Vehicle Peak Hour Summary
4:10 PM to 5:10 PM

By Approach	Northbound N Locust St			Southbound N Locust St			Eastbound NE 19th Ave			Westbound NE 19th Ave			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.00			0.00			0.00			0.00			0.00

By Movement	Northbound N Locust St				Southbound N Locust St				Eastbound NE 19th Ave				Westbound NE 19th Ave				Total
		T	R	Total	L	T		Total				Total	L		R	Total	
Volume		0	0	0	0	0		0				0	0		0	0	0
PHF		0.00	0.00	0.00	0.00	0.00		0.00				0.00	0.00		0.00	0.00	0.00

Heavy Vehicle Rolling Hour Summary
4:00 PM to 6:00 PM

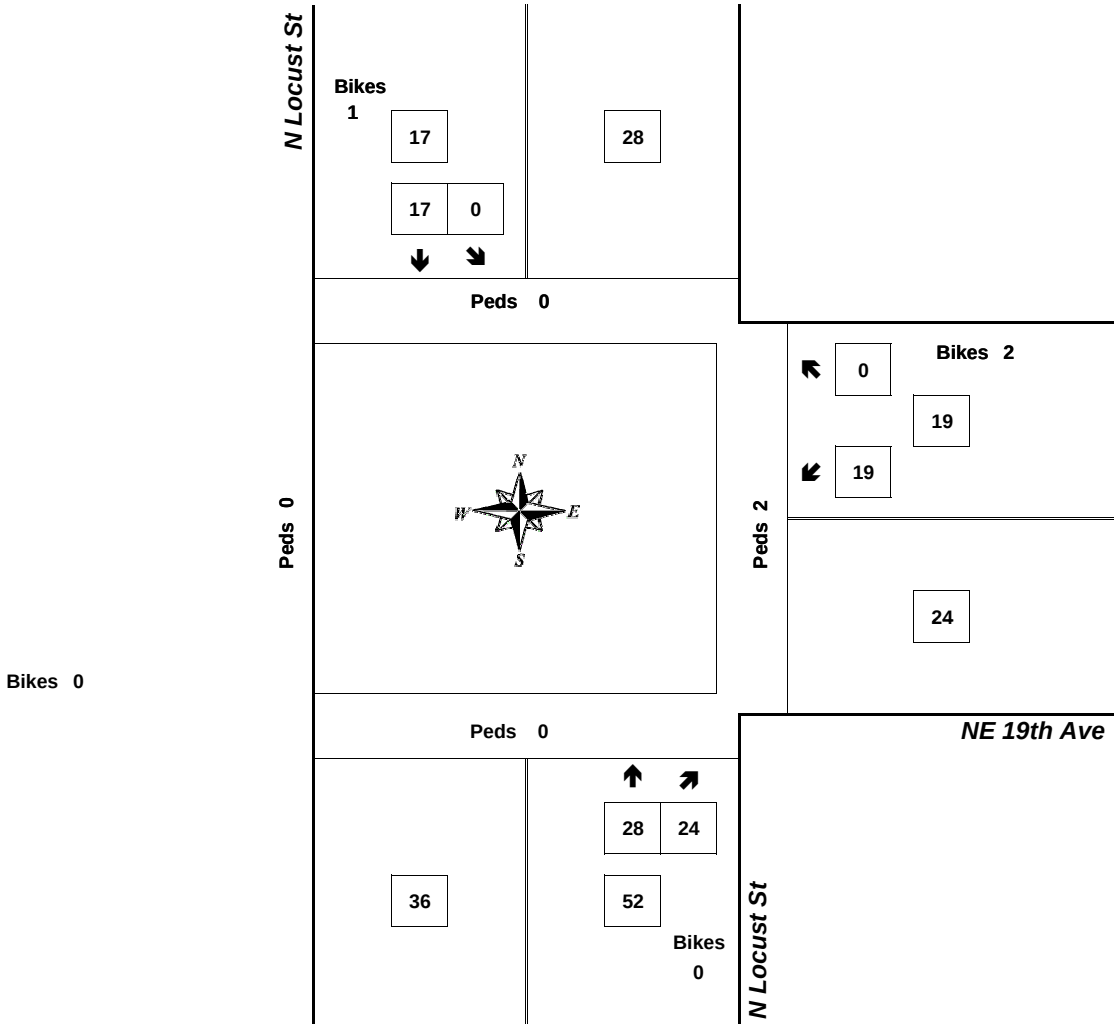
Interval Start Time	Northbound N Locust St				Southbound N Locust St				Eastbound NE 19th Ave				Westbound NE 19th Ave				Interval Total
		T	R	Total	L	T		Total				Total	L		R	Total	
4:00 PM		0	0	0	0	0		0				0	0		0	0	0
4:15 PM		0	0	0	0	0		0				0	0		0	0	0
4:30 PM		0	0	0	0	0		0				0	0		0	0	0
4:45 PM		0	0	0	0	0		0				0	0		0	0	0
5:00 PM		0	0	0	0	0		0				0	0		0	0	0

Peak Hour Summary

Clay Carney
(503) 833-2740

N Locust St & NE 19th Ave

4:10 PM to 5:10 PM
Thursday, August 09, 2018

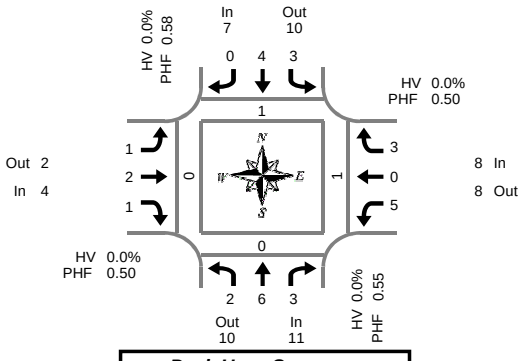


Approach	PHF	HV%	Volume
EB	0.00	0.0%	0
WB	0.59	0.0%	19
NB	0.76	0.0%	52
SB	0.43	0.0%	17
Intersection	0.81	0.0%	88

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
7:15 AM to 8:15 AM

N Locust St & NE 22nd Ave

Thursday, August 09, 2018
7:00 AM to 9:00 AM

5-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound N Locust St				Southbound N Locust St				Eastbound NE 22nd Ave				Westbound NE 22nd Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0
7:20 AM	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	1	0	1	0
7:25 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0
7:30 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	2	0	5	0	0	0	0
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0
7:40 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0
7:45 AM	0	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	4	0	0	0	0
7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:55 AM	0	1	0	0	0	1	0	0	0	0	1	0	0	0	1	0	4	0	0	0	0
8:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
8:05 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0
8:10 AM	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:20 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0
8:25 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:35 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
8:40 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
8:55 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Total Survey	4	6	5	2	4	4	0	0	1	2	1	1	7	1	4	1	39	1	1	1	1

15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound N Locust St				Southbound N Locust St				Eastbound NE 22nd Ave				Westbound NE 22nd Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0
7:15 AM	1	3	0	0	0	0	0	0	0	1	0	1	1	0	0	0	6	1	0	1	0
7:30 AM	0	2	0	0	1	1	0	0	0	0	0	0	2	0	2	0	8	0	0	0	0
7:45 AM	0	1	1	0	1	1	0	0	0	1	1	0	1	0	1	0	8	0	0	0	0
8:00 AM	1	0	2	0	1	2	0	0	1	0	0	0	1	0	0	0	8	0	0	0	0
8:15 AM	1	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0
8:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	1
8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	3	0	0	0	0
Total Survey	4	6	5	2	4	4	0	0	1	2	1	1	7	1	4	1	39	1	1	1	1

Peak Hour Summary
7:15 AM to 8:15 AM

By Approach	Northbound N Locust St				Southbound N Locust St				Eastbound NE 22nd Ave				Westbound NE 22nd Ave				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	11	10	21	0	7	10	17	0	4	2	6	1	8	8	16	0	30	1	0	1	0
%HV	0.0%				0.0%				0.0%				0.0%				0.0%				
PHF	0.55				0.58				0.50				0.50				0.75				

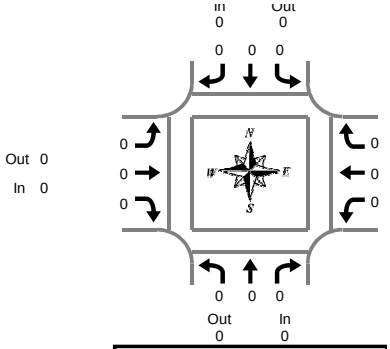
By Movement	Northbound N Locust St				Southbound N Locust St				Eastbound NE 22nd Ave				Westbound NE 22nd Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	2	6	3	11	3	4	0	7	1	2	1	4	5	0	3	8	30
%HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
PHF	0.50	0.38	0.38	0.55	0.38	0.50	0.00	0.58	0.25	0.50	0.25	0.50	0.42	0.00	0.38	0.50	0.75

Rolling Hour Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound N Locust St				Southbound N Locust St				Eastbound NE 22nd Ave				Westbound NE 22nd Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	1	6	1	0	3	2	0	0	0	2	1	1	4	0	4	0	24	1	0	1	0
7:15 AM	2	6	3	0	3	4	0	0	1	2	1	1	5	0	3	0	30	1	0	1	0
7:30 AM	2	3	3	2	3	4	0	0	1	1	1	0	5	0	3	1	26	0	0	0	0
7:45 AM	3	1	4	2	2	3	0	0	1	1	1	0	3	0	1	1	20	0	1	0	1
8:00 AM	3	0	4	2	1	2	0	0	1	0	0	0	3	1	0	1	15	0	1	0	1

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



N Locust St & NE 22nd Ave

Thursday, August 09, 2018
7:00 AM to 9:00 AM

Peak Hour Summary
7:15 AM to 8:15 AM

Heavy Vehicle 5-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound N Locust St				Southbound N Locust St				Eastbound NE 22nd Ave				Westbound NE 22nd Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:35 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:20 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:35 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:55 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1

Heavy Vehicle 15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound N Locust St				Southbound N Locust St				Eastbound NE 22nd Ave				Westbound NE 22nd Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1

Heavy Vehicle Peak Hour Summary
7:15 AM to 8:15 AM

By Approach	Northbound N Locust St			Southbound N Locust St			Eastbound NE 22nd Ave			Westbound NE 22nd Ave			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.00			0.00			0.00			0.00			0.00

By Movement	Northbound N Locust St				Southbound N Locust St				Eastbound NE 22nd Ave				Westbound NE 22nd Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Heavy Vehicle Rolling Hour Summary
7:00 AM to 9:00 AM

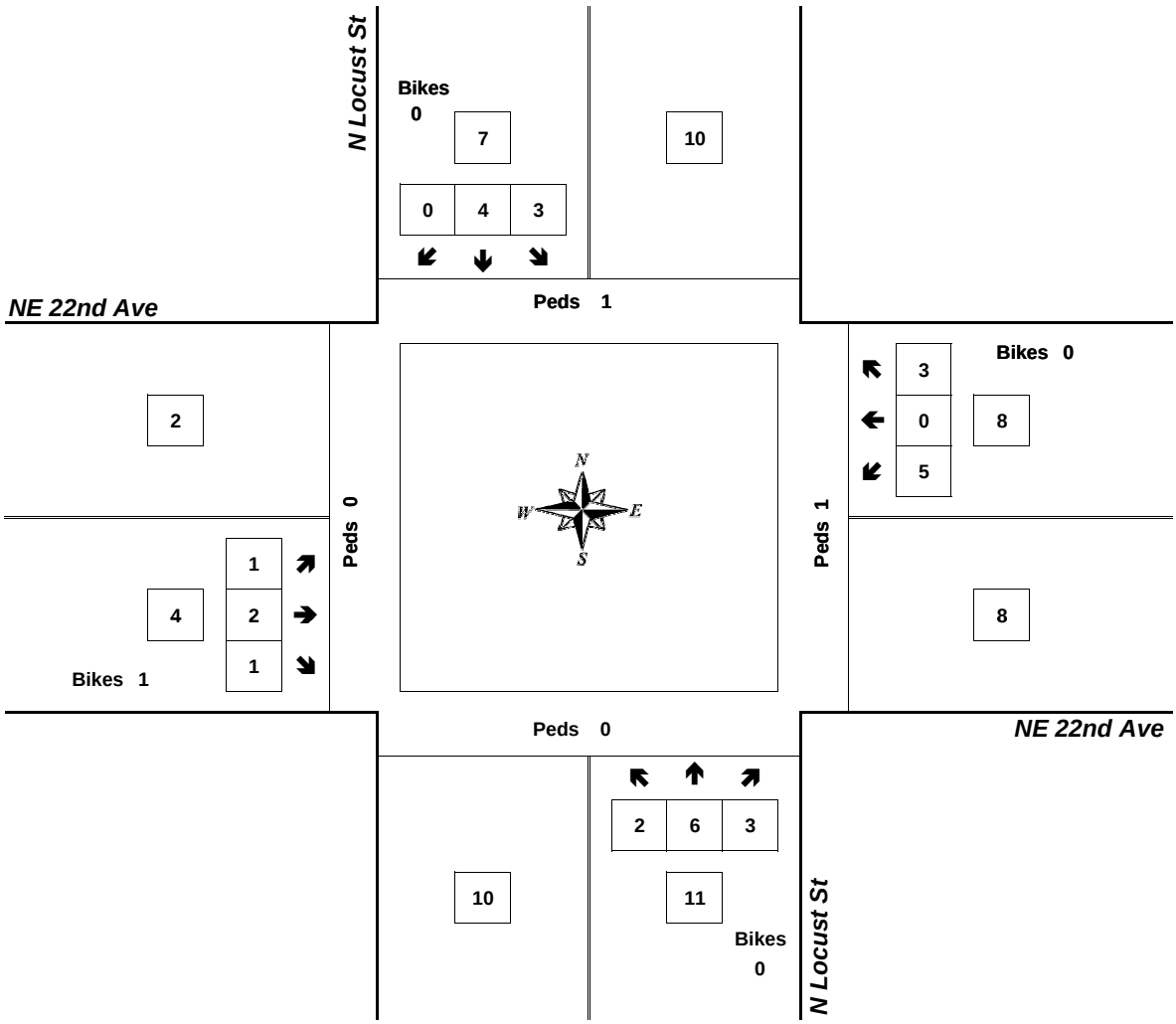
Interval Start Time	Northbound N Locust St				Southbound N Locust St				Eastbound NE 22nd Ave				Westbound NE 22nd Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1

Peak Hour Summary

Clay Carney
(503) 833-2740

N Locust St & NE 22nd Ave

7:15 AM to 8:15 AM
Thursday, August 09, 2018

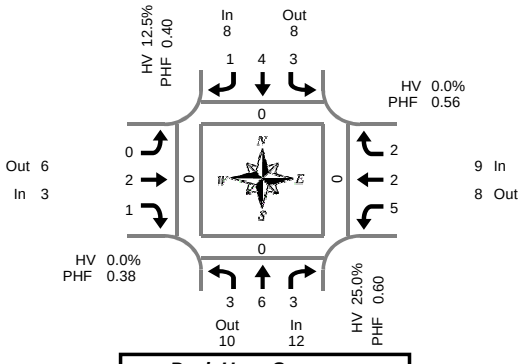


Approach	PHF	HV%	Volume
EB	0.50	0.0%	4
WB	0.50	0.0%	8
NB	0.55	0.0%	11
SB	0.58	0.0%	7
Intersection	0.75	0.0%	30

Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
4:00 PM to 5:00 PM

N Locust St & NE 22nd Ave

Thursday, August 09, 2018
4:00 PM to 6:00 PM

5-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound N Locust St				Southbound N Locust St				Eastbound NE 22nd Ave				Westbound NE 22nd Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	0	1	0	0	0	1	0	0	0	0	1	0	2	0	0	1	5	0	0	0	0
4:05 PM	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
4:10 PM	0	0	0	0	2	0	1	0	0	0	0	1	0	1	0	0	4	0	0	0	0
4:15 PM	0	1	0	0	0	2	0	0	0	0	0	0	2	0	0	0	5	0	0	0	0
4:20 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0
4:25 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	0	0	0	0
4:35 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0
4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:50 PM	0	1	1	0	1	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0
4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
5:00 PM	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	3	0	0	0	0
5:05 PM	1	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0
5:10 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
5:20 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40 PM	0	1	2	0	0	0	0	0	0	0	0	0	1	0	0	0	4	1	0	1	0
5:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0
5:50 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
5:55 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0
Total Survey	5	10	7	0	7	5	1	0	0	4	2	1	8	4	2	1	55	1	0	1	0

15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound N Locust St				Southbound N Locust St				Eastbound NE 22nd Ave				Westbound NE 22nd Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	2	2	1	0	2	1	1	0	0	0	1	1	2	1	0	1	13	0	0	0	0
4:15 PM	1	3	1	0	0	3	0	0	0	0	0	0	2	0	1	0	11	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	3	0	0	0	0
4:45 PM	0	1	1	0	1	0	0	0	0	0	0	0	0	1	1	0	5	0	0	0	0
5:00 PM	1	1	2	0	2	0	0	0	0	1	1	0	0	1	0	0	9	0	0	0	0
5:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	1	1	0	0	4	0	0	0	0
5:30 PM	0	2	2	0	0	0	0	0	0	0	0	0	1	0	0	0	5	1	0	1	0
5:45 PM	1	1	0	0	0	1	0	0	0	1	0	0	1	0	0	0	5	0	0	0	0
Total Survey	5	10	7	0	7	5	1	0	0	4	2	1	8	4	2	1	55	1	0	1	0

Peak Hour Summary
4:00 PM to 5:00 PM

By Approach	Northbound N Locust St				Southbound N Locust St				Eastbound NE 22nd Ave				Westbound NE 22nd Ave				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	12	10	22	0	8	8	16	0	3	6	9	1	9	8	17	1	32	0	0	0	0
%HV	25.0%				12.5%				0.0%				0.0%				12.5%				
PHF	0.60				0.40				0.38				0.56				0.62				

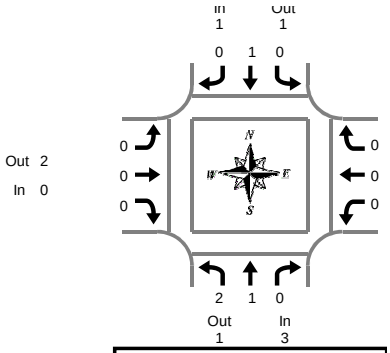
By Movement	Northbound N Locust St				Southbound N Locust St				Eastbound NE 22nd Ave				Westbound NE 22nd Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	3	6	3	12	3	4	1	8	0	2	1	3	5	2	2	9	32
%HV	66.7%	16.7%	0.0%	25.0%	0.0%	25.0%	0.0%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%
PHF	0.38	0.50	0.75	0.60	0.38	0.33	0.25	0.40	0.00	0.25	0.25	0.38	0.63	0.50	0.50	0.56	0.62

Rolling Hour Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound N Locust St				Southbound N Locust St				Eastbound NE 22nd Ave				Westbound NE 22nd Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	3	6	3	0	3	4	1	0	0	2	1	1	5	2	2	1	32	0	0	0	0
4:15 PM	2	5	4	0	3	3	0	0	0	3	1	0	3	2	2	0	28	0	0	0	0
4:30 PM	1	2	3	0	5	0	0	0	0	3	1	0	2	3	1	0	21	0	0	0	0
4:45 PM	1	4	5	0	5	0	0	0	0	1	1	0	2	3	1	0	23	1	0	1	0
5:00 PM	2	4	4	0	4	1	0	0	0	2	1	0	3	2	0	0	23	1	0	1	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



N Locust St & NE 22nd Ave

Thursday, August 09, 2018
4:00 PM to 6:00 PM

Peak Hour Summary
4:00 PM to 5:00 PM

Heavy Vehicle 5-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound N Locust St				Southbound N Locust St				Eastbound NE 22nd Ave				Westbound NE 22nd Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:05 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:55 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Survey	2	1	0	3	0	2	0	2	0	0	0	0	0	1	0	1	6

Heavy Vehicle 15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound N Locust St				Southbound N Locust St				Eastbound NE 22nd Ave				Westbound NE 22nd Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Survey	2	1	0	3	0	2	0	2	0	0	0	0	0	1	0	1	6

Heavy Vehicle Peak Hour Summary
4:00 PM to 5:00 PM

By Approach	Northbound N Locust St			Southbound N Locust St			Eastbound NE 22nd Ave			Westbound NE 22nd Ave			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	3	1	4	1	1	2	0	2	2	0	0	0	4
PHF	0.25			0.25			0.00			0.00			0.33

By Movement	Northbound N Locust St				Southbound N Locust St				Eastbound NE 22nd Ave				Westbound NE 22nd Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	2	1	0	3	0	1	0	1	0	0	0	0	0	0	0	0	4
PHF	0.25	0.25	0.00	0.25	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.33

Heavy Vehicle Rolling Hour Summary
4:00 PM to 6:00 PM

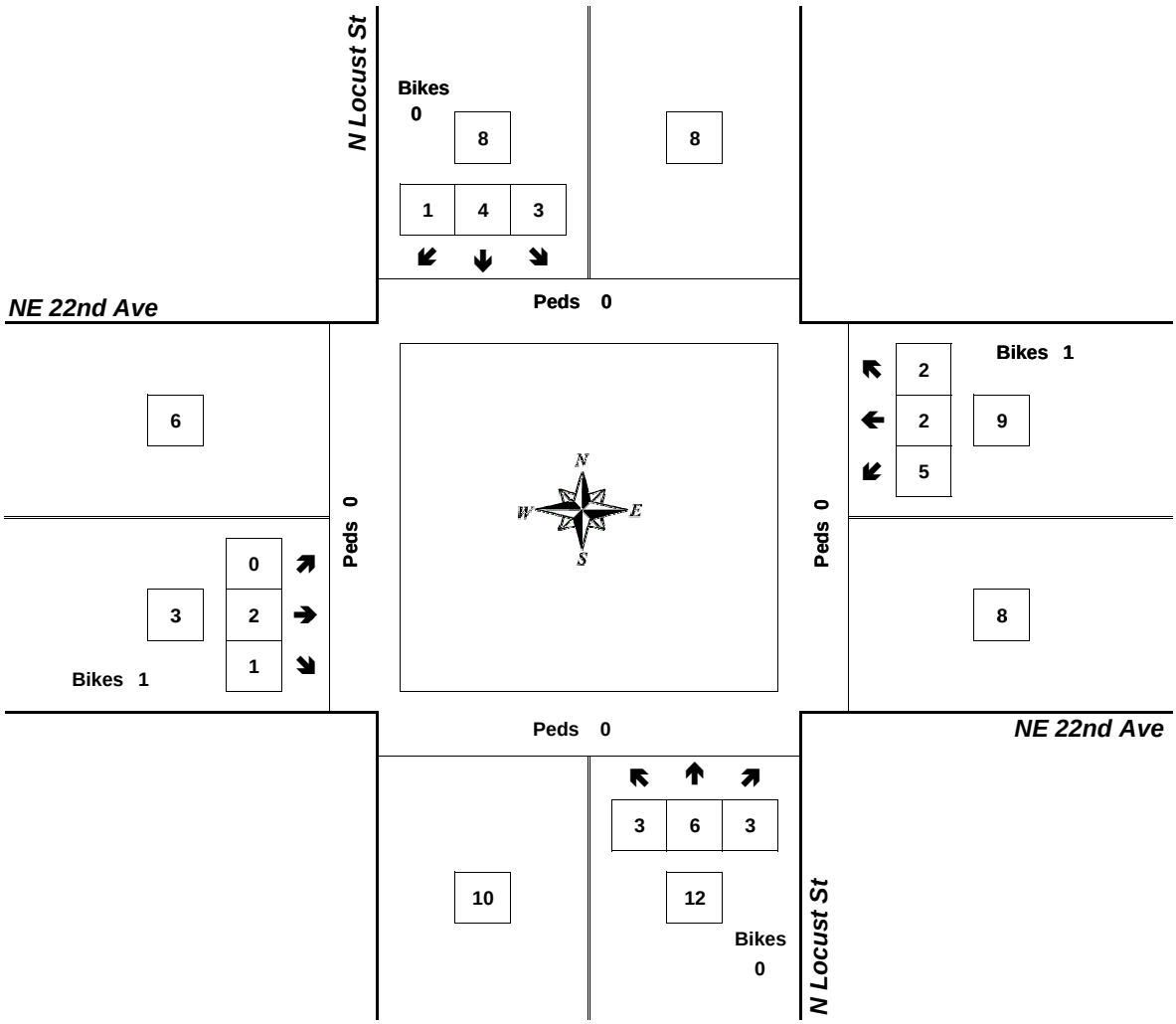
Interval Start Time	Northbound N Locust St				Southbound N Locust St				Eastbound NE 22nd Ave				Westbound NE 22nd Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	2	1	0	3	0	1	0	1	0	0	0	0	0	0	0	0	4
4:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2

Peak Hour Summary

Clay Carney
(503) 833-2740

N Locust St & NE 22nd Ave

4:00 PM to 5:00 PM
Thursday, August 09, 2018

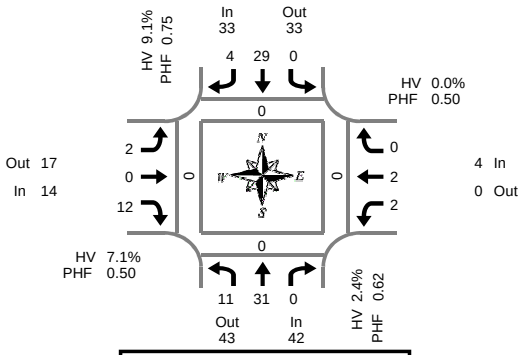


Approach	PHF	HV%	Volume
EB	0.38	0.0%	3
WB	0.56	0.0%	9
NB	0.60	25.0%	12
SB	0.40	12.5%	8
Intersection	0.62	12.5%	32

Count Period: 4:00 PM to 6:00 PM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
8:00 AM to 9:00 AM

N Holly St & NE 22nd Ave

Thursday, August 09, 2018
7:00 AM to 9:00 AM

5-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound N Holly St				Southbound N Holly St				Eastbound NE 22nd Ave				Westbound NE 22nd Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	3	0	0	0	0
7:05 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	1	0
7:10 AM	0	5	0	0	0	1	0	0	0	0	1	0	0	0	0	0	7	0	0	0	0
7:15 AM	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0
7:20 AM	3	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	7	0	0	0	0
7:25 AM	0	4	0	0	0	5	0	0	0	0	1	0	1	0	0	0	11	1	0	1	0
7:30 AM	3	2	0	0	0	3	0	0	0	0	1	0	0	0	0	0	9	0	1	0	0
7:35 AM	0	2	0	0	0	4	1	0	1	0	1	0	1	0	0	0	10	0	0	0	0
7:40 AM	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	4	0	0	0	0
7:45 AM	1	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	4	0	0	0	0
7:50 AM	1	3	0	0	0	1	0	0	0	0	4	0	0	0	0	0	9	0	0	0	0
7:55 AM	1	6	0	0	1	0	0	0	0	0	1	0	0	0	0	0	9	0	0	0	0
8:00 AM	2	2	0	0	0	1	1	0	0	0	2	0	0	0	0	0	8	0	0	0	0
8:05 AM	3	2	0	1	0	3	2	0	0	0	0	0	0	0	0	0	10	0	0	0	0
8:10 AM	1	0	0	0	0	1	0	3	0	0	3	0	0	0	0	0	5	0	0	0	0
8:15 AM	1	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0
8:20 AM	1	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0
8:25 AM	0	4	0	0	0	1	0	1	0	0	0	0	1	1	0	0	7	0	0	0	0
8:30 AM	0	2	0	0	0	3	0	0	0	0	2	0	0	0	0	0	7	0	0	0	0
8:35 AM	0	2	0	0	0	4	0	0	1	0	1	0	0	0	0	0	8	0	0	0	0
8:40 AM	0	3	0	0	0	2	0	0	0	0	3	0	0	0	0	0	8	0	0	0	0
8:45 AM	1	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0
8:50 AM	1	5	0	0	0	2	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0
8:55 AM	1	4	0	0	0	3	1	0	0	0	1	0	1	1	0	0	12	0	0	0	0
Total Survey	21	60	0	1	2	47	7	4	3	0	23	1	5	3	1	0	172	1	1	2	0

15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound N Holly St				Southbound N Holly St				Eastbound NE 22nd Ave				Westbound NE 22nd Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	0	9	0	0	0	2	0	0	0	0	2	0	1	0	0	0	14	0	0	1	0
7:15 AM	3	7	0	0	1	5	0	0	0	0	1	1	1	1	1	0	20	1	0	1	0
7:30 AM	4	4	0	0	0	8	3	0	1	0	2	0	1	0	0	0	23	0	1	0	0
7:45 AM	3	9	0	0	1	3	0	0	0	0	6	0	0	0	0	0	22	0	0	0	0
8:00 AM	6	4	0	1	0	5	3	3	0	0	5	0	0	0	0	0	23	0	0	0	0
8:15 AM	2	6	0	0	0	5	0	1	1	0	0	0	1	1	0	0	16	0	0	0	0
8:30 AM	0	7	0	0	0	9	0	0	1	0	6	0	0	0	0	0	23	0	0	0	0
8:45 AM	3	14	0	0	0	10	1	0	0	0	1	0	1	1	0	0	31	0	0	0	0
Total Survey	21	60	0	1	2	47	7	4	3	0	23	1	5	3	1	0	172	1	1	2	0

Peak Hour Summary
8:00 AM to 9:00 AM

By Approach	Northbound N Holly St				Southbound N Holly St				Eastbound NE 22nd Ave				Westbound NE 22nd Ave				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	42	43	85	1	33	33	66	4	14	17	31	0	4	0	4	0	93	0	0	0	0
%HV	2.4%				9.1%				7.1%				0.0%				5.4%				
PHF	0.62				0.75				0.50				0.50				0.75				

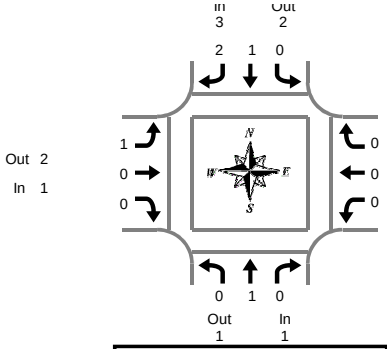
By Movement	Northbound N Holly St				Southbound N Holly St				Eastbound NE 22nd Ave				Westbound NE 22nd Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	11	31	0	42	0	29	4	33	2	0	12	14	2	2	0	4	93
%HV	0.0%	3.2%	0.0%	2.4%	0.0%	3.4%	50.0%	9.1%	50.0%	0.0%	0.0%	7.1%	0.0%	0.0%	0.0%	0.0%	5.4%
PHF	0.46	0.55	0.00	0.62	0.00	0.66	0.33	0.75	0.50	0.00	0.50	0.50	0.50	0.50	0.00	0.50	0.75

Rolling Hour Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound N Holly St				Southbound N Holly St				Eastbound NE 22nd Ave				Westbound NE 22nd Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
7:00 AM	10	29	0	0	2	18	3	0	1	0	11	1	3	1	1	0	79	1	1	2	0
7:15 AM	16	24	0	1	2	21	6	3	1	0	14	1	2	1	1	0	88	1	1	1	0
7:30 AM	15	23	0	1	1	21	6	4	2	0	13	0	2	1	0	0	84	0	1	0	0
7:45 AM	11	26	0	1	1	22	3	4	2	0	17	0	1	1	0	0	84	0	0	0	0
8:00 AM	11	31	0	1	0	29	4	4	2	0	12	0	2	2	0	0	93	0	0	0	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



N Holly St & NE 22nd Ave

Thursday, August 09, 2018
7:00 AM to 9:00 AM

Peak Hour Summary
8:00 AM to 9:00 AM

Heavy Vehicle 5-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound N Holly St				Southbound N Holly St				Eastbound NE 22nd Ave				Westbound NE 22nd Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:05 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:20 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
7:35 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
7:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:50 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:55 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:05 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
8:10 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
8:20 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
8:25 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:35 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8:40 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:50 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:55 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total Survey	1	4	0	5	0	3	2	5	1	0	0	1	0	0	0	0	11

Heavy Vehicle 15-Minute Interval Summary
7:00 AM to 9:00 AM

Interval Start Time	Northbound N Holly St				Southbound N Holly St				Eastbound NE 22nd Ave				Westbound NE 22nd Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
7:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
8:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total Survey	1	4	0	5	0	3	2	5	1	0	0	1	0	0	0	0	11

Heavy Vehicle Peak Hour Summary
8:00 AM to 9:00 AM

By Approach	Northbound N Holly St			Southbound N Holly St			Eastbound NE 22nd Ave			Westbound NE 22nd Ave			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	1	1	2	3	2	5	1	2	3	0	0	0	5
PHF	0.25			0.38			0.25			0.00			0.63

By Movement	Northbound N Holly St				Southbound N Holly St				Eastbound NE 22nd Ave				Westbound NE 22nd Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	1	0	1	0	1	2	3	1	0	0	1	0	0	0	0	5
PHF	0.00	0.25	0.00	0.25	0.00	0.25	0.50	0.38	0.25	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.63

Heavy Vehicle Rolling Hour Summary
7:00 AM to 9:00 AM

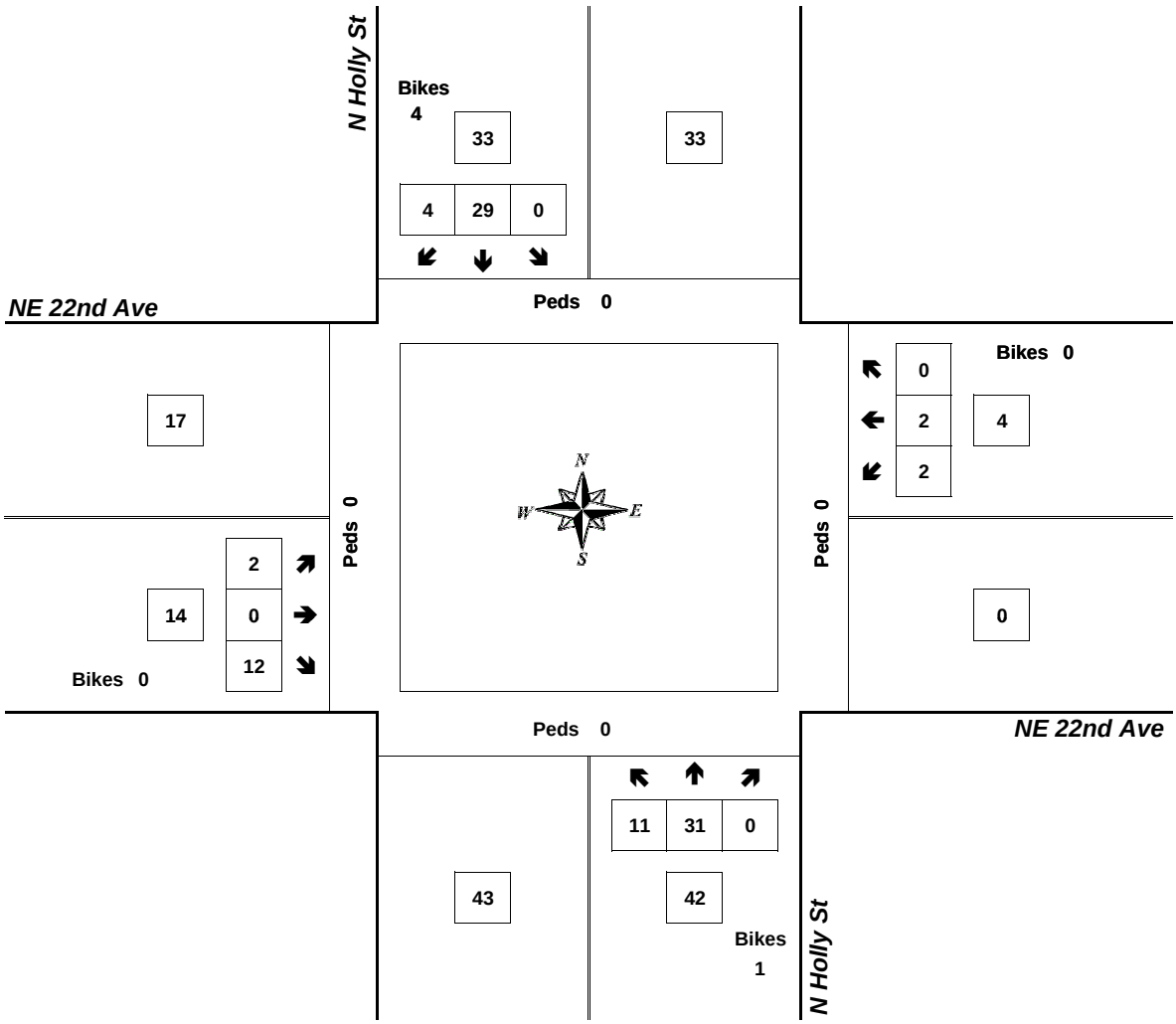
Interval Start Time	Northbound N Holly St				Southbound N Holly St				Eastbound NE 22nd Ave				Westbound NE 22nd Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
7:00 AM	1	3	0	4	0	2	0	2	0	0	0	0	0	0	0	0	6
7:15 AM	1	3	0	4	0	2	1	3	0	0	0	0	0	0	0	0	7
7:30 AM	0	2	0	2	0	3	1	4	1	0	0	1	0	0	0	0	7
7:45 AM	0	3	0	3	0	1	1	2	1	0	0	1	0	0	0	0	6
8:00 AM	0	1	0	1	0	1	2	3	1	0	0	1	0	0	0	0	5

Peak Hour Summary

Clay Carney
(503) 833-2740

N Holly St & NE 22nd Ave

8:00 AM to 9:00 AM
Thursday, August 09, 2018

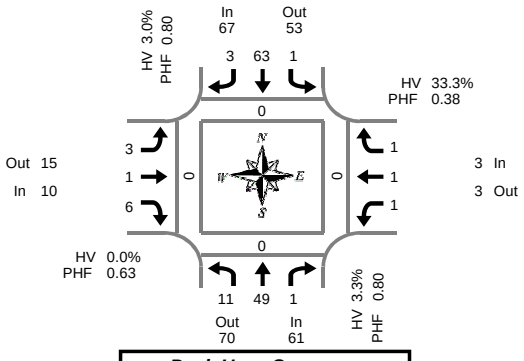


Approach	PHF	HV%	Volume
EB	0.50	7.1%	14
WB	0.50	0.0%	4
NB	0.62	2.4%	42
SB	0.75	9.1%	33
Intersection	0.75	5.4%	93

Count Period: 7:00 AM to 9:00 AM

Total Vehicle Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740



Peak Hour Summary
5:00 PM to 6:00 PM

N Holly St & NE 22nd Ave

Thursday, August 09, 2018
4:00 PM to 6:00 PM

5-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound N Holly St				Southbound N Holly St				Eastbound NE 22nd Ave				Westbound NE 22nd Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	0	1	0	0	0	3	0	0	0	0	0	1	0	0	0	0	4	0	0	0	0
4:05 PM	0	2	0	0	0	6	0	1	0	0	1	0	1	0	2	0	12	0	0	0	0
4:10 PM	0	4	0	0	0	1	0	0	0	0	1	0	0	1	0	0	7	0	0	0	0
4:15 PM	1	4	0	0	0	2	0	0	0	0	1	0	0	0	0	0	8	0	0	0	0
4:20 PM	3	2	0	0	0	10	0	0	1	0	0	2	0	0	0	0	16	0	0	0	0
4:25 PM	1	1	0	0	0	1	0	0	0	0	1	0	0	1	0	0	5	0	0	0	0
4:30 PM	3	2	0	0	0	5	1	1	0	1	2	0	0	0	0	0	14	0	0	0	2
4:35 PM	3	5	1	0	0	9	0	0	0	1	3	0	0	0	0	0	22	0	0	0	2
4:40 PM	1	0	1	0	0	9	0	0	2	0	2	0	0	0	0	0	15	0	0	0	0
4:45 PM	0	4	0	0	0	7	0	0	1	0	0	0	0	0	0	0	12	0	0	0	0
4:50 PM	1	0	0	0	0	3	0	1	0	0	1	0	0	0	0	0	5	0	0	0	0
4:55 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	1	0	0	6	0	0	0	0
5:00 PM	0	3	0	0	1	5	0	1	1	0	1	0	0	0	0	0	11	0	0	0	0
5:05 PM	1	8	0	0	0	3	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0
5:10 PM	2	3	0	0	0	7	0	0	1	0	0	0	0	0	1	0	14	0	0	0	0
5:15 PM	1	1	0	0	0	2	1	1	0	0	0	0	1	0	0	0	6	0	0	0	0
5:20 PM	0	3	0	0	0	8	0	1	0	0	0	0	0	0	0	0	11	0	0	0	0
5:25 PM	1	4	0	0	0	2	0	0	0	0	0	0	0	1	0	0	8	0	0	0	0
5:30 PM	1	3	1	0	0	6	2	0	0	0	0	0	0	0	0	0	13	0	0	0	0
5:35 PM	0	4	0	0	0	6	0	0	1	0	2	0	0	0	0	0	13	0	0	0	0
5:40 PM	2	4	0	0	0	7	0	1	0	0	1	0	0	0	0	0	14	0	0	0	0
5:45 PM	0	4	0	0	0	7	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0
5:50 PM	1	7	0	0	0	3	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0
5:55 PM	2	5	0	0	0	7	0	0	0	1	2	0	0	0	0	0	17	0	0	0	0
Total Survey	24	76	3	0	1	122	4	7	7	3	18	3	2	4	3	0	267	0	0	0	4

15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound N Holly St				Southbound N Holly St				Eastbound NE 22nd Ave				Westbound NE 22nd Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	0	7	0	0	0	10	0	1	0	0	2	1	1	1	2	0	23	0	0	0	0
4:15 PM	5	7	0	0	0	13	0	0	1	0	2	2	0	1	0	0	29	0	0	0	0
4:30 PM	7	7	2	0	0	23	1	1	2	2	7	0	0	0	0	0	51	0	0	0	4
4:45 PM	1	6	0	0	0	13	0	1	1	0	1	0	0	1	0	0	23	0	0	0	0
5:00 PM	3	14	0	0	1	15	0	1	2	0	1	0	0	0	1	0	37	0	0	0	0
5:15 PM	2	8	0	0	0	12	1	2	0	0	0	0	1	1	0	0	25	0	0	0	0
5:30 PM	3	11	1	0	0	19	2	1	1	0	3	0	0	0	0	0	40	0	0	0	0
5:45 PM	3	16	0	0	0	17	0	0	0	1	2	0	0	0	0	0	39	0	0	0	0
Total Survey	24	76	3	0	1	122	4	7	7	3	18	3	2	4	3	0	267	0	0	0	4

Peak Hour Summary
5:00 PM to 6:00 PM

By Approach	Northbound N Holly St				Southbound N Holly St				Eastbound NE 22nd Ave				Westbound NE 22nd Ave				Total	Pedestrians Crosswalk			
	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes	In	Out	Total	Bikes		North	South	East	West
Volume	61	70	131	0	67	53	120	4	10	15	25	0	3	3	6	0	141	0	0	0	0
%HV	3.3%				3.0%				0.0%				33.3%				3.5%				
PHF	0.80				0.80				0.63				0.38				0.88				

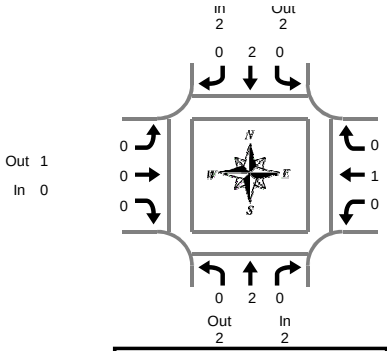
By Movement	Northbound N Holly St				Southbound N Holly St				Eastbound NE 22nd Ave				Westbound NE 22nd Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	11	49	1	61	1	63	3	67	3	1	6	10	1	1	1	3	141
%HV	0.0%	4.1%	0.0%	3.3%	0.0%	3.2%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	#####	0.0%	33.3%	3.5%
PHF	0.69	0.77	0.25	0.80	0.25	0.79	0.38	0.80	0.38	0.25	0.50	0.63	0.25	0.25	0.25	0.38	0.88

Rolling Hour Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound N Holly St				Southbound N Holly St				Eastbound NE 22nd Ave				Westbound NE 22nd Ave				Interval Total	Pedestrians Crosswalk			
	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes	L	T	R	Bikes		North	South	East	West
4:00 PM	13	27	2	0	0	59	1	3	4	2	12	3	1	3	2	0	126	0	0	0	4
4:15 PM	16	34	2	0	1	64	1	3	6	2	11	2	0	2	1	0	140	0	0	0	4
4:30 PM	13	35	2	0	1	63	2	5	5	2	9	0	1	2	1	0	136	0	0	0	4
4:45 PM	9	39	1	0	1	59	3	5	4	0	5	0	1	2	1	0	125	0	0	0	0
5:00 PM	11	49	1	0	1	63	3	4	3	1	6	0	1	1	1	0	141	0	0	0	0

Heavy Vehicle Summary

Clay Carney
(503) 833-2740



N Holly St & NE 22nd Ave

Thursday, August 09, 2018
4:00 PM to 6:00 PM

Peak Hour Summary
5:00 PM to 6:00 PM

Heavy Vehicle 5-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound N Holly St				Southbound N Holly St				Eastbound NE 22nd Ave				Westbound NE 22nd Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
4:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
4:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:40 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:25 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:35 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
5:40 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:50 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Survey	0	2	0	2	0	3	0	3	1	0	0	1	0	1	2	3	9

Heavy Vehicle 15-Minute Interval Summary
4:00 PM to 6:00 PM

Interval Start Time	Northbound N Holly St				Southbound N Holly St				Eastbound NE 22nd Ave				Westbound NE 22nd Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
5:30 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Survey	0	2	0	2	0	3	0	3	1	0	0	1	0	1	2	3	9

Heavy Vehicle Peak Hour Summary
5:00 PM to 6:00 PM

By Approach	Northbound N Holly St			Southbound N Holly St			Eastbound NE 22nd Ave			Westbound NE 22nd Ave			Total
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
Volume	2	2	4	2	2	4	0	1	1	1	0	1	5
PHF	0.50			0.50			0.00			0.25			0.42

By Movement	Northbound N Holly St				Southbound N Holly St				Eastbound NE 22nd Ave				Westbound NE 22nd Ave				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
Volume	0	2	0	2	0	2	0	2	0	0	0	0	0	1	0	1	5
PHF	0.00	0.50	0.00	0.50	0.00	0.50	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.42

Heavy Vehicle Rolling Hour Summary
4:00 PM to 6:00 PM

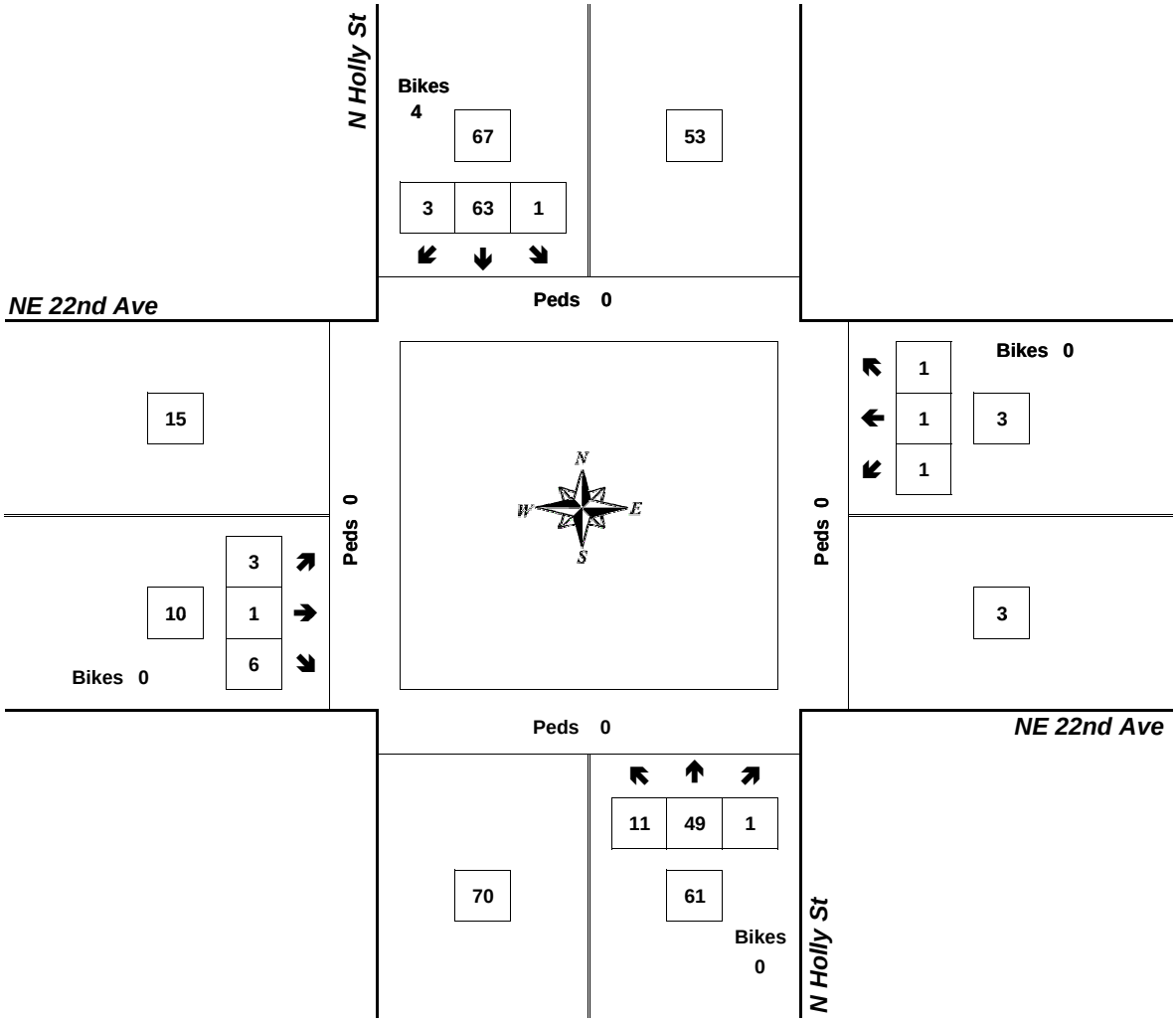
Interval Start Time	Northbound N Holly St				Southbound N Holly St				Eastbound NE 22nd Ave				Westbound NE 22nd Ave				Interval Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	2	2	4
4:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
4:30 PM	0	1	0	1	0	1	0	1	1	0	0	1	0	1	0	1	4
4:45 PM	0	2	0	2	0	1	0	1	0	0	0	0	0	1	0	1	4
5:00 PM	0	2	0	2	0	2	0	2	0	0	0	0	0	1	0	1	5

Peak Hour Summary

All Traffic Data Services Inc.
Clay Carney
(503) 833-2740

N Holly St & NE 22nd Ave

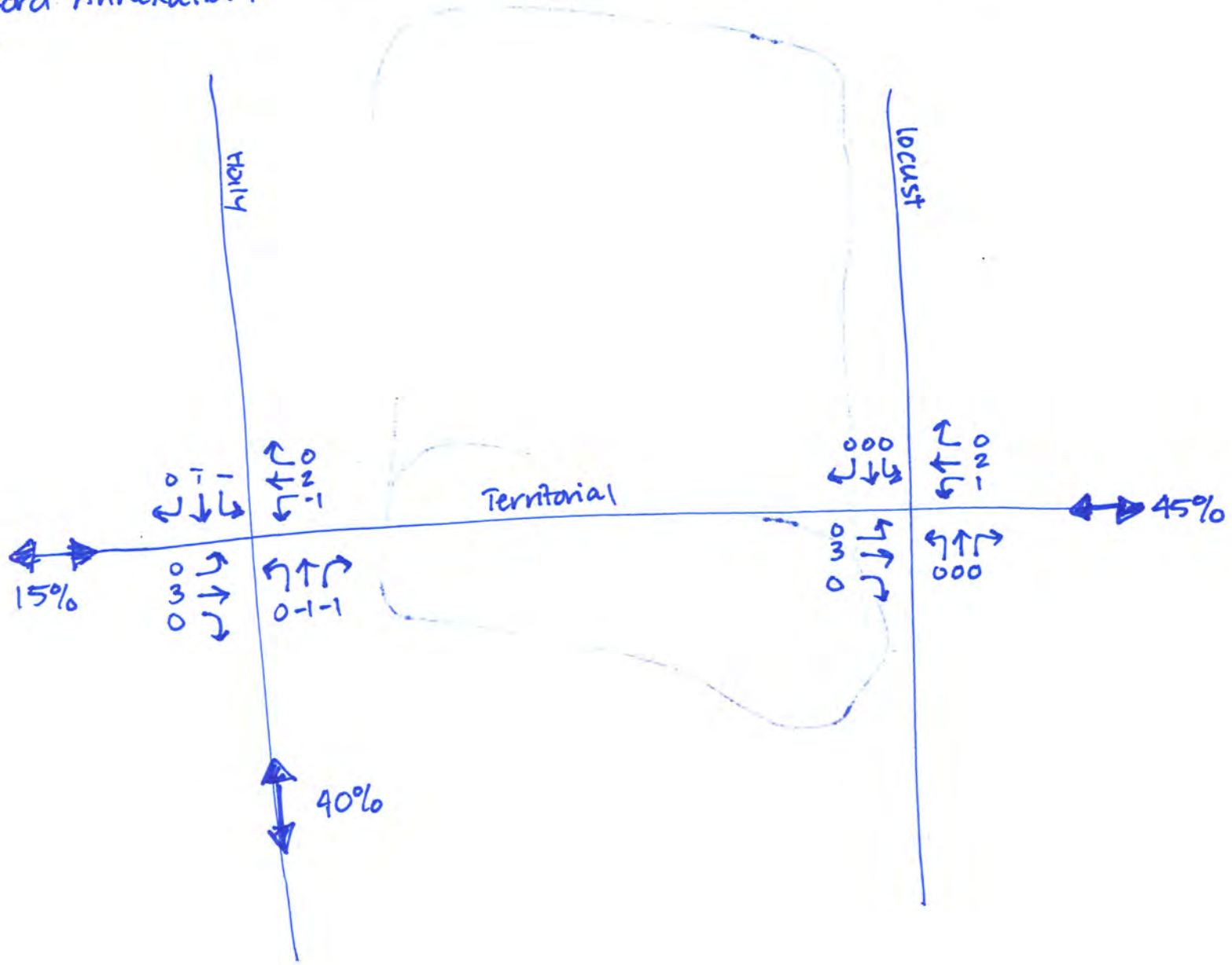
5:00 PM to 6:00 PM
Thursday, August 09, 2018



Approach	PHF	HV%	Volume
EB	0.63	0.0%	10
WB	0.38	33.3%	3
NB	0.80	3.3%	61
SB	0.80	3.0%	67
Intersection	0.88	3.5%	141

Count Period: 4:00 PM to 6:00 PM

School Trips and Trips Distribution from Canby Small Community Tool
Canby Stafford Annexation
DKS, 8/14/18



All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

Site Code: 1
Territorial Rd W-O Locust St

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/09/18	0	7	1	0	0	0	0	0	0	0	0	0	0	1	9
01:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
04:00	0	13	2	0	3	0	0	0	0	0	0	0	0	0	18
05:00	0	23	12	0	5	0	0	0	0	0	0	0	0	0	40
06:00	2	53	17	0	4	1	0	0	0	0	0	0	0	0	77
07:00	2	91	27	0	7	0	0	0	0	0	0	0	0	2	129
08:00	4	81	25	1	9	0	0	0	0	0	0	0	0	8	128
09:00	5	84	32	0	13	1	0	0	0	0	0	0	0	2	137
10:00	4	96	30	0	6	2	0	0	0	0	0	0	0	4	142
11:00	4	100	39	0	20	0	0	0	0	0	0	0	0	1	164
12 PM	2	144	22	2	5	0	0	0	0	0	0	0	0	8	183
13:00	8	139	33	1	12	1	0	1	1	0	0	0	0	8	204
14:00	5	166	32	0	13	2	0	0	0	0	0	0	0	3	221
15:00	3	176	36	0	15	0	0	1	0	0	0	0	0	2	233
16:00	9	202	48	0	15	1	0	0	0	0	0	0	0	6	281
17:00	4	188	36	0	17	1	0	0	0	0	0	0	0	8	254
18:00	4	161	32	0	7	0	0	0	0	0	0	0	0	1	205
19:00	3	105	17	0	5	0	0	0	0	0	0	0	0	1	131
20:00	1	101	11	0	5	0	0	0	0	0	0	0	0	2	120
21:00	2	70	11	0	2	0	0	0	1	0	0	0	0	0	86
22:00	0	38	7	0	3	0	0	0	0	0	0	0	0	0	48
23:00	0	18	0	0	1	0	0	0	0	0	0	0	0	0	19
Total	62	2068	472	4	168	9	0	2	2	0	0	0	0	57	2844
Percent	2.2%	72.7%	16.6%	0.1%	5.9%	0.3%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	2.0%	
AM Peak	09:00	11:00	11:00	08:00	11:00	10:00								08:00	
Vol.	5	100	39	1	20	2								8	
PM Peak	16:00	16:00	16:00	12:00	17:00	14:00		13:00	13:00					12:00	
Vol.	9	202	48	2	17	2		1	1					8	
Grand Total	62	2068	472	4	168	9	0	2	2	0	0	0	0	57	2844
Percent	2.2%	72.7%	16.6%	0.1%	5.9%	0.3%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	2.0%	

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

Site Code: 1
Territorial Rd W-O Locust St

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
08/09/18	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
01:00	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
02:00	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
03:00	0	8	0	0	1	0	0	0	0	0	0	0	0	0	9
04:00	0	13	4	0	2	0	0	0	0	0	0	0	0	0	19
05:00	4	47	15	0	7	1	0	0	0	0	0	0	0	0	74
06:00	1	83	31	0	14	0	0	0	0	0	0	0	0	0	129
07:00	3	90	25	0	12	1	0	1	0	0	0	0	0	4	136
08:00	0	99	31	1	11	0	0	0	1	0	0	0	0	3	146
09:00	1	128	34	0	22	1	0	0	0	0	0	0	0	4	190
10:00	2	75	43	1	13	2	0	1	0	0	0	0	0	5	142
11:00	5	118	38	0	20	1	0	1	2	0	0	0	0	1	186
12 PM	5	127	30	2	12	0	0	0	0	0	0	0	0	8	184
13:00	3	118	35	2	10	1	0	0	0	0	0	0	0	8	177
14:00	2	164	46	0	14	1	0	1	1	0	0	0	0	9	238
15:00	1	140	39	1	15	0	0	1	0	0	0	0	0	5	202
16:00	6	132	34	0	33	0	0	0	0	0	0	0	0	14	219
17:00	2	141	38	0	10	0	0	0	0	0	0	0	0	11	202
18:00	0	119	34	0	9	0	0	0	0	0	0	0	0	3	165
19:00	1	76	29	0	4	0	0	0	1	0	0	0	0	1	112
20:00	2	70	24	0	5	0	0	0	0	0	0	0	0	2	103
21:00	1	54	9	0	3	0	0	0	0	0	0	0	0	0	67
22:00	0	25	8	0	0	0	0	0	0	0	0	0	0	0	33
23:00	0	24	4	0	2	0	0	0	0	0	0	0	0	0	30
Total	39	1863	555	7	221	8	0	5	5	0	0	0	0	78	2781
Percent	1.4%	67.0%	20.0%	0.3%	7.9%	0.3%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	2.8%	
AM Peak	11:00	09:00	10:00	08:00	09:00	10:00		07:00	11:00					10:00	
Vol.	5	128	43	1	22	2		1	2					5	
PM Peak	16:00	14:00	14:00	12:00	16:00	13:00		14:00	14:00					16:00	
Vol.	6	164	46	2	33	1		1	1					14	
Grand Total	39	1863	555	7	221	8	0	5	5	0	0	0	0	78	2781
Percent	1.4%	67.0%	20.0%	0.3%	7.9%	0.3%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	2.8%	

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

Site Code: 1
Territorial Rd W-O Locust St

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
08/09/18	1	0	2	5	1	0	0	0	0	0	0	0	0	0	9	29	32
01:00	0	0	0	7	0	0	0	0	0	0	0	0	0	0	7	29	29
02:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	34	34
03:00	0	0	2	3	1	0	0	0	0	0	0	0	0	0	6	30	33
04:00	0	0	0	10	7	1	0	0	0	0	0	0	0	0	18	33	35
05:00	0	0	4	17	17	2	0	0	0	0	0	0	0	0	40	33	35
06:00	0	1	4	28	35	9	0	0	0	0	0	0	0	0	77	34	37
07:00	2	1	12	**76**	34	3	1	0	0	0	0	0	0	0	129	32	34
08:00	**8**	**3**	15	60	30	11	1	0	0	0	0	0	0	0	128	33	37
09:00	2	3	**25**	55	42	8	**2**	0	0	0	0	0	0	0	137	33	36
10:00	5	0	17	71	36	12	1	0	0	0	0	0	0	0	142	33	37
11:00	2	0	17	48	**80**	**16**	1	0	0	0	0	0	0	0	**164**	34	37
12 PM	**9**	2	31	91	44	6	0	0	0	0	0	0	0	0	183	32	34
13:00	8	**4**	**37**	91	56	8	0	0	0	0	0	0	0	0	204	32	34
14:00	3	0	23	**118**	68	9	0	0	0	0	0	0	0	0	221	33	34
15:00	3	0	18	90	95	24	**3**	0	0	0	0	0	0	0	233	34	38
16:00	8	1	15	112	**124**	18	3	0	0	0	0	0	0	0	**281**	34	36
17:00	8	1	14	109	92	**27**	3	0	0	0	0	0	0	0	254	34	38
18:00	2	0	15	84	91	12	1	0	0	0	0	0	0	0	205	34	36
19:00	2	0	24	56	41	4	3	**1**	0	0	0	0	0	0	131	33	36
20:00	3	1	18	68	28	2	0	0	0	0	0	0	0	0	120	32	34
21:00	0	0	10	51	25	0	0	0	0	0	0	0	0	0	86	32	34
22:00	0	0	7	25	12	2	2	0	0	0	0	0	0	0	48	33	39
23:00	0	0	1	13	5	0	0	0	0	0	0	0	0	0	19	32	34
Total	66	17	311	1288	966	174	21	1	0	0	0	0	0	0	2844		
Percent	2.3%	0.6%	10.9%	45.3%	34.0%	6.1%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	09:00	07:00	11:00	11:00	09:00								11:00		
Vol.	8	3	25	76	80	16	2								164		
PM Peak	12:00	13:00	13:00	14:00	16:00	17:00	15:00	19:00							16:00		
Vol.	9	4	37	118	124	27	3	1							281		
Grand Total	66	17	311	1288	966	174	21	1	0	0	0	0	0	0	2844		
Percent	2.3%	0.6%	10.9%	45.3%	34.0%	6.1%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	25 MPH
50th Percentile :	28 MPH
85th Percentile :	33 MPH
95th Percentile :	36 MPH

Statistics	
10 MPH Pace Speed :	26-35 MPH
Number in Pace :	2254
Percent in Pace :	79.3%
Number of Vehicles > 55 MPH :	0
Percent of Vehicles > 55 MPH :	0.0%
Mean Speed(Average) :	29 MPH

All Traffic Data
15105 SE 17th St.
Vancouver, WA. 98683
503-833-2740

Site Code: 1
Territorial Rd W-O Locust St

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
08/09/18	0	0	0	5	3	0	0	0	0	0	0	0	0	0	8	33	34
01:00	0	0	0	3	2	0	1	0	0	0	0	0	0	0	6	40	43
02:00	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4	37	39
03:00	0	0	0	2	6	1	0	0	0	0	0	0	0	0	9	34	37
04:00	0	**1**	2	4	9	2	0	**1**	0	0	0	0	0	0	19	35	45
05:00	0	1	3	20	28	18	3	1	0	0	0	0	0	0	74	38	40
06:00	0	0	4	24	72	27	1	1	0	0	0	0	0	0	129	36	39
07:00	4	1	7	33	67	21	3	0	0	0	0	0	0	0	136	35	39
08:00	3	1	**14**	**55**	61	11	1	0	0	0	0	0	0	0	146	34	37
09:00	4	1	9	55	95	25	1	0	0	0	0	0	0	0	**190**	34	38
10:00	**5**	0	13	39	60	23	1	1	0	0	0	0	0	0	142	35	38
11:00	1	0	11	39	**99**	**30**	**6**	0	0	0	0	0	0	0	186	36	39
12 PM	8	**2**	7	**79**	62	22	4	0	0	0	0	0	0	0	184	34	38
13:00	8	0	**11**	55	77	26	0	0	0	0	0	0	0	0	177	34	38
14:00	9	1	10	68	**128**	19	3	0	0	0	0	0	0	0	**238**	34	37
15:00	5	1	4	51	98	**37**	**5**	0	0	0	**1**	0	0	0	202	36	39
16:00	**16**	1	11	58	109	19	4	1	0	0	0	0	0	0	219	34	38
17:00	11	0	6	56	101	25	1	**2**	0	0	0	0	0	0	202	34	38
18:00	3	0	7	39	87	26	3	0	0	0	0	0	0	0	165	35	38
19:00	1	1	6	38	54	10	2	0	0	0	0	0	0	0	112	34	38
20:00	3	0	7	35	46	9	3	0	0	0	0	0	0	0	103	34	38
21:00	0	1	5	23	21	15	2	0	0	0	0	0	0	0	67	37	39
22:00	0	0	3	14	11	4	1	0	0	0	0	0	0	0	33	35	39
23:00	0	0	1	12	15	0	1	1	0	0	0	0	0	0	30	34	42
Total	81	12	141	808	1313	371	46	8	0	0	1	0	0	0	2781		
Percent	2.9%	0.4%	5.1%	29.1%	47.2%	13.3%	1.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	04:00	08:00	08:00	11:00	11:00	11:00	04:00							09:00		
Vol.	5	1	14	55	99	30	6	1							190		
PM Peak	16:00	12:00	13:00	12:00	14:00	15:00	15:00	17:00			15:00				14:00		
Vol.	16	2	11	79	128	37	5	2			1				238		
Grand Total	81	12	141	808	1313	371	46	8	0	0	1	0	0	0	2781		
Percent	2.9%	0.4%	5.1%	29.1%	47.2%	13.3%	1.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	26 MPH
50th Percentile :	31 MPH
85th Percentile :	35 MPH
95th Percentile :	38 MPH

Statistics	
10 MPH Pace Speed :	26-35 MPH
Number in Pace :	2121
Percent in Pace :	76.3%
Number of Vehicles > 55 MPH :	1
Percent of Vehicles > 55 MPH :	0.0%
Mean Speed(Average) :	31 MPH

TRIP GENERATION CALCULATIONS
Proposed Conditions

Land Use: Single-Family Detached Housing
Land Use Code: 210
Setting/Location General Urban/Suburban
Variable: Dwelling Units
Variable Value: 240

AM PEAK HOUR

Trip Rate: 0.74

	Enter	Exit	Total
Directional Distribution	25%	75%	
Trip Ends	**45**	**133**	**178**

PM PEAK HOUR

Trip Rate: 0.99

	Enter	Exit	Total
Directional Distribution	63%	37%	
Trip Ends	**150**	**88**	**238**

WEEKDAY

Trip Rate: 9.44

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	**1,133**	**1,133**	**2,266**

SATURDAY

Trip Rate: 9.54

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	**1,145**	**1,145**	**2,290**

Source: Trip Generation Manual, Tenth Edition

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

TERRITORIAL RD at HOLLY ST, City of Canby, Clackamas County, 01/01/2012 to 12/31/2016

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2016														
ANGLE	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR 2016 TOTAL	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**
YEAR: 2014														
TURNING MOVEMENTS	0	1	0	1	0	1	0	1	0	0	1	1	0	0
YEAR 2014 TOTAL	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**0**
YEAR: 2013														
ANGLE	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR 2013 TOTAL	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**
YEAR: 2012														
REAR-END	0	1	0	1	0	1	0	0	1	0	1	1	0	0
YEAR 2012 TOTAL	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**1**	**0**	**0**
FINAL TOTAL	**0**	**2**	**2**	**4**	**0**	**2**	**0**	**3**	**1**	**2**	**2**	**4**	**0**	**0**

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

CITY OF CANBY, CLACKAMAS COUNTY **TERRITORIAL RD at HOLLY ST, City of Canby, Clackamas County, 01/01/2012 to 12/31/2016**

1 - 4 of 4 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D C	A L G S	R U H L	S C O R	W O R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
02235	N	Y	N	N	N	06/22/2012	16	NW HOLLY ST	INTER	CROSS	N	N	RAIN	S-1STOP	01	NONE 0	STRGHT											07
CITY						FR	0	NE TERRITORIAL RD	UN		STOP SIGN	N	WET	REAR		PRVTE	UN-UN									000		00
N						9P			06	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	37	F	SUSP		026,043	000		07
N						45 16 30.9428157	-122 41 49.1990836																OR<25					
															02	NONE 0	STOP											
																PRVTE	UN-UN									011		00
																PSNGR CAR		01	DRVR	INJC	40	M	OR-Y		000	000		00
																							OR<25					
00788	N	N	N			03/07/2013	16	NW HOLLY ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											02
NONE						TH	0	NE TERRITORIAL RD	CN		STOP SIGN	N	DRY	ANGL		PRVTE	SW-NE									015		00
N						7A			01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	62	F	OR-Y		028	026		02
N						45 16 30.9973439	-122 41 49.291656																OR<25					
															02	NONE 0	STRGHT											
																PRVTE	N -S									015		00
																PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																							OR<25					
00948	N	N	N			03/07/2014	16	NW HOLLY ST	INTER	CROSS	N	N	CLR	BIKE														110	03
CITY						FR	0	NE TERRITORIAL RD	CN		STOP SIGN	N	DRY	TURN			-											
N						5P			02	0		N	DUSK	INJ			STRGHT	01	BIKE	INJB	54	M		I INRD	021	034		03
N						45 16 30.9973439	-122 41 49.291656										S N											
															01	NONE 0	STRGHT											
																PRVTE	NE-SW									015		00
																PSNGR CAR		01	DRVR	NONE	49	F	OR-Y		000	000		00
																							OR<25					
00637	N	N	N			02/08/2016	16	NW HOLLY ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 9	STRGHT											02
NO RPT						MO	0	NE TERRITORIAL RD	CN		STOP SIGN	N	DRY	ANGL		N/A	NE-SW									015		00
N						7A			01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
N						45 16 31	-122 41 49.29																UNK					
															02	NONE 9	STRGHT											
																N/A	S -N									015		00
																PSNGR CAR		01	DRVR	NONE	00	Unk	UNK		000	000		00
																							UNK					

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Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

TERRITORIAL RD at LOCUST ST, City of Canby, Clackamas County, 01/01/2012 to 12/31/2016

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2015														
ANGLE	0	1	1	2	0	1	0	1	1	1	1	2	0	0
REAR-END	0	0	1	1	0	0	0	1	0	1	0	1	0	0
YEAR 2015 TOTAL	**0**	**1**	**2**	**3**	**0**	**1**	**0**	**2**	**1**	**2**	**1**	**3**	**0**	**0**
YEAR: 2013														
ANGLE	0	1	0	1	0	1	0	0	0	1	0	1	0	0
YEAR 2013 TOTAL	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**
YEAR: 2012														
REAR-END	0	1	0	1	0	2	0	1	0	1	0	1	0	0
YEAR 2012 TOTAL	**0**	**1**	**0**	**1**	**0**	**2**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**
FINAL TOTAL	**0**	**3**	**2**	**5**	**0**	**4**	**0**	**3**	**1**	**4**	**1**	**5**	**0**	**0**

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

08/10/2018

OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION

TRANSPORTATION DATA SECTION - CRASH ANAYLYSIS AND REPORTING UNIT

URBAN NON-SYSTEM CRASH LISTING

CITY OF CANBY, CLACKAMAS COUNTY

TERRITORIAL RD at LOCUST ST, City of Canby, Clackamas County, 01/01/2012 to 12/31/2016

1 - 4 of 5 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D C	A L S	R U G L	S C H L	W O R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S E X	LICNS RES	PED LOC	ERROR	ACT	EVENT	CAUSE
04931	N	N	N			11/20/2015	16	NE LOCUST ST	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											29
NONE						FR	0	NE TERRITORIAL RD	NE		UNKNOWN	N	DRY	REAR		PRVTE	NE-SW									000		00
N						3P			06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	57	F	OR-Y		026	000		29
N						45 16 33.69	-122 41 30.78																OR<25					
															02	NONE 0	STOP											
																PRVTE	NE-SW									011		00
																PSNGR CAR		01	DRVR	NONE	50	F	OR-Y		000	000		00
																							OR<25					
01665	N	N	N	N	N	05/07/2012	16	NE LOCUST ST	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT										013	07
COUNTY						MO	0	NE TERRITORIAL RD	E		UNKNOWN	N	DRY	REAR		PRVTE	E -W									000		00
N						12P			06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	65	M	OR-Y		043,026	000		07
N						45 16 33.6262505	-122 41 30.7583797																OR<25					
															02	NONE 0	STOP											
																PRVTE	E -W									011	013	00
																PSNGR CAR		01	DRVR	INJC	19	M	OR-Y		000	000		00
																							OR<25					
															03	NONE 0	STOP											
																PRVTE	E -W									022		00
																PSNGR CAR		01	DRVR	NONE	50	F	OR-Y		000	000		00
																							OR<25					
00885	N	N	N			03/16/2013	16	NE LOCUST ST	INTER	CROSS	N	N	UNK	ANGL-OTH	01	NONE 0	STRGHT											02
NONE						SA	0	NE TERRITORIAL RD	CN		STOP SIGN	N	UNK	ANGL		PRVTE	SW-NE									000		00
N						6P			04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	40	F	OR-Y		000	000		00
N						45 16 33.6930959	-122 41 30.781572																OR<25					
															02	NONE 0	STRGHT											
																PRVTE	S -N									015		00
																PSNGR CAR		01	DRVR	INJC	17	M	OR-Y		028	000		02
																							OR<25					
01814	N	N	N	N	N	05/13/2015	16	NE LOCUST ST	INTER	CROSS	N	N	RAIN	ANGL-OTH	01	NONE 0	STRGHT											02
CITY						WE	0	NE TERRITORIAL RD	CN		STOP SIGN	N	WET	ANGL		PRVTE	S -N									015		00
N						8P			02	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	17	M	OR-Y		028	000		02
N						45 16 33.69	-122 41 30.78																OR<25					
															02	NONE 0	STRGHT											
																PRVTE	NE-SW									000		00
																PSNGR CAR		01	DRVR	INJB	48	M	OR-Y		000	000		00
																							OR<25					
05086	N	N	N	N	N	12/01/2015	16	NE LOCUST ST	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT										082	02
CITY						TU	0	NE TERRITORIAL RD	CN		STOP SIGN	N	DRY	ANGL		PRVTE	N -S									015		00
N						11A			03	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	84	F	OR-Y		028	000	082	02
N						45 16 33.69	-122 41 30.78																OR<25					

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Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

CITY OF CANBY, CLACKAMAS COUNTY **TERRITORIAL RD at LOCUST ST, City of Canby, Clackamas County, 01/01/2012 to 12/31/2016**

5 - 5 of 5 Crash records shown.

SER# / INVEST / RD DPT / UNLOC?	S P E D	A L C	R U G S	S C H L	W O R K	DATE / DAY / TIME / LAT	CLASS / DIST / FROM / LONG	CITY STREET / FIRST STREET / SECOND STREET / LRS	RD CHAR / DIRECT / LOCTN	INT-TYPE (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF- / CONTL	OFFRD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH / COLL / SVRTY	V#	SPCL USE / TRLR QTY / OWNER / TYPE	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	A G E	S X	LICNS RES	PED LOC	ERROR	ACT EVENT	CAUSE
															02	NONE 0	STRGHT										
																PRVTE	W -E									000	00
																PSNGR CAR		01	DRVR	NONE	38	F	OR-Y		000	000	00
																							OR<25				

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Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because submittal of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirement, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

Left-Turn Lane Warrant Analysis

Project: Holly DCP
Intersection: 2. NE Territorial Road at N Locust Street
Date: 9/5/2018
Scenario: 2030 Planning Horizon with Annexation - AM Peak Hour (EB)

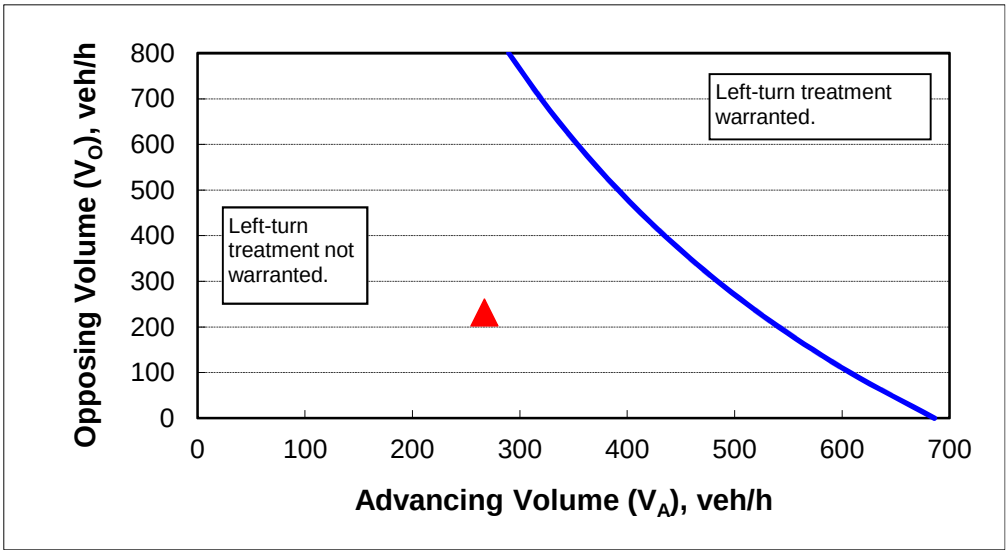
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	8%
Advancing volume (V_A), veh/h:	267
Opposing volume (V_O), veh/h:	231

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	522
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis

Project: Holly DCP
Intersection: 2. NE Territorial Road at N Locust Street
Date: 9/5/2018
Scenario: 2030 Planning Horizon with Annexation - AM Peak Hour (WB)

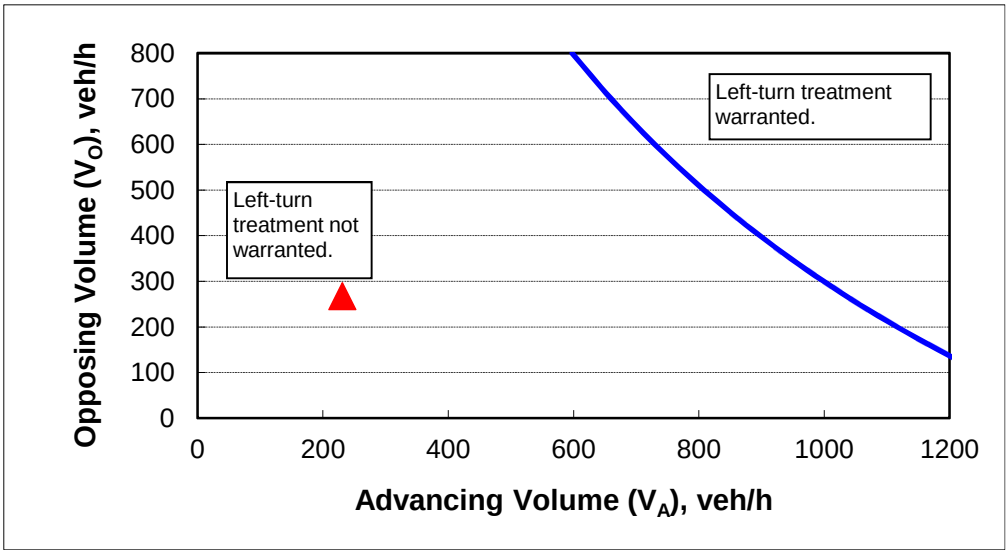
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	2%
Advancing volume (V_A), veh/h:	231
Opposing volume (V_O), veh/h:	267

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1036
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis

Project: Holly DCP
Intersection: 2. NE Territorial Road at N Locust Street
Date: 9/5/2018
Scenario: 2030 Planning Horizon w/o Annexation - PM Peak Hour (EB)

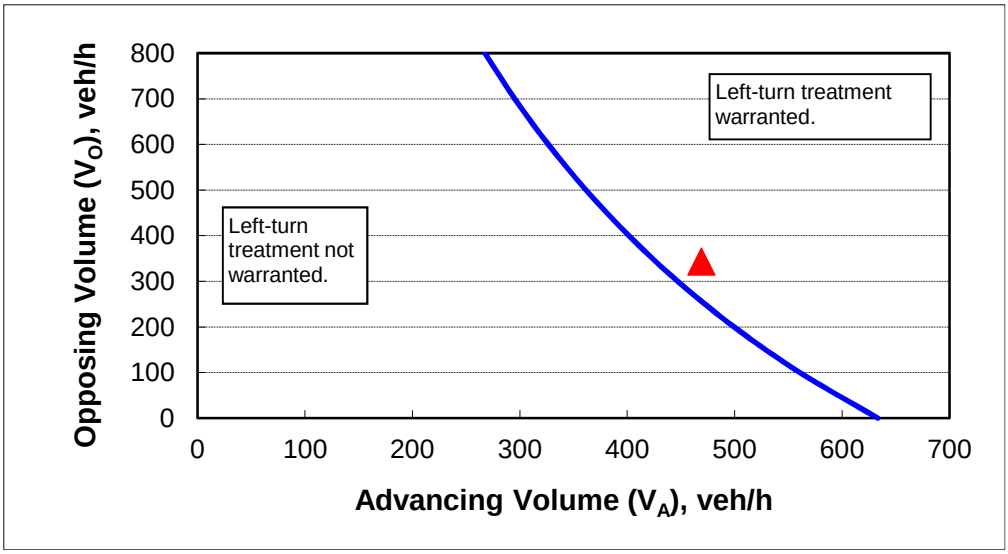
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	9%
Advancing volume (V_A), veh/h:	469
Opposing volume (V_O), veh/h:	343

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	427
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis

Project: Holly DCP
Intersection: 2. NE Territorial Road at N Locust Street
Date: 9/5/2018
Scenario: 2030 Planning Horizon with Annexation - PM Peak Hour (WB)

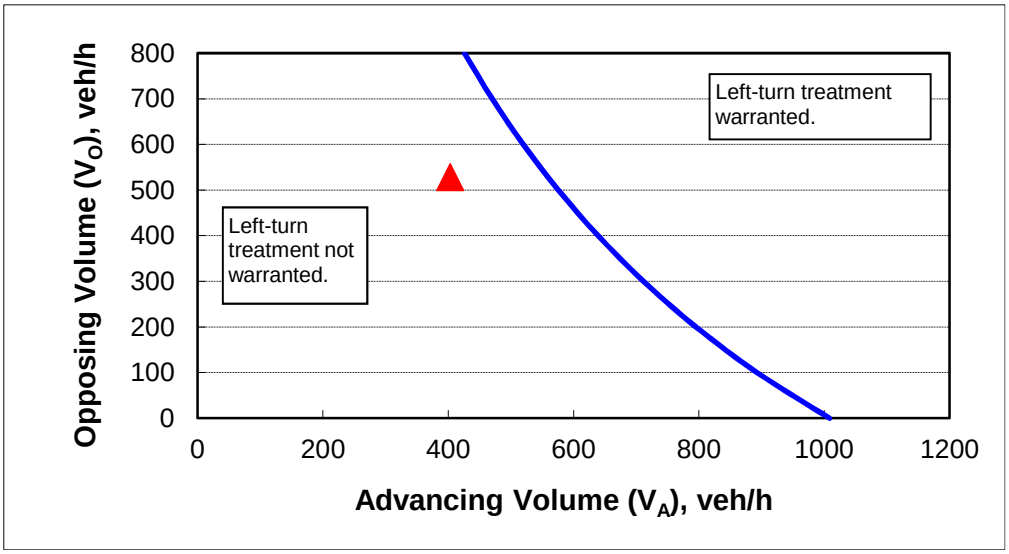
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	3%
Advancing volume (V_A), veh/h:	403
Opposing volume (V_O), veh/h:	528

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	559
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis

Project: Holly DCP
Intersection: 3. Site Access at N Locust Street
Date: 9/5/2018
Scenario: 2030 Planning Horizon with Annexation - AM Peak Hour

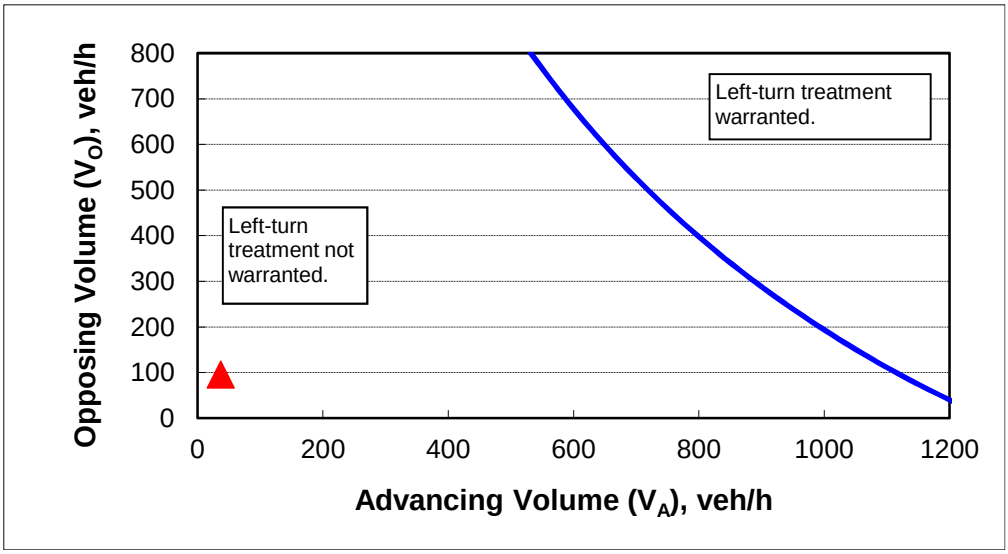
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	3%
Advancing volume (V_A), veh/h:	37
Opposing volume (V_O), veh/h:	95

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1121
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis

Project: Holly DCP
Intersection: 3. Site Access at N Locust Street
Date: 9/5/2018
Scenario: 2030 Planning Horizon with Annexation - PM Peak Hour

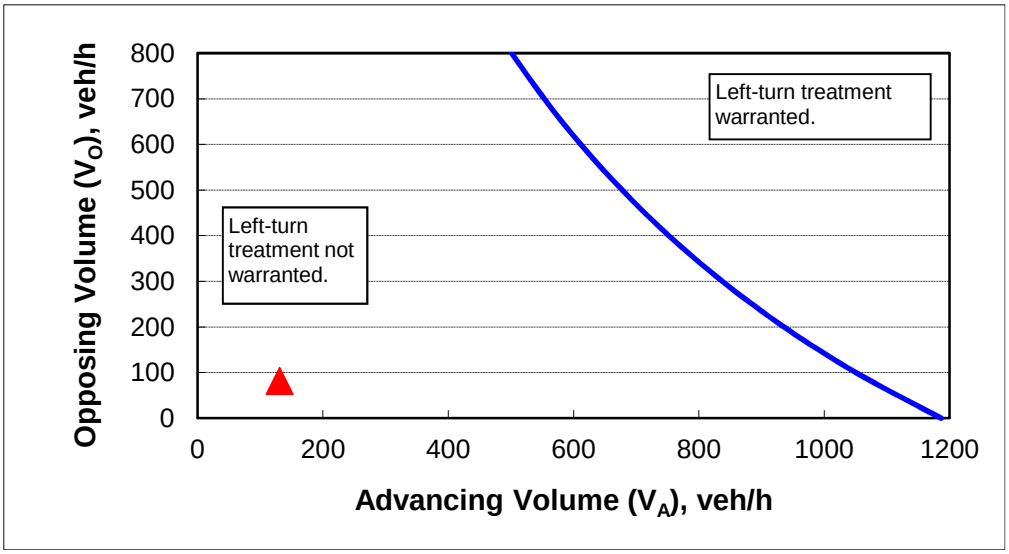
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	3%
Advancing volume (V_A), veh/h:	131
Opposing volume (V_O), veh/h:	81

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1075
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis

Project: Holly DCP
Intersection: 4. Site Access at N Locust Street
Date: 9/5/2018
Scenario: 2030 Planning Horizon with Annexation - AM Peak Hour

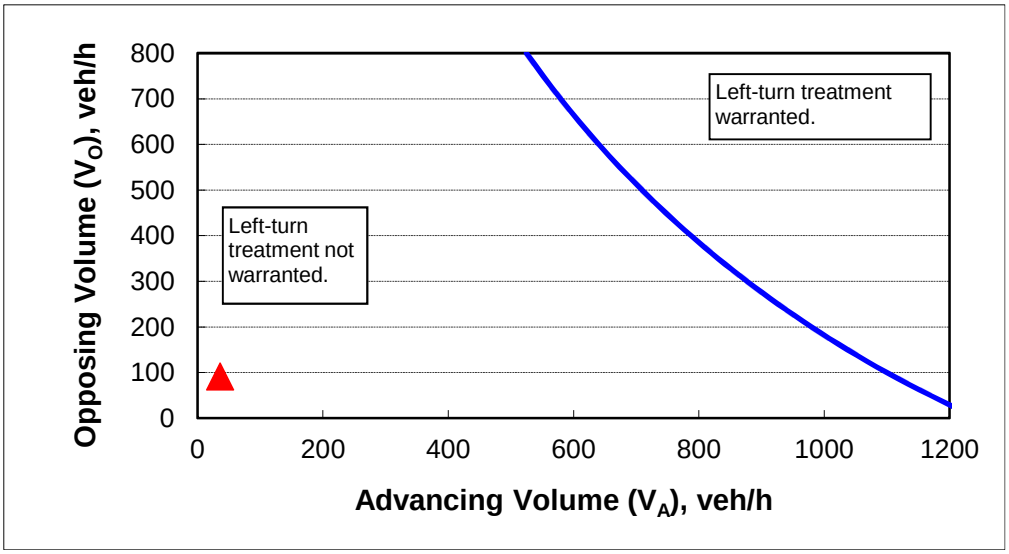
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	3%
Advancing volume (V_A), veh/h:	36
Opposing volume (V_O), veh/h:	91

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1112
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis

Project: Holly DCP
Intersection: 4. Site Access at N Locust Street
Date: 9/5/2018
Scenario: 2030 Planning Horizon with Annexation - PM Peak Hour

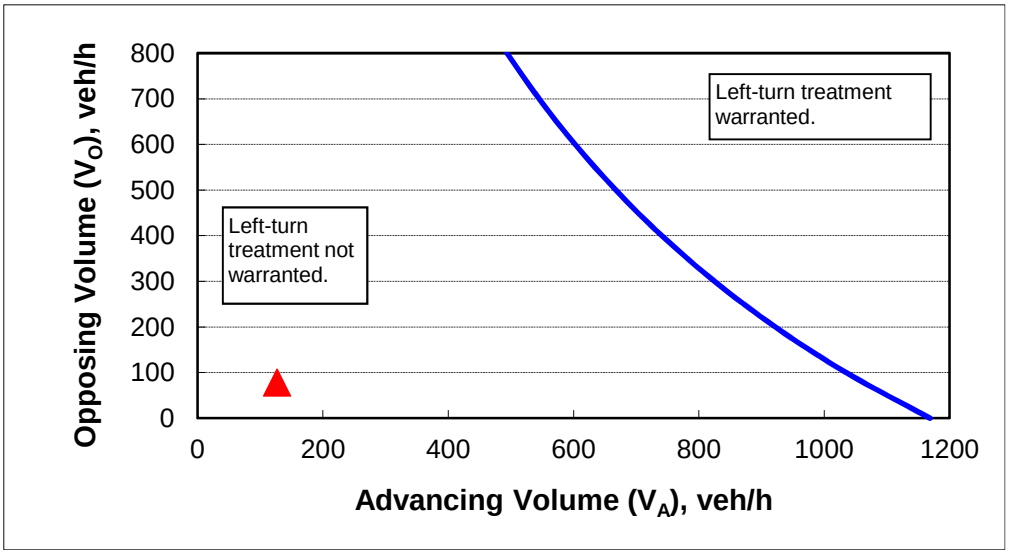
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	3%
Advancing volume (V_A), veh/h:	127
Opposing volume (V_O), veh/h:	78

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1062
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis

Project: Holly DCP
Intersection: 5. NE 19th Avenue at N Locust Street
Date: 9/5/2018
Scenario: 2030 Planning Horizon with Annexation - AM Peak Hour (NB)

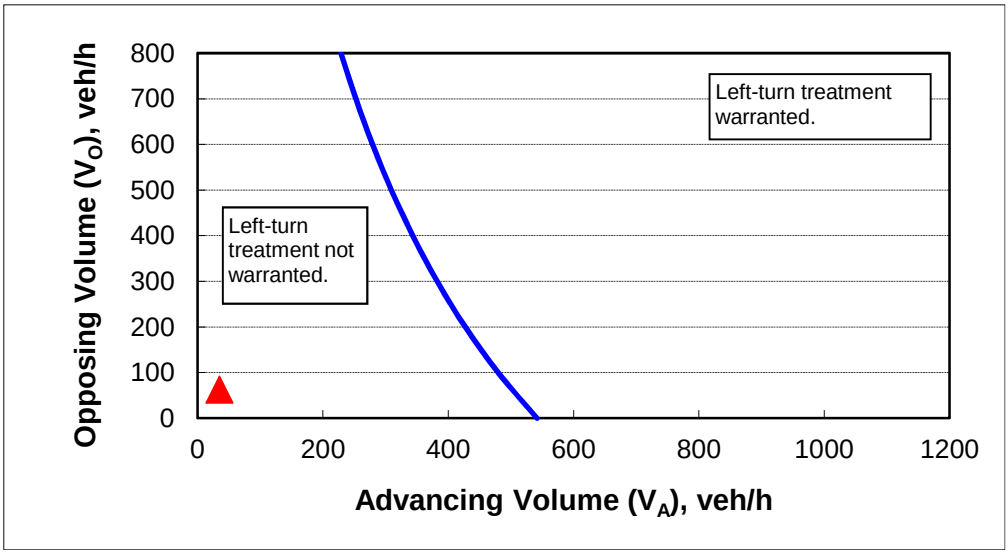
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	17%
Advancing volume (V_A), veh/h:	35
Opposing volume (V_O), veh/h:	62

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	502
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis

Project: Holly DCP
Intersection: 5. NE 19th Avenue at N Locust Street
Date: 9/5/2018
Scenario: 2030 Planning Horizon with Annexation - AM Peak Hour (SB)

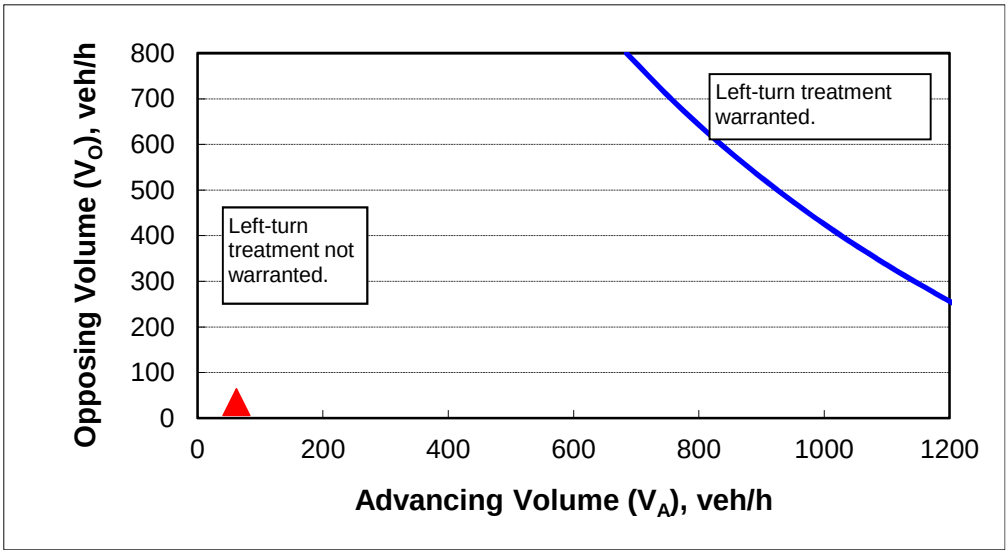
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	2%
Advancing volume (V_A), veh/h:	62
Opposing volume (V_O), veh/h:	35

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1552
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis

Project: Holly DCP
Intersection: 5. NE 19th Avenue at N Locust Street
Date: 9/5/2018
Scenario: 2030 Planning Horizon with Annexation - PM Peak Hour (NB)

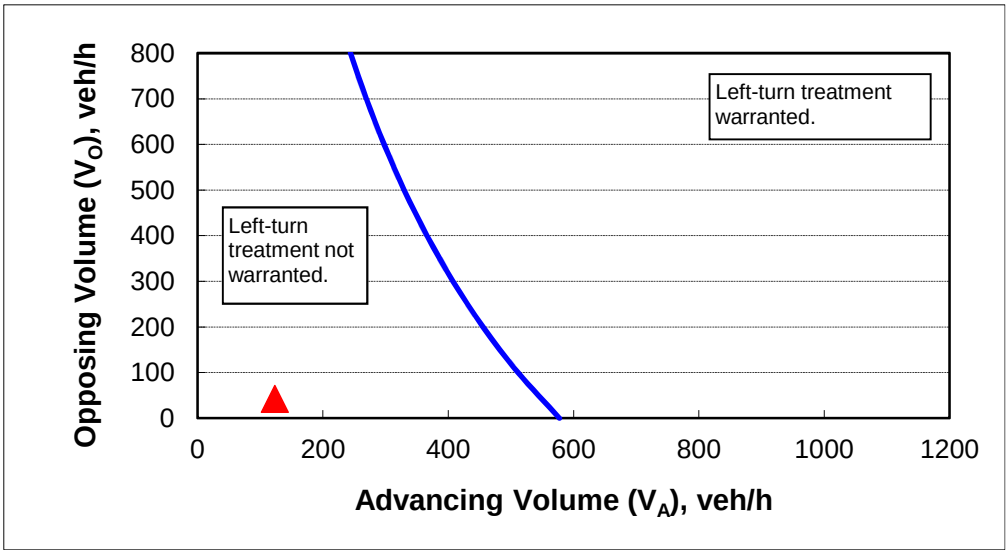
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	15%
Advancing volume (V_A), veh/h:	123
Opposing volume (V_O), veh/h:	42

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	548
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis

Project: Holly DCP
Intersection: 5. NE 19th Avenue at N Locust Street
Date: 9/5/2018
Scenario: 2030 Planning Horizon with Annexation - PM Peak Hour (SB)

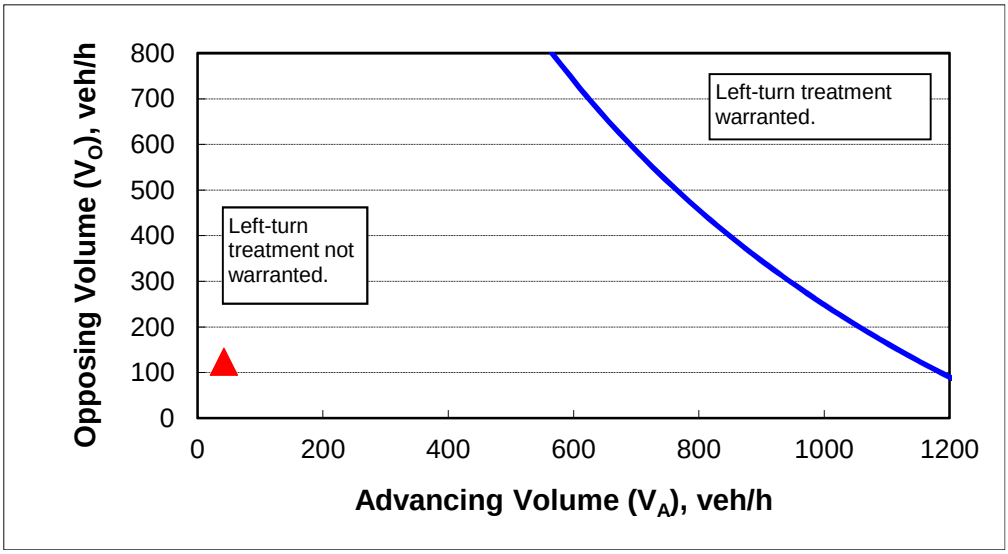
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	2%
Advancing volume (V_A), veh/h:	42
Opposing volume (V_O), veh/h:	123

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1154
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis

Project: Holly DCP
Intersection: 6. Site Access at N Locust Street
Date: 9/5/2018
Scenario: 2030 Planning Horizon with Annexation - AM Peak Hour

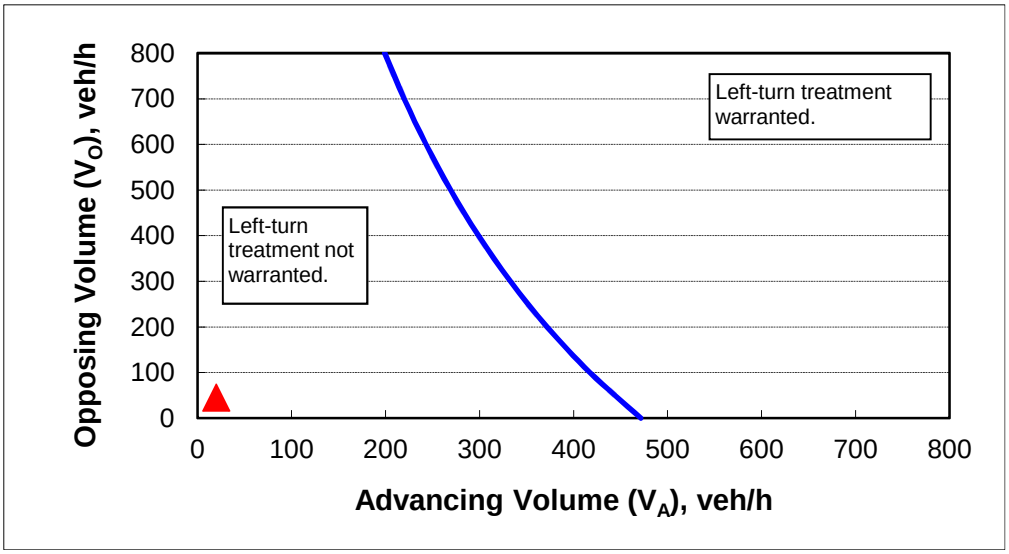
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	25%
Advancing volume (V_A), veh/h:	20
Opposing volume (V_O), veh/h:	45

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	446
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis

Project: Holly DCP
Intersection: 6. Site Access at N Locust Street
Date: 9/5/2018
Scenario: 2030 Planning Horizon with Annexation - PM Peak Hour

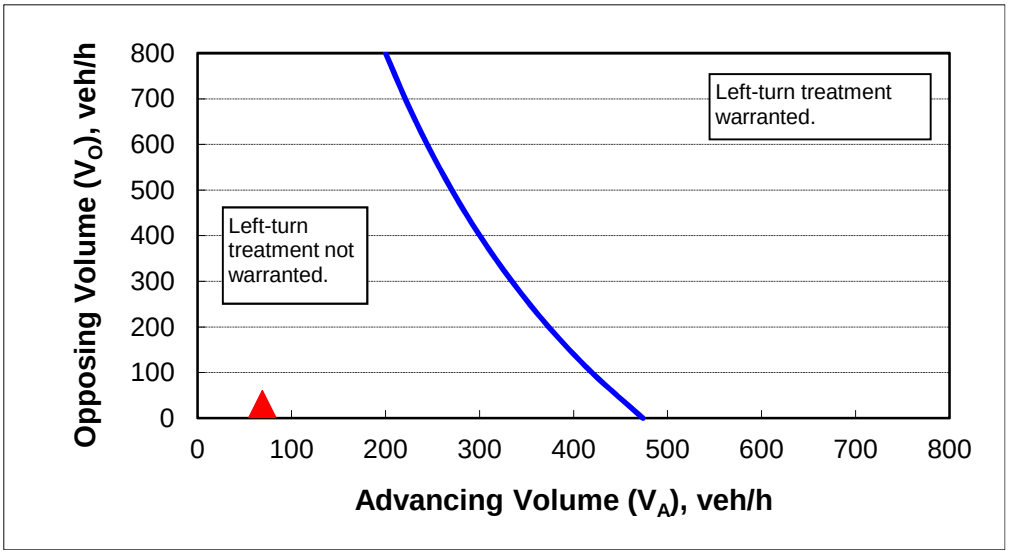
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	25%
Advancing volume (V_A), veh/h:	69
Opposing volume (V_O), veh/h:	31

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	456
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis

Project: Holly DCP
Intersection: 12. Site Access at N Locust Street
Date: 9/5/2018
Scenario: 2030 Planning Horizon with Annexation - AM Peak Hour (NB)

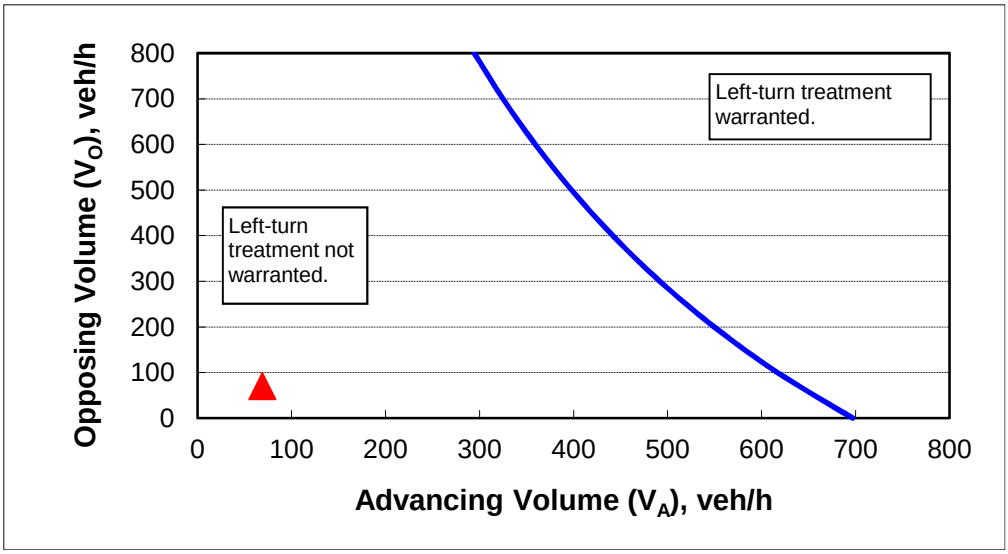
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	45
Percent of left-turns in advancing volume (V_A), %:	6%
Advancing volume (V_A), veh/h:	69
Opposing volume (V_O), veh/h:	70

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	640
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis

Project: Holly DCP
Intersection: 12. Site Access at N Locust Street
Date: 9/5/2018
Scenario: 2030 Planning Horizon with Annexation - AM Peak Hour (SB)

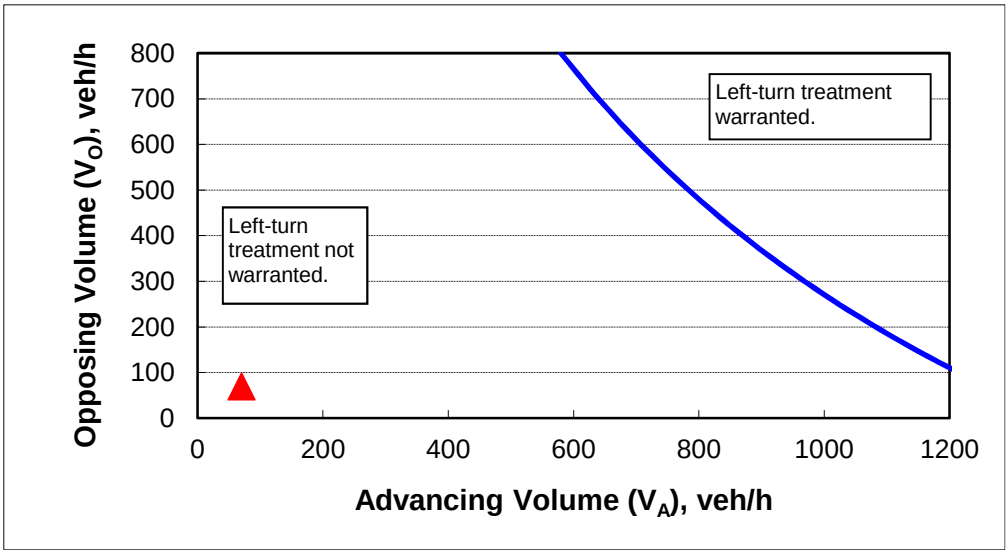
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	45
Percent of left-turns in advancing volume (V_A), %:	1%
Advancing volume (V_A), veh/h:	70
Opposing volume (V_O), veh/h:	69

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1261
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis

Project: Holly DCP
Intersection: 12. Site Access at N Locust Street
Date: 9/5/2018
Scenario: 2030 Planning Horizon with Annexation - PM Peak Hour (NB)

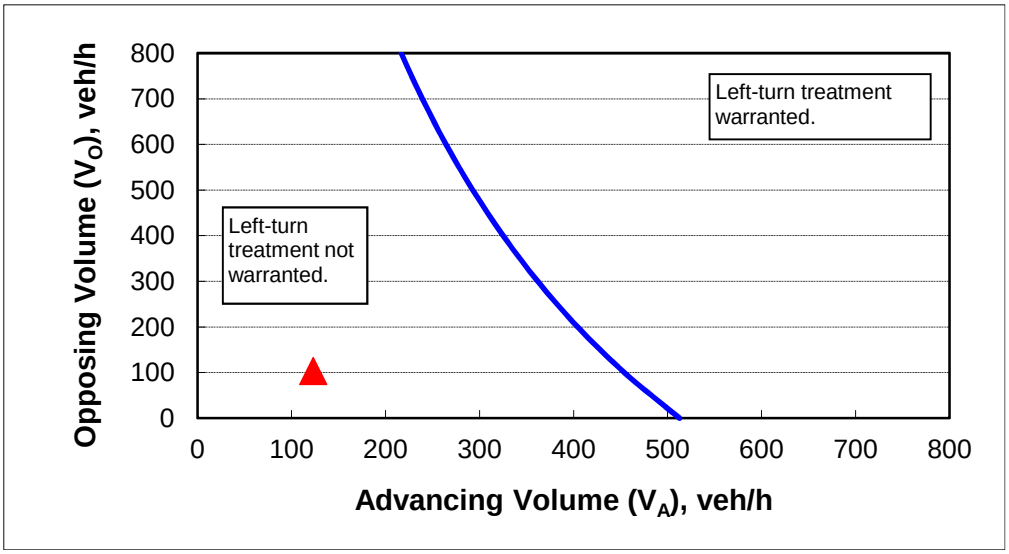
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	45
Percent of left-turns in advancing volume (V_A), %:	11%
Advancing volume (V_A), veh/h:	123
Opposing volume (V_O), veh/h:	103

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	452
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis

Project: Holly DCP
Intersection: 12. Site Access at N Locust Street
Date: 9/5/2018
Scenario: 2030 Planning Horizon with Annexation - PM Peak Hour (SB)

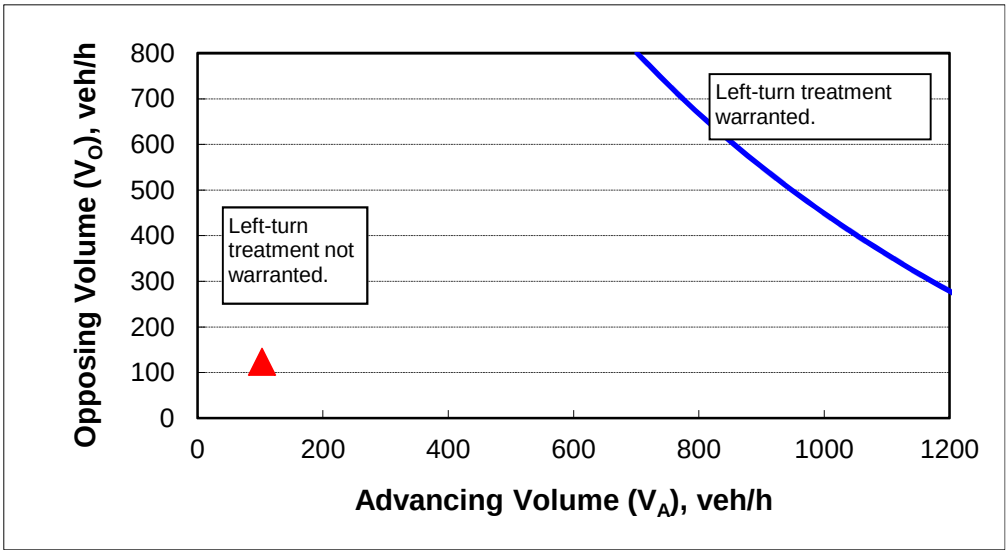
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	45
Percent of left-turns in advancing volume (V_A), %:	1%
Advancing volume (V_A), veh/h:	103
Opposing volume (V_O), veh/h:	123

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1431
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis

Project: Holly DCP
Intersection: 13. Site Access at N Locust Street
Date: 9/5/2018
Scenario: 2030 Planning Horizon with Annexation - AM Peak Hour (NB)

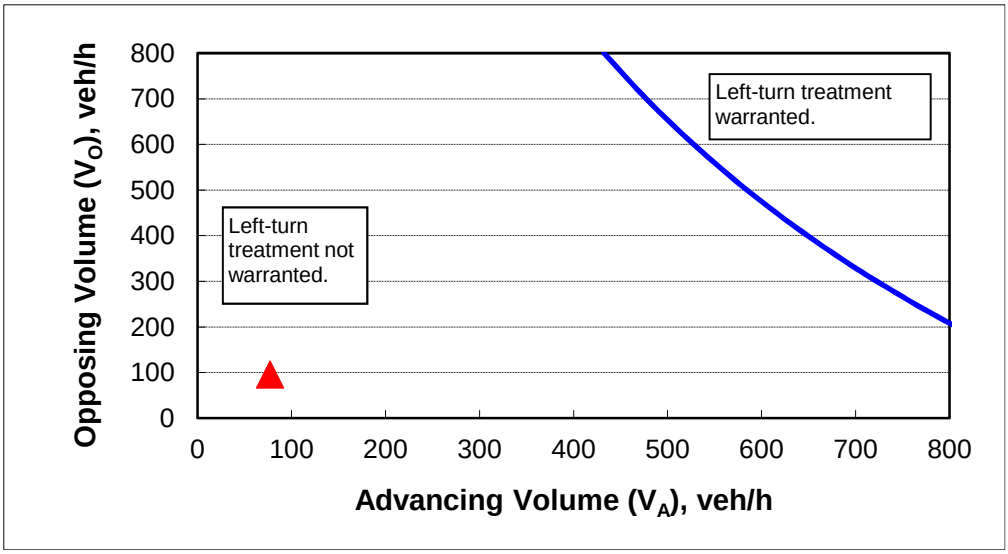
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	45
Percent of left-turns in advancing volume (V_A), %:	3%
Advancing volume (V_A), veh/h:	77
Opposing volume (V_O), veh/h:	95

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	912
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis

Project: Holly DCP
Intersection: 13. Site Access at N Locust Street
Date: 9/5/2018
Scenario: 2030 Planning Horizon with Annexation - AM Peak Hour (SB)

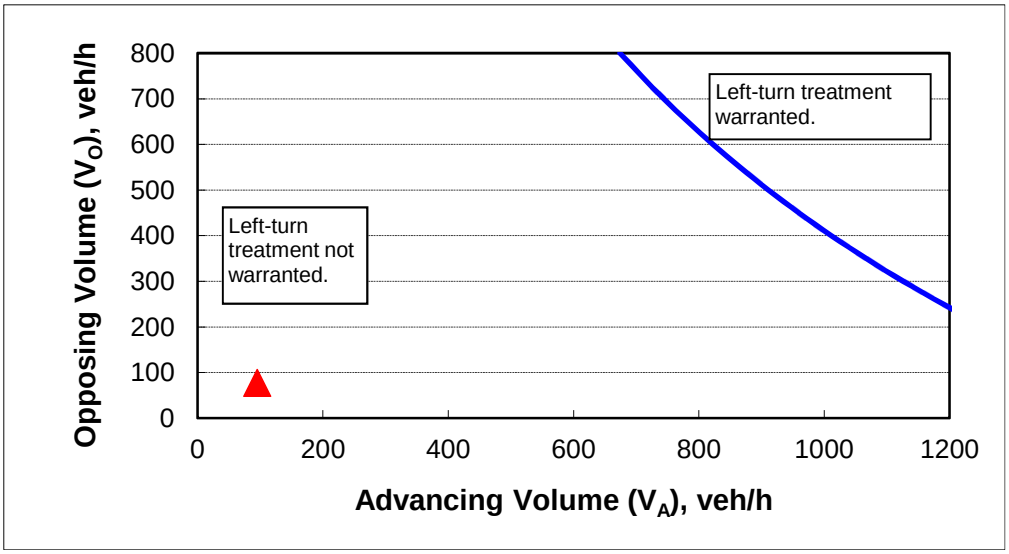
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	45
Percent of left-turns in advancing volume (V_A), %:	1%
Advancing volume (V_A), veh/h:	95
Opposing volume (V_O), veh/h:	77

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1452
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis

Project: Holly DCP
Intersection: 13. Site Access at N Locust Street
Date: 9/5/2018
Scenario: 2030 Planning Horizon with Annexation - PM Peak Hour (NB)

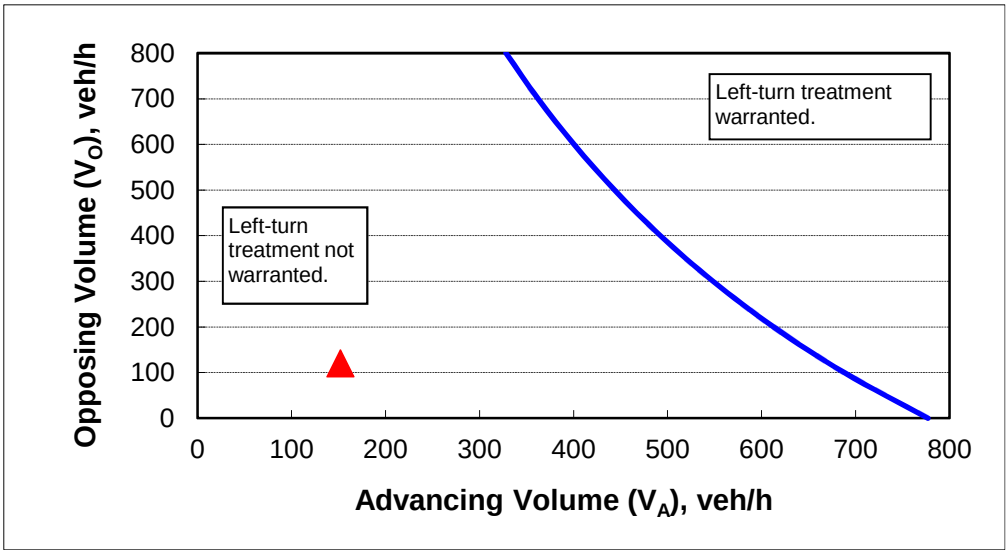
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	45
Percent of left-turns in advancing volume (V_A), %:	5%
Advancing volume (V_A), veh/h:	152
Opposing volume (V_O), veh/h:	120

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	672
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis

Project: Holly DCP
Intersection: 13. Site Access at N Locust Street
Date: 9/5/2018
Scenario: 2030 Planning Horizon with Annexation - PM Peak Hour (SB)

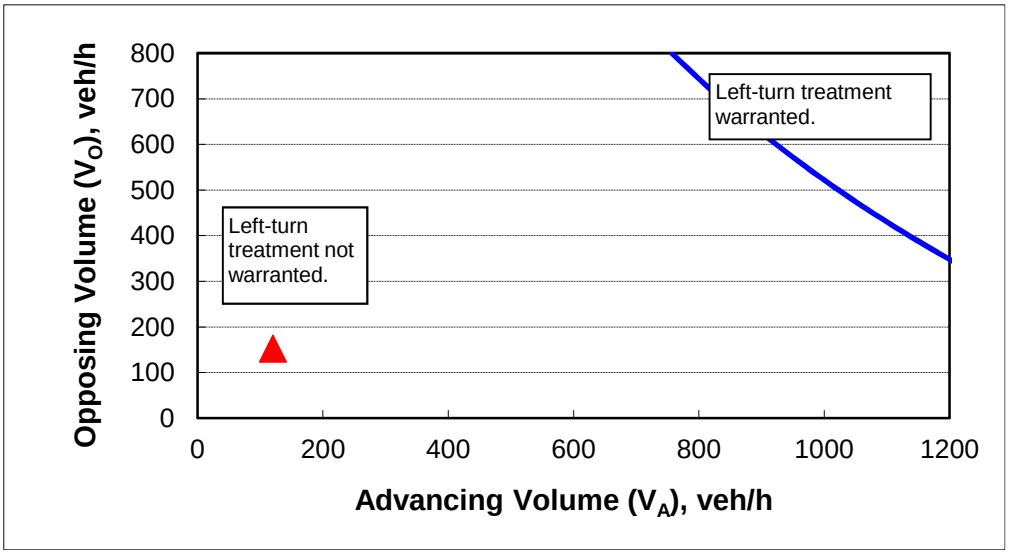
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	45
Percent of left-turns in advancing volume (V_A), %:	1%
Advancing volume (V_A), veh/h:	120
Opposing volume (V_O), veh/h:	152

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1493
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis

Project: Holly DCP
Intersection: 14. Site Access at N Locust Street
Date: 9/5/2018
Scenario: 2030 Planning Horizon with Annexation - AM Peak Hour (SB)

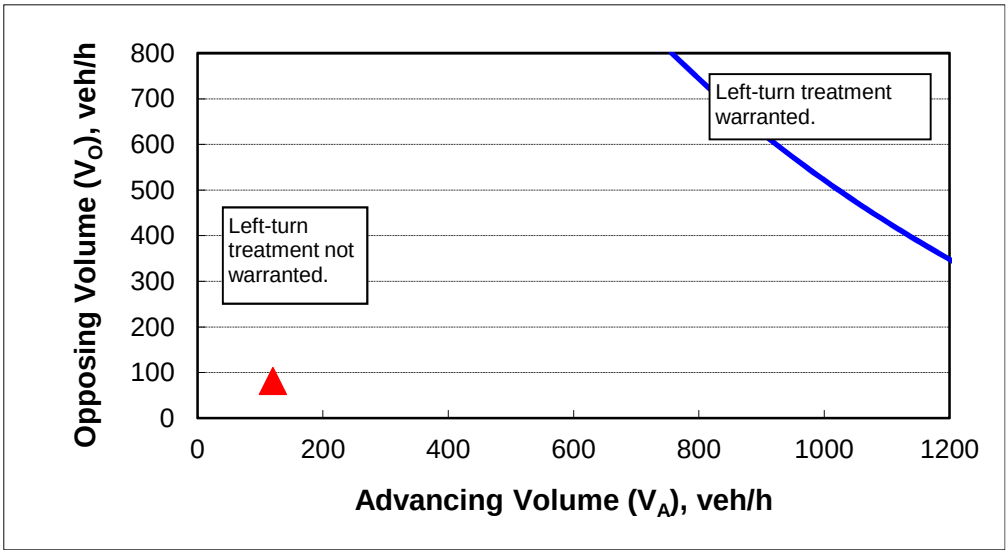
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	45
Percent of left-turns in advancing volume (V_A), %:	1%
Advancing volume (V_A), veh/h:	120
Opposing volume (V_O), veh/h:	81

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1622
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis

Project: Holly DCP
Intersection: 14. Site Access at N Locust Street
Date: 9/5/2018
Scenario: 2030 Planning Horizon with Annexation - PM Peak Hour (SB)

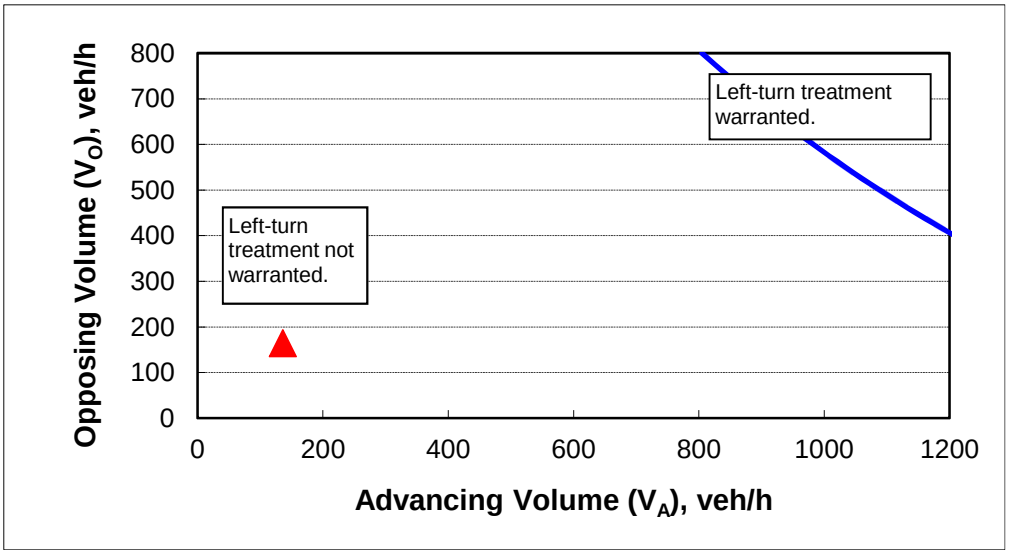
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	45
Percent of left-turns in advancing volume (V_A), %:	1%
Advancing volume (V_A), veh/h:	136
Opposing volume (V_O), veh/h:	164

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	1566
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis

Project: Holly DCP
Intersection: 15. Site Access at N Locust Street
Date: 9/5/2018
Scenario: 2030 Planning Horizon with Annexation - AM Peak Hour

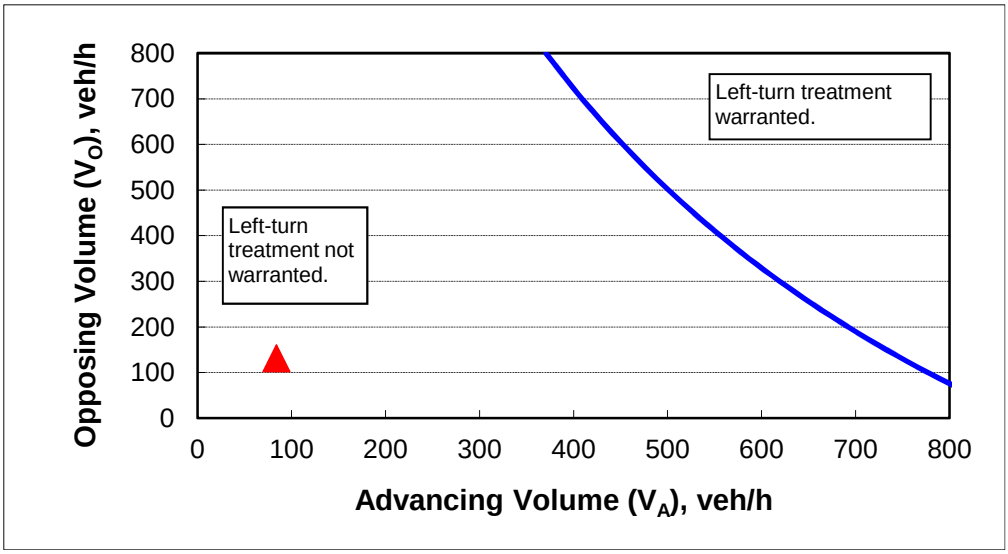
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	45
Percent of left-turns in advancing volume (V_A), %:	4%
Advancing volume (V_A), veh/h:	84
Opposing volume (V_O), veh/h:	131

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	749
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Warrant Analysis

Project: Holly DCP
Intersection: 15. Site Access at N Locust Street
Date: 9/5/2018
Scenario: 2030 Planning Horizon with Annexation - PM Peak Hour

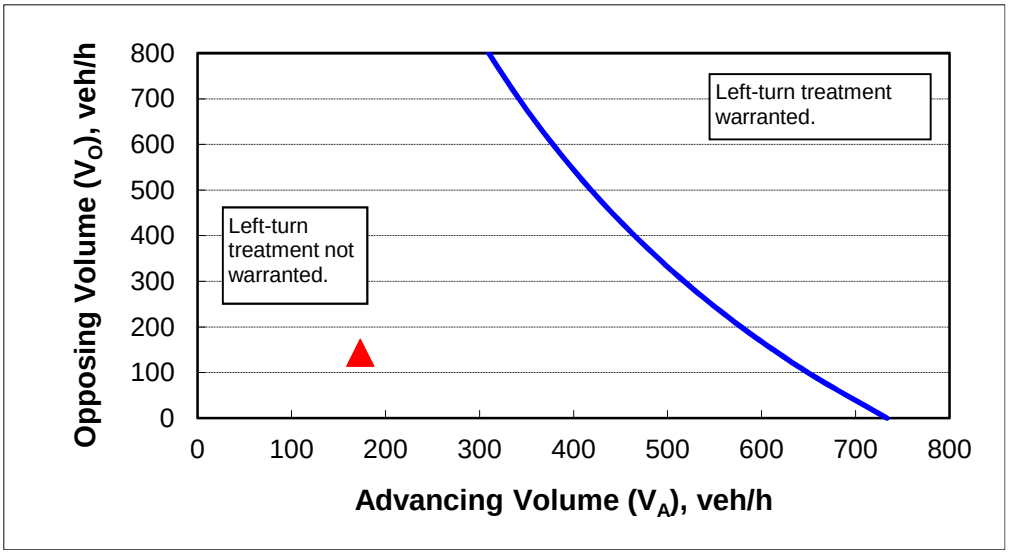
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	45
Percent of left-turns in advancing volume (V_A), %:	5%
Advancing volume (V_A), veh/h:	173
Opposing volume (V_O), veh/h:	143

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	617
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Traffic Signal Warrant Analysis

Project: Holly DCP
Date: 9/5/2018
Scenario: 2030 Planning Horizon with Annexation

Major Street:	NW Territorial Road	Minor Street:	N Holly Street
Number of Lanes:	1	Number of Lanes:	1
PM Peak Hour Volumes:	720	PM Peak Hour Volumes:	212

Warrant Used:

X 100 percent of standard warrants used

_____ 70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
WARRANT 1, CONDITION A		100%	70%	100%	70%
Major St.	Minor St.	Warrants	Warrants	Warrants	Warrants
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1			
Condition A: Minimum Vehicular Volume			
Major Street	7,200	8,850	
Minor Street*	2,120	2,650	**No**
Condition B: Interruption of Continuous Traffic			
Major Street	7,200	13,300	
Minor Street*	2,120	1,350	**No**
Combination Warrant			
Major Street	7,200	10,640	
Minor Street*	2,120	2,120	**No**

Note: Minor street right-turning traffic volumes reduced by 25%.

Traffic Signal Warrant Analysis

Project: Holly DCP
Date: 9/5/2018
Scenario: 2030 Planning Horizon with Annexation

Major Street:	NE Territorial Road	Minor Street:	N Locust Street
Number of Lanes:	1	Number of Lanes:	1
PM Peak Hour Volumes:	931	PM Peak Hour Volumes:	69

Warrant Used:

X 100 percent of standard warrants used

_____ 70 percent of standard warrants used due to 85th percentile speed in excess of 40 mph or isolated community with population less than 10,000.

Number of Lanes for Moving Traffic on Each Approach:		ADT on Major St. (total of both approaches)		ADT on Minor St. (higher-volume approach)	
WARRANT 1, CONDITION A		100%	70%	100%	70%
Major St.	Minor St.	Warrants	Warrants	Warrants	Warrants
1	1	8,850	6,200	2,650	1,850
2 or more	1	10,600	7,400	2,650	1,850
2 or more	2 or more	10,600	7,400	3,550	2,500
1	2 or more	8,850	6,200	3,550	2,500
WARRANT 1, CONDITION B					
1	1	13,300	9,300	1,350	950
2 or more	1	15,900	11,100	1,350	950
2 or more	2 or more	15,900	11,100	1,750	1,250
1	2 or more	13,300	9,300	1,750	1,250

Note: ADT volumes assume 8th highest hour is 5.6% of the daily volume

	Approach Volumes	Minimum Volumes	Is Signal Warrant Met?
Warrant 1			
Condition A: Minimum Vehicular Volume			
Major Street	9,310	8,850	
Minor Street*	690	2,650	**No**
Condition B: Interruption of Continuous Traffic			
Major Street	9,310	13,300	
Minor Street*	690	1,350	**No**
Combination Warrant			
Major Street	9,310	10,640	
Minor Street*	690	2,120	**No**

Note: Minor street right-turning traffic volumes reduced by 25%.

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	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	74	2	68	54	16	1	16	50	14	19	10
Future Vol, veh/h	4	74	2	68	54	16	1	16	50	14	19	10
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	0	0	2	2	2	4	4	4	5	5	5
Mvmt Flow	5	84	2	77	61	18	1	18	57	16	22	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.9	8.4	7.6	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	5%	49%	33%
Vol Thru, %	24%	93%	39%	44%
Vol Right, %	75%	3%	12%	23%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	67	80	138	43
LT Vol	1	4	68	14
Through Vol	16	74	54	19
RT Vol	50	2	16	10
Lane Flow Rate	76	91	157	49
Geometry Grp	1	1	1	1
Degree of Util (X)	0.088	0.11	0.19	0.062
Departure Headway (Hd)	4.138	4.34	4.353	4.552
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	867	827	830	788
Service Time	2.156	2.357	2.353	2.571
HCM Lane V/C Ratio	0.088	0.11	0.189	0.062
HCM Control Delay	7.6	7.9	8.4	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.4	0.7	0.2

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	7	156	1	3	148	5	3	2	5	5	1	24
Future Vol, veh/h	7	156	1	3	148	5	3	2	5	5	1	24
Conflicting Peds, #/hr	0	0	8	8	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	1	1	1	10	10	10	3	3	3
Mvmt Flow	8	171	1	3	163	5	3	2	5	5	1	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	168	0	0	180	0	0	381	370	181	364	368	166
Stage 1	-	-	-	-	-	-	196	196	-	172	172	-
Stage 2	-	-	-	-	-	-	185	174	-	192	196	-
Critical Hdwy	4.12	-	-	4.11	-	-	7.2	6.6	6.3	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.6	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.6	-	6.13	5.53	-
Follow-up Hdwy	2.218	-	-	2.209	-	-	3.59	4.09	3.39	3.527	4.027	3.327
Pot Cap-1 Maneuver	1410	-	-	1402	-	-	563	547	841	590	559	876
Stage 1	-	-	-	-	-	-	788	724	-	828	755	-
Stage 2	-	-	-	-	-	-	799	740	-	807	737	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1410	-	-	1391	-	-	538	538	834	580	550	876
Mov Cap-2 Maneuver	-	-	-	-	-	-	538	538	-	580	550	-
Stage 1	-	-	-	-	-	-	777	714	-	823	753	-
Stage 2	-	-	-	-	-	-	772	739	-	794	727	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.1	10.6	9.7
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	654	1410	-	-	1391	-	-	793
HCM Lane V/C Ratio	0.017	0.005	-	-	0.002	-	-	0.042
HCM Control Delay (s)	10.6	7.6	0	-	7.6	0	-	9.7
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	1	8	6	1	24
Future Vol, veh/h	10	1	8	6	1	24
Conflicting Peds, #/hr	0	0	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	13	1	10	8	1	30

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	47	15	0	0	19	0
Stage 1	15	-	-	-	-	-
Stage 2	32	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	968	1070	-	-	1611	-
Stage 1	1013	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	966	1069	-	-	1609	-
Mov Cap-2 Maneuver	966	-	-	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	996	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	975	1609	-
HCM Lane V/C Ratio	-	-	0.014	0.001	-
HCM Control Delay (s)	-	-	8.7	7.2	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	130	5	105	87	21	4	27	131	24	42	7
Future Vol, veh/h	4	130	5	105	87	21	4	27	131	24	42	7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	0	0	1	1	1	1	1	1	1	1	1
Mvmt Flow	4	144	6	117	97	23	4	30	146	27	47	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.1	10	8.8	8.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	3%	49%	33%
Vol Thru, %	17%	94%	41%	58%
Vol Right, %	81%	4%	10%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	162	139	213	73
LT Vol	4	4	105	24
Through Vol	27	130	87	42
RT Vol	131	5	21	7
Lane Flow Rate	180	154	237	81
Geometry Grp	1	1	1	1
Degree of Util (X)	0.224	0.205	0.312	0.114
Departure Headway (Hd)	4.475	4.782	4.751	5.079
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	797	746	753	701
Service Time	2.529	2.842	2.808	3.145
HCM Lane V/C Ratio	0.226	0.206	0.315	0.116
HCM Control Delay	8.8	9.1	10	8.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.9	0.8	1.3	0.4

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	32	309	3	10	230	11	5	3	2	10	4	20
Future Vol, veh/h	32	309	3	10	230	11	5	3	2	10	4	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	2	2	2	0	0	0	0	0	0
Mvmt Flow	34	329	3	11	245	12	5	3	2	11	4	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	257	0	0	332	0	0	685	678	331	674	673	251
Stage 1	-	-	-	-	-	-	399	399	-	273	273	-
Stage 2	-	-	-	-	-	-	286	279	-	401	400	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.218	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1320	-	-	1227	-	-	365	377	715	371	379	793
Stage 1	-	-	-	-	-	-	631	606	-	737	688	-
Stage 2	-	-	-	-	-	-	726	683	-	630	605	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1320	-	-	1227	-	-	341	361	715	356	363	793
Mov Cap-2 Maneuver	-	-	-	-	-	-	341	361	-	356	363	-
Stage 1	-	-	-	-	-	-	611	587	-	713	681	-
Stage 2	-	-	-	-	-	-	695	676	-	605	586	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.3	14.5	12.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	388	1320	-	-	1227	-	-	529
HCM Lane V/C Ratio	0.027	0.026	-	-	0.009	-	-	0.068
HCM Control Delay (s)	14.5	7.8	0	-	8	0	-	12.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	19	1	28	24	1	17
Future Vol, veh/h	19	1	28	24	1	17
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	23	1	35	30	1	21

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	75	52	0	0	67	0
Stage 1	52	-	-	-	-	-
Stage 2	23	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	933	1021	-	-	1547	-
Stage 1	976	-	-	-	-	-
Stage 2	1005	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	930	1019	-	-	1544	-
Mov Cap-2 Maneuver	930	-	-	-	-	-
Stage 1	973	-	-	-	-	-
Stage 2	1005	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	0.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	934	1544	-
HCM Lane V/C Ratio	-	-	0.026	0.001	-
HCM Control Delay (s)	-	-	9	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	101	3	93	74	22	1	22	68	19	26	14
Future Vol, veh/h	5	101	3	93	74	22	1	22	68	19	26	14
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	0	0	2	2	2	4	4	4	5	5	5
Mvmt Flow	6	115	3	106	84	25	1	25	77	22	30	16
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.4	9.2	8.1	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	5%	49%	32%
Vol Thru, %	24%	93%	39%	44%
Vol Right, %	75%	3%	12%	24%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	91	109	189	59
LT Vol	1	5	93	19
Through Vol	22	101	74	26
RT Vol	68	3	22	14
Lane Flow Rate	103	124	215	67
Geometry Grp	1	1	1	1
Degree of Util (X)	0.126	0.156	0.268	0.09
Departure Headway (Hd)	4.385	4.528	4.495	4.809
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	817	791	799	744
Service Time	2.416	2.559	2.525	2.843
HCM Lane V/C Ratio	0.126	0.157	0.269	0.09
HCM Control Delay	8.1	8.4	9.2	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.6	1.1	0.3

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	10	213	1	4	202	7	4	3	7	7	1	33
Future Vol, veh/h	10	213	1	4	202	7	4	3	7	7	1	33
Conflicting Peds, #/hr	0	0	8	8	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	1	1	1	10	10	10	3	3	3
Mvmt Flow	11	234	1	4	222	8	4	3	8	8	1	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	230	0	0	243	0	0	518	503	244	497	499	226
Stage 1	-	-	-	-	-	-	265	265	-	234	234	-
Stage 2	-	-	-	-	-	-	253	238	-	263	265	-
Critical Hdwy	4.12	-	-	4.11	-	-	7.2	6.6	6.3	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.6	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.6	-	6.13	5.53	-
Follow-up Hdwy	2.218	-	-	2.209	-	-	3.59	4.09	3.39	3.527	4.027	3.327
Pot Cap-1 Maneuver	1338	-	-	1329	-	-	456	460	776	482	472	811
Stage 1	-	-	-	-	-	-	723	675	-	767	709	-
Stage 2	-	-	-	-	-	-	734	694	-	740	688	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1338	-	-	1319	-	-	428	451	769	470	463	811
Mov Cap-2 Maneuver	-	-	-	-	-	-	428	451	-	470	463	-
Stage 1	-	-	-	-	-	-	711	664	-	760	707	-
Stage 2	-	-	-	-	-	-	698	692	-	722	676	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.1	11.6	10.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	558	1338	-	-	1319	-	-	710
HCM Lane V/C Ratio	0.028	0.008	-	-	0.003	-	-	0.063
HCM Control Delay (s)	11.6	7.7	0	-	7.7	0	-	10.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	1	11	8	1	33
Future Vol, veh/h	14	1	11	8	1	33
Conflicting Peds, #/hr	0	0	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	18	1	14	10	1	41

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	63	20	0	0	25	0
Stage 1	20	-	-	-	-	-
Stage 2	43	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	948	1064	-	-	1603	-
Stage 1	1008	-	-	-	-	-
Stage 2	985	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	946	1063	-	-	1601	-
Mov Cap-2 Maneuver	946	-	-	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	985	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	0.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	953	1601	-
HCM Lane V/C Ratio	-	-	0.02	0.001	-
HCM Control Delay (s)	-	-	8.9	7.2	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	11.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	177	7	143	119	29	5	37	179	33	57	10
Future Vol, veh/h	5	177	7	143	119	29	5	37	179	33	57	10
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	0	0	1	1	1	1	1	1	1	1	1
Mvmt Flow	6	197	8	159	132	32	6	41	199	37	63	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.8	12.9	10.8	10.1
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	3%	49%	33%
Vol Thru, %	17%	94%	41%	57%
Vol Right, %	81%	4%	10%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	221	189	291	100
LT Vol	5	5	143	33
Through Vol	37	177	119	57
RT Vol	179	7	29	10
Lane Flow Rate	246	210	323	111
Geometry Grp	1	1	1	1
Degree of Util (X)	0.345	0.312	0.472	0.178
Departure Headway (Hd)	5.054	5.351	5.251	5.761
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	710	670	685	621
Service Time	3.098	3.394	3.288	3.812
HCM Lane V/C Ratio	0.346	0.313	0.472	0.179
HCM Control Delay	10.8	10.8	12.9	10.1
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.5	1.3	2.5	0.6

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	44	421	4	14	314	15	7	4	3	14	5	27
Future Vol, veh/h	44	421	4	14	314	15	7	4	3	14	5	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	2	2	2	0	0	0	0	0	0
Mvmt Flow	47	448	4	15	334	16	7	4	3	15	5	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	350	0	0	452	0	0	933	924	450	920	918	342
Stage 1	-	-	-	-	-	-	544	544	-	372	372	-
Stage 2	-	-	-	-	-	-	389	380	-	548	546	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.218	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1220	-	-	1109	-	-	248	271	613	254	274	705
Stage 1	-	-	-	-	-	-	527	522	-	653	622	-
Stage 2	-	-	-	-	-	-	639	617	-	524	521	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1220	-	-	1109	-	-	222	253	613	237	256	705
Mov Cap-2 Maneuver	-	-	-	-	-	-	222	253	-	237	256	-
Stage 1	-	-	-	-	-	-	500	495	-	620	611	-
Stage 2	-	-	-	-	-	-	597	607	-	490	494	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.3	19.2	15.5
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	268	1220	-	-	1109	-	-	393
HCM Lane V/C Ratio	0.056	0.038	-	-	0.013	-	-	0.125
HCM Control Delay (s)	19.2	8.1	0	-	8.3	0	-	15.5
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	1	38	33	1	23
Future Vol, veh/h	26	1	38	33	1	23
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	32	1	47	41	1	28

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	100	70	0	0	90	0
Stage 1	70	-	-	-	-	-
Stage 2	30	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	904	998	-	-	1518	-
Stage 1	958	-	-	-	-	-
Stage 2	998	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	901	996	-	-	1515	-
Mov Cap-2 Maneuver	901	-	-	-	-	-
Stage 1	955	-	-	-	-	-
Stage 2	998	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	904	1515	-
HCM Lane V/C Ratio	-	-	0.037	0.001	-
HCM Control Delay (s)	-	-	9.1	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	104	3	99	81	36	1	31	70	59	53	27
Future Vol, veh/h	9	104	3	99	81	36	1	31	70	59	53	27
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	0	0	2	2	2	4	4	4	5	5	5
Mvmt Flow	10	118	3	113	92	41	1	35	80	67	60	31
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9	10.1	8.6	9.5
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	8%	46%	42%
Vol Thru, %	30%	90%	38%	38%
Vol Right, %	69%	3%	17%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	102	116	216	139
LT Vol	1	9	99	59
Through Vol	31	104	81	53
RT Vol	70	3	36	27
Lane Flow Rate	116	132	245	158
Geometry Grp	1	1	1	1
Degree of Util (X)	0.15	0.178	0.324	0.219
Departure Headway (Hd)	4.673	4.869	4.753	5
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	762	732	751	714
Service Time	2.741	2.933	2.809	3.064
HCM Lane V/C Ratio	0.152	0.18	0.326	0.221
HCM Control Delay	8.6	9	10.1	9.5
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.5	0.6	1.4	0.8

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	21	245	1	4	213	14	4	3	7	27	1	66
Future Vol, veh/h	21	245	1	4	213	14	4	3	7	27	1	66
Conflicting Peds, #/hr	0	0	8	8	0	0	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	1	1	1	10	10	10	3	3	3
Mvmt Flow	23	269	1	4	234	15	4	3	8	30	1	73

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	249	0	0	278	0	0	611	581	279	572	574	242
Stage 1	-	-	-	-	-	-	324	324	-	250	250	-
Stage 2	-	-	-	-	-	-	287	257	-	322	324	-
Critical Hdwy	4.12	-	-	4.11	-	-	7.2	6.6	6.3	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.6	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.6	-	6.13	5.53	-
Follow-up Hdwy	2.218	-	-	2.209	-	-	3.59	4.09	3.39	3.527	4.027	3.327
Pot Cap-1 Maneuver	1317	-	-	1291	-	-	395	414	741	429	428	794
Stage 1	-	-	-	-	-	-	672	636	-	752	698	-
Stage 2	-	-	-	-	-	-	703	680	-	688	648	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1317	-	-	1281	-	-	349	400	735	414	414	794
Mov Cap-2 Maneuver	-	-	-	-	-	-	349	400	-	414	414	-
Stage 1	-	-	-	-	-	-	653	618	-	736	695	-
Stage 2	-	-	-	-	-	-	635	677	-	662	629	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.1	12.6	11.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	491	1317	-	-	1281	-	-	624
HCM Lane V/C Ratio	0.031	0.018	-	-	0.003	-	-	0.166
HCM Control Delay (s)	12.6	7.8	0	-	7.8	0	-	11.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.6

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	4	1	36	95	1
Future Vol, veh/h	1	4	1	36	95	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	4	1	39	103	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	145	104	104	0	-	0
Stage 1	104	-	-	-	-	-
Stage 2	41	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	847	951	1488	-	-	-
Stage 1	920	-	-	-	-	-
Stage 2	981	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	846	951	1488	-	-	-
Mov Cap-2 Maneuver	846	-	-	-	-	-
Stage 1	919	-	-	-	-	-
Stage 2	981	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1488	-	928	-	-
HCM Lane V/C Ratio	0.001	-	0.006	-	-
HCM Control Delay (s)	7.4	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	4	1	35	91	1
Future Vol, veh/h	1	4	1	35	91	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	4	1	38	99	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	140	100	100	0	-	0
Stage 1	100	-	-	-	-	-
Stage 2	40	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	853	956	1493	-	-	-
Stage 1	924	-	-	-	-	-
Stage 2	982	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	852	956	1493	-	-	-
Mov Cap-2 Maneuver	852	-	-	-	-	-
Stage 1	923	-	-	-	-	-
Stage 2	982	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1493	-	933	-	-
HCM Lane V/C Ratio	0.001	-	0.006	-	-
HCM Control Delay (s)	7.4	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	16	14	1	1	6	21	8	1	62	1
Future Vol, veh/h	1	1	16	14	1	1	6	21	8	1	62	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	1	20	18	1	1	8	26	10	1	78	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	129	134	79	139	129	32	79	0	0	37	0	0
Stage 1	81	81	-	48	48	-	-	-	-	-	-	-
Stage 2	48	53	-	91	81	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	844	757	981	836	765	1048	1532	-	-	1587	-	-
Stage 1	927	828	-	971	859	-	-	-	-	-	-	-
Stage 2	965	851	-	921	832	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	838	752	981	813	760	1047	1532	-	-	1585	-	-
Mov Cap-2 Maneuver	838	752	-	813	760	-	-	-	-	-	-	-
Stage 1	922	827	-	965	854	-	-	-	-	-	-	-
Stage 2	958	846	-	900	831	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.9	9.5	1.3	0.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1532	-	-	956	821	1585	-	-
HCM Lane V/C Ratio	0.005	-	-	0.024	0.024	0.001	-	-
HCM Control Delay (s)	7.4	0	-	8.9	9.5	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	14	5	15	45	1
Future Vol, veh/h	1	14	5	15	45	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	15	5	16	49	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	76	50	50	0	-	0
Stage 1	50	-	-	-	-	-
Stage 2	26	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	927	1018	1557	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	997	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	924	1018	1557	-	-	-
Mov Cap-2 Maneuver	924	-	-	-	-	-
Stage 1	969	-	-	-	-	-
Stage 2	997	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	1.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1557	-	1011	-	-
HCM Lane V/C Ratio	0.003	-	0.016	-	-
HCM Control Delay (s)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	9	1	1	4	1	4
Future Vol, veh/h	9	1	1	4	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	1	1	4	1	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	11	0	17	11
Stage 1	-	-	-	-	11	-
Stage 2	-	-	-	-	6	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1608	-	1001	1070
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	1017	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1608	-	1000	1070
Mov Cap-2 Maneuver	-	-	-	-	1000	-
Stage 1	-	-	-	-	1011	-
Stage 2	-	-	-	-	1017	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1055	-	-	1608	-
HCM Lane V/C Ratio	0.005	-	-	0.001	-
HCM Control Delay (s)	8.4	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	5	1	1	3	1	4
Future Vol, veh/h	5	1	1	3	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	1	1	3	1	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	6	0	11	6
Stage 1	-	-	-	-	6	-
Stage 2	-	-	-	-	5	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1615	-	1009	1077
Stage 1	-	-	-	-	1017	-
Stage 2	-	-	-	-	1018	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1615	-	1008	1077
Mov Cap-2 Maneuver	-	-	-	-	1008	-
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	1018	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1062	-	-	1615	-
HCM Lane V/C Ratio	0.005	-	-	0.001	-
HCM Control Delay (s)	8.4	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	5	1	1	3	4	1
Future Vol, veh/h	5	1	1	3	4	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	1	1	3	4	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	6	0	11	6
Stage 1	-	-	-	-	6	-
Stage 2	-	-	-	-	5	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1615	-	1009	1077
Stage 1	-	-	-	-	1017	-
Stage 2	-	-	-	-	1018	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1615	-	1008	1077
Mov Cap-2 Maneuver	-	-	-	-	1008	-
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	1018	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1021	-	-	1615	-
HCM Lane V/C Ratio	0.005	-	-	0.001	-
HCM Control Delay (s)	8.5	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	6	1	1	7	3	1
Future Vol, veh/h	6	1	1	7	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	1	1	8	3	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	8	0	18	8
Stage 1	-	-	-	-	8	-
Stage 2	-	-	-	-	10	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1612	-	1000	1074
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	1013	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1612	-	999	1074
Mov Cap-2 Maneuver	-	-	-	-	999	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1013	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1017	-	-	1612	-
HCM Lane V/C Ratio	0.004	-	-	0.001	-
HCM Control Delay (s)	8.6	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	19	1	1	23	1	1
Future Vol, veh/h	19	1	1	23	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	1	1	25	1	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	22	0	49	22
Stage 1	-	-	-	-	22	-
Stage 2	-	-	-	-	27	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1593	-	960	1055
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	996	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1593	-	959	1055
Mov Cap-2 Maneuver	-	-	-	-	959	-
Stage 1	-	-	-	-	1000	-
Stage 2	-	-	-	-	996	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1005	-	-	1593	-
HCM Lane V/C Ratio	0.002	-	-	0.001	-
HCM Control Delay (s)	8.6	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	1	12	12	1	1	4	61	4	1	70	1
Future Vol, veh/h	1	1	12	12	1	1	4	61	4	1	70	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	1	13	13	1	1	4	66	4	1	76	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	156	157	77	162	155	68	77	0	0	70	0	0
Stage 1	79	79	-	76	76	-	-	-	-	-	-	-
Stage 2	77	78	-	86	79	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	810	735	984	803	737	995	1522	-	-	1531	-	-
Stage 1	930	829	-	933	832	-	-	-	-	-	-	-
Stage 2	932	830	-	922	829	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	806	732	984	789	734	995	1522	-	-	1531	-	-
Mov Cap-2 Maneuver	806	732	-	789	734	-	-	-	-	-	-	-
Stage 1	927	828	-	930	830	-	-	-	-	-	-	-
Stage 2	927	828	-	908	828	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.9	9.6	0.4	0.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1522	-	-	946	797	1531	-	-
HCM Lane V/C Ratio	0.003	-	-	0.016	0.019	0.001	-	-
HCM Control Delay (s)	7.4	0	-	8.9	9.6	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	7	18	1	1	2	69	6	1	95	1
Future Vol, veh/h	1	1	7	18	1	1	2	69	6	1	95	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	1	8	20	1	1	2	75	7	1	103	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	190	192	104	193	189	79	104	0	0	82	0	0
Stage 1	106	106	-	83	83	-	-	-	-	-	-	-
Stage 2	84	86	-	110	106	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	770	703	951	767	706	981	1488	-	-	1515	-	-
Stage 1	900	807	-	925	826	-	-	-	-	-	-	-
Stage 2	924	824	-	895	807	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	767	702	951	759	705	981	1488	-	-	1515	-	-
Mov Cap-2 Maneuver	767	702	-	759	705	-	-	-	-	-	-	-
Stage 1	899	806	-	924	825	-	-	-	-	-	-	-
Stage 2	921	823	-	886	806	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.1	9.8	0.2	0.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1488	-	-	892	765	1515	-	-
HCM Lane V/C Ratio	0.001	-	-	0.011	0.028	0.001	-	-
HCM Control Delay (s)	7.4	0	-	9.1	9.8	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	0	0	11	0	1	0	77	4	1	120	0
Future Vol, veh/h	0	0	0	11	0	1	0	77	4	1	120	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	12	0	1	0	84	4	1	130	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	219	220	130	218	218	86	130	0	0	88	0	0
Stage 1	132	132	-	86	86	-	-	-	-	-	-	-
Stage 2	87	88	-	132	132	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	737	678	920	738	680	973	1455	-	-	1508	-	-
Stage 1	871	787	-	922	824	-	-	-	-	-	-	-
Stage 2	921	822	-	871	787	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	736	677	920	737	679	973	1455	-	-	1508	-	-
Mov Cap-2 Maneuver	736	677	-	737	679	-	-	-	-	-	-	-
Stage 1	871	786	-	922	824	-	-	-	-	-	-	-
Stage 2	920	822	-	870	786	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	9.9	0	0.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1455	-	-	-	752	1508	-	-
HCM Lane V/C Ratio	-	-	-	-	0.017	0.001	-	-
HCM Control Delay (s)	0	-	-	0	9.9	7.4	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	8	3	81	131	1
Future Vol, veh/h	1	8	3	81	131	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	9	3	88	142	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	237	143	143	0	-	0
Stage 1	143	-	-	-	-	-
Stage 2	94	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	751	905	1440	-	-	-
Stage 1	884	-	-	-	-	-
Stage 2	930	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	749	905	1440	-	-	-
Mov Cap-2 Maneuver	749	-	-	-	-	-
Stage 1	882	-	-	-	-	-
Stage 2	930	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1440	-	885	-	-
HCM Lane V/C Ratio	0.002	-	0.011	-	-
HCM Control Delay (s)	7.5	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Intersection Delay, s/veh	20.8
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	300	7	190	123	80	5	67	186	59	75	19
Future Vol, veh/h	20	300	7	190	123	80	5	67	186	59	75	19
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	0	0	1	1	1	1	1	1	1	1	1
Mvmt Flow	22	333	8	211	137	89	6	74	207	66	83	21
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	20.7	26.5	16.3	14.1
HCM LOS	C	D	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	6%	48%	39%
Vol Thru, %	26%	92%	31%	49%
Vol Right, %	72%	2%	20%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	258	327	393	153
LT Vol	5	20	190	59
Through Vol	67	300	123	75
RT Vol	186	7	80	19
Lane Flow Rate	287	363	437	170
Geometry Grp	1	1	1	1
Degree of Util (X)	0.514	0.647	0.758	0.346
Departure Headway (Hd)	6.456	6.41	6.253	7.32
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	553	560	572	495
Service Time	4.555	4.507	4.346	5.32
HCM Lane V/C Ratio	0.519	0.648	0.764	0.343
HCM Control Delay	16.3	20.7	26.5	14.1
HCM Lane LOS	C	C	D	B
HCM 95th-tile Q	2.9	4.6	6.7	1.5

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	81	443	4	14	351	38	7	4	3	27	5	49
Future Vol, veh/h	81	443	4	14	351	38	7	4	3	27	5	49
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	2	2	2	0	0	0	0	0	0
Mvmt Flow	86	471	4	15	373	40	7	4	3	29	5	52

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	413	0	0	475	0	0	1097	1088	473	1072	1070	393
Stage 1	-	-	-	-	-	-	645	645	-	423	423	-
Stage 2	-	-	-	-	-	-	452	443	-	649	647	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.218	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1157	-	-	1087	-	-	192	218	595	200	223	660
Stage 1	-	-	-	-	-	-	464	471	-	613	591	-
Stage 2	-	-	-	-	-	-	591	579	-	462	470	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1157	-	-	1087	-	-	158	192	595	178	197	660
Mov Cap-2 Maneuver	-	-	-	-	-	-	158	192	-	178	197	-
Stage 1	-	-	-	-	-	-	417	423	-	551	580	-
Stage 2	-	-	-	-	-	-	530	569	-	409	423	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0.3	24.5	20.2
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	199	1157	-	-	1087	-	-	322
HCM Lane V/C Ratio	0.075	0.074	-	-	0.014	-	-	0.268
HCM Control Delay (s)	24.5	8.4	0	-	8.4	0	-	20.2
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0	-	-	1.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	3	4	127	81	1
Future Vol, veh/h	1	3	4	127	81	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	3	4	138	88	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	235	89	89	0	-	0
Stage 1	89	-	-	-	-	-
Stage 2	146	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	753	969	1506	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	881	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	751	969	1506	-	-	-
Mov Cap-2 Maneuver	751	-	-	-	-	-
Stage 1	931	-	-	-	-	-
Stage 2	881	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1506	-	903	-	-
HCM Lane V/C Ratio	0.003	-	0.005	-	-
HCM Control Delay (s)	7.4	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	3	4	123	78	1
Future Vol, veh/h	1	3	4	123	78	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	3	4	134	85	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	228	86	86	0	-	0
Stage 1	86	-	-	-	-	-
Stage 2	142	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	760	973	1510	-	-	-
Stage 1	937	-	-	-	-	-
Stage 2	885	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	758	973	1510	-	-	-
Mov Cap-2 Maneuver	758	-	-	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	885	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1510	-	909	-	-
HCM Lane V/C Ratio	0.003	-	0.005	-	-
HCM Control Delay (s)	7.4	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	1	10	26	1	1	18	72	33	1	42	1
Future Vol, veh/h	1	1	10	26	1	1	18	72	33	1	42	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	2	2	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	1	12	32	1	1	22	89	41	1	52	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	210	231	53	217	211	112	53	0	0	132	0	0
Stage 1	55	55	-	156	156	-	-	-	-	-	-	-
Stage 2	155	176	-	61	55	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	747	669	1014	744	690	947	1566	-	-	1466	-	-
Stage 1	957	849	-	851	772	-	-	-	-	-	-	-
Stage 2	847	753	-	955	853	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	736	657	1014	724	678	945	1566	-	-	1463	-	-
Mov Cap-2 Maneuver	736	657	-	724	678	-	-	-	-	-	-	-
Stage 1	943	848	-	837	759	-	-	-	-	-	-	-
Stage 2	832	740	-	941	852	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.9	10.2	1.1	0.2
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1566	-	-	942	728	1463	-	-
HCM Lane V/C Ratio	0.014	-	-	0.016	0.047	0.001	-	-
HCM Control Delay (s)	7.3	0	-	8.9	10.2	7.5	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	10	17	52	31	1
Future Vol, veh/h	1	10	17	52	31	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	11	18	57	34	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	128	35	35	0	-	0
Stage 1	35	-	-	-	-	-
Stage 2	93	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	866	1038	1576	-	-	-
Stage 1	987	-	-	-	-	-
Stage 2	931	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	856	1038	1576	-	-	-
Mov Cap-2 Maneuver	856	-	-	-	-	-
Stage 1	975	-	-	-	-	-
Stage 2	931	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	1.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1576	-	1018	-	-
HCM Lane V/C Ratio	0.012	-	0.012	-	-
HCM Control Delay (s)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	7	1	5	13	1	3
Future Vol, veh/h	7	1	5	13	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	1	5	14	1	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	9	0	33	9
Stage 1	-	-	-	-	9	-
Stage 2	-	-	-	-	24	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1611	-	980	1073
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	999	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1611	-	977	1073
Mov Cap-2 Maneuver	-	-	-	-	977	-
Stage 1	-	-	-	-	1011	-
Stage 2	-	-	-	-	999	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1047	-	-	1611	-
HCM Lane V/C Ratio	0.004	-	-	0.003	-
HCM Control Delay (s)	8.5	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	4	1	5	8	1	3
Future Vol, veh/h	4	1	5	8	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	1	5	9	1	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	5	0	24	5
Stage 1	-	-	-	-	5	-
Stage 2	-	-	-	-	19	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1616	-	992	1078
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	1004	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1616	-	989	1078
Mov Cap-2 Maneuver	-	-	-	-	989	-
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	1004	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1054	-	-	1616	-
HCM Lane V/C Ratio	0.004	-	-	0.003	-
HCM Control Delay (s)	8.4	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	4	4	1	8	3	1
Future Vol, veh/h	4	4	1	8	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	4	1	9	3	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	8	0	17	6
Stage 1	-	-	-	-	6	-
Stage 2	-	-	-	-	11	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1612	-	1001	1077
Stage 1	-	-	-	-	1017	-
Stage 2	-	-	-	-	1012	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1612	-	1000	1077
Mov Cap-2 Maneuver	-	-	-	-	1000	-
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	1012	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1018	-	-	1612	-
HCM Lane V/C Ratio	0.004	-	-	0.001	-
HCM Control Delay (s)	8.6	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	8	3	1	11	2	1
Future Vol, veh/h	8	3	1	11	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	3	1	12	2	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	12	0	25	11
Stage 1	-	-	-	-	11	-
Stage 2	-	-	-	-	14	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1607	-	991	1070
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	1009	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1607	-	990	1070
Mov Cap-2 Maneuver	-	-	-	-	990	-
Stage 1	-	-	-	-	1011	-
Stage 2	-	-	-	-	1009	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1015	-	-	1607	-
HCM Lane V/C Ratio	0.003	-	-	0.001	-
HCM Control Delay (s)	8.6	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	14	1	2	20	1	1
Future Vol, veh/h	14	1	2	20	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	1	2	22	1	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	16	0	42	16
Stage 1	-	-	-	-	16	-
Stage 2	-	-	-	-	26	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1602	-	969	1063
Stage 1	-	-	-	-	1007	-
Stage 2	-	-	-	-	997	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1602	-	968	1063
Mov Cap-2 Maneuver	-	-	-	-	968	-
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	997	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1013	-	-	1602	-
HCM Lane V/C Ratio	0.002	-	-	0.001	-
HCM Control Delay (s)	8.6	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	8	8	1	1	14	95	14	1	103	1
Future Vol, veh/h	1	1	8	8	1	1	14	95	14	1	103	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	1	9	9	1	1	15	103	15	1	112	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	257	263	113	261	256	111	113	0	0	118	0	0
Stage 1	115	115	-	141	141	-	-	-	-	-	-	-
Stage 2	142	148	-	120	115	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	696	642	940	692	648	942	1476	-	-	1470	-	-
Stage 1	890	800	-	862	780	-	-	-	-	-	-	-
Stage 2	861	775	-	884	800	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	688	634	940	678	640	942	1476	-	-	1470	-	-
Mov Cap-2 Maneuver	688	634	-	678	640	-	-	-	-	-	-	-
Stage 1	880	799	-	853	771	-	-	-	-	-	-	-
Stage 2	849	766	-	874	799	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	10.3	0.8	0.1
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1476	-	-	866	693	1470	-	-
HCM Lane V/C Ratio	0.01	-	-	0.013	0.016	0.001	-	-
HCM Control Delay (s)	7.5	0	-	9.2	10.3	7.5	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	1	4	12	1	1	7	124	21	1	120	1
Future Vol, veh/h	1	1	4	12	1	1	7	124	21	1	120	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	1	4	13	1	1	8	135	23	1	130	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	297	307	131	298	296	147	131	0	0	158	0	0
Stage 1	133	133	-	163	163	-	-	-	-	-	-	-
Stage 2	164	174	-	135	133	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	655	607	919	654	616	900	1454	-	-	1422	-	-
Stage 1	870	786	-	839	763	-	-	-	-	-	-	-
Stage 2	838	755	-	868	786	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	650	603	919	647	612	900	1454	-	-	1422	-	-
Mov Cap-2 Maneuver	650	603	-	647	612	-	-	-	-	-	-	-
Stage 1	865	785	-	834	758	-	-	-	-	-	-	-
Stage 2	831	750	-	862	785	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.6	10.6	0.3	0.1
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1454	-	-	795	658	1422	-	-
HCM Lane V/C Ratio	0.005	-	-	0.008	0.023	0.001	-	-
HCM Control Delay (s)	7.5	0	-	9.6	10.6	7.5	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	0	0	7	0	1	0	152	12	1	136	0
Future Vol, veh/h	0	0	0	7	0	1	0	152	12	1	136	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	8	0	1	0	165	13	1	148	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	322	328	148	322	322	172	148	0	0	178	0	0
Stage 1	150	150	-	172	172	-	-	-	-	-	-	-
Stage 2	172	178	-	150	150	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	631	591	899	631	595	872	1434	-	-	1398	-	-
Stage 1	853	773	-	830	756	-	-	-	-	-	-	-
Stage 2	830	752	-	853	773	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	630	590	899	630	594	872	1434	-	-	1398	-	-
Mov Cap-2 Maneuver	630	590	-	630	594	-	-	-	-	-	-	-
Stage 1	853	772	-	830	756	-	-	-	-	-	-	-
Stage 2	829	752	-	852	772	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	10.6	0	0.1
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1434	-	-	-	653	1398	-	-
HCM Lane V/C Ratio	-	-	-	-	0.013	0.001	-	-
HCM Control Delay (s)	0	-	-	0	10.6	7.6	0	-
HCM Lane LOS	A	-	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	5	9	164	143	1
Future Vol, veh/h	1	5	9	164	143	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	5	10	178	155	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	354	156	156	0	-	0
Stage 1	156	-	-	-	-	-
Stage 2	198	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	644	890	1424	-	-	-
Stage 1	872	-	-	-	-	-
Stage 2	835	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	639	890	1424	-	-	-
Mov Cap-2 Maneuver	639	-	-	-	-	-
Stage 1	865	-	-	-	-	-
Stage 2	835	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1424	-	835	-	-
HCM Lane V/C Ratio	0.007	-	0.008	-	-
HCM Control Delay (s)	7.5	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

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

MEMORANDUM

DATE: November 15, 2018

TO: Bryan Brown, City of Canby

FROM: Chris Maciejewski, PE, PTOE
Kevin Chewuk, PTP
Kamilah Buker, EIT

SUBJECT: **Canby Holly Development Concept Plan Transportation Impact Study Review** P#11010-101

Per your request, we have reviewed the traffic impact study submitted for the proposed Holly Development Concept Plan[1] to determine if the study provides adequate information to comply with the required scope[2]. Based upon our review, we find that the study fails to address a few required scope items for the proposed development.

The study should be updated to address the following comments:

- A sight distance study needs to be conducted at proposed street connections to N Holly Street and N Locust Street.
- Queuing and stacking analysis needs to be conducted at site access points and at intersections (e.g., left turn pockets.
- Provide a summary of any identified transportation improvement projects, applicable street cross-sections, truck routes, local street connectivity recommendations, and access spacing standards, as documented in the 2010 TSP.
- Internal circulation for both autos and pedestrians need to be examined and summarized.
- Trip distribution for the study was not coordinated with the Canby TSP Travel Forecasting Tool.

If you have any questions, please feel free to contact me.

[1] Holly Development Concept Plan Transportation Impact Study, Lancaster Engineering, September 13, 2018.
[2] Canby Stafford Subdivision (Holly DCP) Annexation Traffic Analysis Scope, DKS Associates, July 17, 2018.

City of Canby

Zoning Map

- City Limits
- Urban Growth Boundary
- Parks
- R-1 Low Density Residential
- R-1.5 Medium Density Residential
- R-2 High Density Residential
- C-R Residential Commercial
- C-1 Downtown Commercial
- C-2 Highway Commercial
- C-M Commercial Manufacturing
- M-1 Light Industrial
- M-2 Heavy Industrial

0 0.25 0.5 1 Miles

January 2014

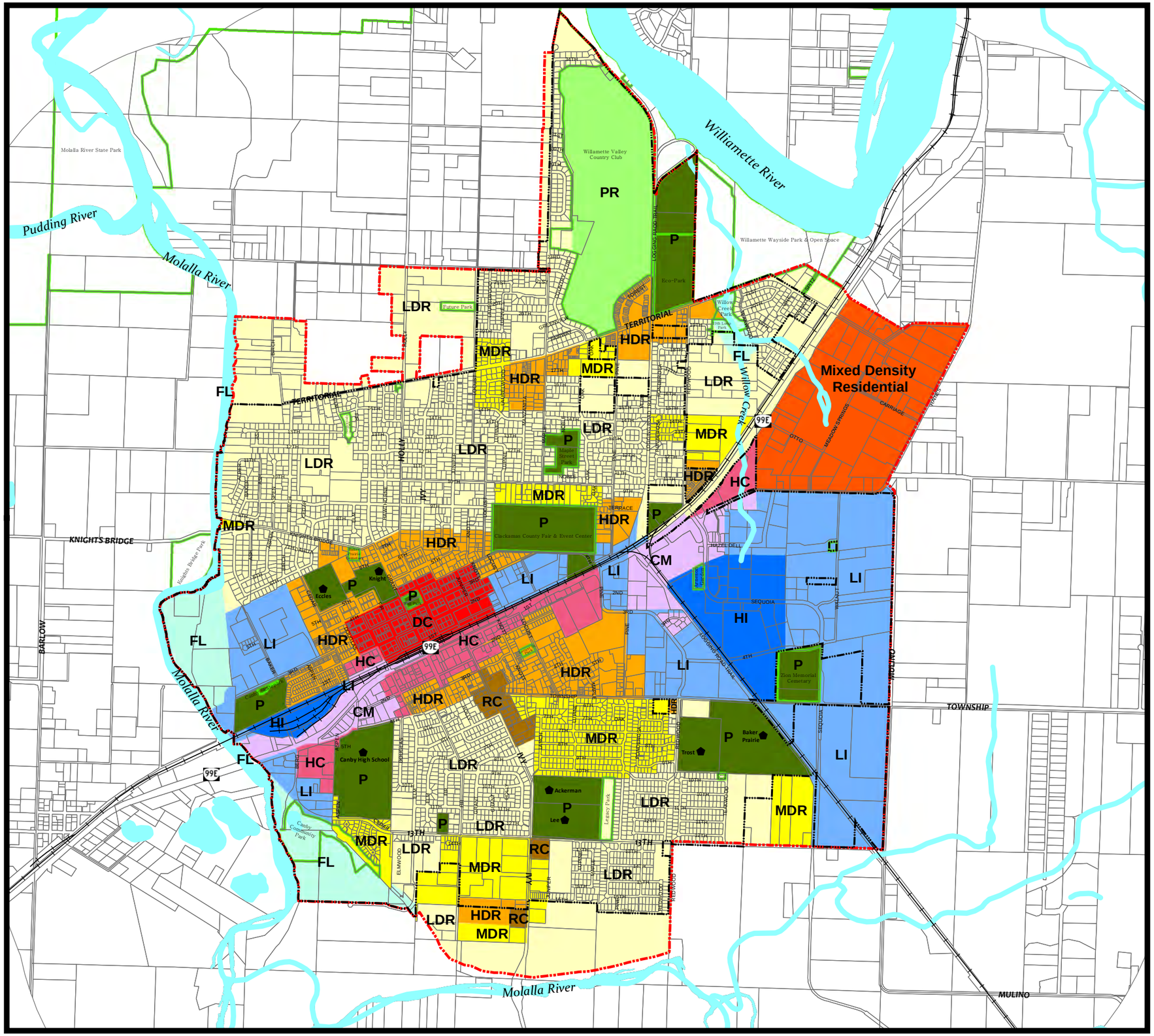
N

The information depicted on this map is for general reference only. The City of Canby cannot accept any responsibility for errors, omissions, or positional accuracy. However, notification of errors would be appreciated.

EXHIBIT 9.2

City of Canby

Comprehensive Plan Map



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

0 0.25 0.5 1 Miles

N

May 2014

The information depicted on this map is for general reference only. The City of Canby cannot accept any responsibility for errors, omissions, or positional accuracy. However, notification of errors would be appreciated.

EXHIBIT 9.1

Laney Fouse

From: Melinda Montecucco <mindymonte@gmail.com>
Sent: Thursday, November 15, 2018 9:02 PM
To: Laney Fouse
Cc: Bruce Parker; Clifford Ash; Mike Hemelstrand
Subject: Re: N Holly ANN & ZC Request for Comments

Will accommodations for bike lanes and sidewalks be planned for Holly St. and Locust St.? I do think this will be important to address as Holly St. has many year round regular bike commuters to the farms and nurseries(think dark, foggy winter days). Also, Locust St. is a very popular for walking jogging and bikes.

Mindy Montecucco, Chairperson
City of Canby Bike and Pedestrian Citizen Advisory Committee

On Nov 15, 2018, at 2:39 PM, Laney Fouse <FouseL@canbyoregon.gov> wrote:

Please find attached a request for comments for the N Holly Annexation and Zone Change including the narrative and street pattern drawings. There will be more emails due to the size of the files. If I miss anything, please email me and let me know if you need any other documents.
Thank you,
Laney

Laney Fouse
Development Services Department
City of Canby
222 NE 2nd Ave, 2nd Floor
Direct Line: 503-266-0685
Main Line: 503-266-7001
fousel@canbyoregon.gov

Send Applications to: PlanningApps@canbyoregon.gov
City Website: www.canbyoregon.gov

PUBLIC RECORDS LAW DISCLOSURE
This email is a public record of the City of Canby and is subject to public disclosure unless exempt from disclosure under Oregon Public Records Law. This email is subject to the State Retention Schedule.

PUBLIC RECORDS LEGAL DISCLOSURE

This email is a public record of the City of Canby, Oregon, and is subject to public disclosure unless exempt from disclosure under Oregon Public Records Law. This email is subject to the State Retention Schedule.

CITY OF CANBY –COMMENT FORM

If you are unable to attend the Public Hearings, you may submit written comments on this form or in a letter. Please send comments to the City of Canby Planning Department:

By mail: Planning Department, PO Box 930, Canby, OR 97013
In person: Planning Department at 222 NE Second Street
E-mail: PublicComments@canbyoregon.gov

Written comments to be included in Planning Commission packet are due by Wednesday, November 28, 2018.
Written comments to be included in City Council packet are due by Wednesday, December 12, 2018.
Written and oral comments can be submitted up to the time of the Public Hearings and may also be delivered in person during the Public Hearings.

Application: ANN 18-05/ZC 18-05 Annexation, Zone Change within the N Holly DCP, Stafford Development Company

COMMENTS:

My name is Rebecca Baker. We have lived on Juniper Place since 2007. One of the reasons we loved the home was our view across Territorial where we watch the fields and surrounding area. I will outline multiple concerns.

1. Congestion/traffic - already very busy Territorial Rd
2. Noise and pollution from construction.
3. Elimination of agricultural area
4. Destruction of our view
5. Multiple homeowners negatively affected.

CITIZEN NAME: Rebecca Baker
EMAIL: bnmibaker@yahoo.com
ADDRESS: 1562 N. Juniper Place Canby
PHONE # (optional): 503. 651-1775
DATE: 11/18/2018

PLEASE EMAIL COMMENTS TO
PublicComments@canbyoregon.gov

AGENCIES: Please check one box and fill in your Name/Agency/Date below:

☐ Adequate Public Services (of your agency) are available
☐ Adequate Public Services will become available through the development
☐ Conditions are needed, as indicated
☐ Adequate public services are not available and will not become available
☐ No Comments

NAME: _____
AGENCY: _____
DATE: _____

Thank you!

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

November 20, 2018

MEMORANDUM

TO: Public Comments
City of Canby

FROM: Hassan Ibrahim, P.E.
Curran-McLeod, Inc.

RE: **CITY OF CANBY**
N HOLLY DEVELOPMENT (ANN 18-05/ZC 18-06)

We have reviewed the submitted preliminary plans and materials on the above mentioned project and have the following comments:

1. NE Territorial Rd is a City road and is classified by the City Transportation System Plan (TSP) as a collector road. The existing right-of-way along the entire site frontage is 60 feet wide, additional right of way will be required to convey the eastbound left turn lane at the intersection with N Locust Street. Half street improvements including left turn lane in conformance with the City TSP and the Transportation Impact Study will be required and constructed as part of this development. The improvements will include 6-foot wide concrete sidewalks, 6-foot wide bike lane, ADA ramps, street lights and utilities extensions as needed. The public improvements shall be constructed in conformance with section 2.207 of the City of Canby Public Works Design Standards, dated June 2012. A 12-foot wide public utility easement will also be required.

2. Eastbound left turn lane will be required on NE territorial Rd at the intersection of N Locust Street as per the Transportation Impact Study, prepared by Lancaster Engineering, dated September 13, 2018.

3. The site is surrounded by three county roadways. N Holly Street (minor arterial), N Locust Street and NE 22nd Avenue (local streets). These streets need to be improved to county standards. A development permit from the county will be required prior to constructing any of these streets.

4. All interior streets within the subdivision shall be designed to City local street standards with 34-foot paved width, curbs, 4.5-foot wide planter with street trees, 6-foot wide sidewalks, street lights and utilities in conformance with Chapter 2 of the City of Canby Public Works Design Standards, dated June 2012.

PHONE: (503) 684-3478 E-MAIL: cmi@curran-mcleod.com FAX: (503) 624-8247

5. Temporary fire truck turnarounds shall be constructed at the phase lines and at the end of the phase lines where the roadway is in excess of 150 feet in length. The geometric turnaround and location shall meet the City of Canby Fire Department requirements.

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

7. As part of the final design, the developer's design engineer shall provide a minimum of 200-foot future centerline street profile design to assure future grades can be met at all the adjoining properties.

8. Street trees shall be selected from the City approved tree list. The street tree ordinance requires the developer to pay the City $500 per tree for installation and two (2) year period maintenance, the property owners will take over all of the responsibilities after that date.

9. A demolition permit will be required from Clackamas County prior to demoing the existing structures on-site.

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

11. Sanitary sewer lines exist on N Locust Street and on NE Territorial Rd. A minimum of 8-inch public sanitary sewer line will be required to extend and serve this development.

12. All private storm drainage discharge shall be disposed on-site, the design methodology shall be in conformance with the City of Canby, June 2012 Public Works Standards.

13. No storm drainage analysis or plans are submitted with this development . The developer's engineer will be required to demonstrate how the storm runoff generated from the new impervious surfaces will be disposed. If drywells (UIC) are used as a means to discharge storm runoff from the private streets, they must meet the following criteria: The UIC structures location shall meet at least one of the two conditions: (1) the vertical separation distance between the UIC and seasonal high groundwater is more than 2.5 feet or (2) the horizontal separation distance between the UIC and any water well is a minimum of 267 feet in accordance of the City of Canby Stormwater Master Plan, Appendix "C", Groundwater Protectiveness Demonstration and Risk Prioritization for Underground Injection Control (UIC) Devices. The storm drainage report shall be in

conformance with the requirements as stated in Chapter 4 of the City of Canby Public Works Design Standards dated June 2012.

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

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

16. Water Services/ Fire Protection shall also be constructed in conformance with Canby Utility and Canby Fire Department requirements.

Should you have any questions or need additional information, please let me know.

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Application: ANN 18-05/ZC 18-05 Annexation, Zone Change within the N Holly DCP, Stafford Development Company

COMMENTS:

I would like any developement along Locust to include a wider street. It is really narrow now and the corner of Locust & Territorial is dangerous when someone parks on Locust

Also a marked crosswalk on Territorial & Locust

thank you

CITIZEN NAME: Keith Starr
EMAIL: akastarr@canby.com
ADDRESS: 430 N.E. 19th Ave
PHONE # (optional): 503-804-9356
DATE: 20 Nov. 2018

PLEASE EMAIL COMMENTS TO
PublicComments@canbyoregon.gov

AGENCIES: Please check one box and fill in your Name/Agency/Date below:

☐ Adequate Public Services (of your agency) are available
☐ Adequate Public Services will become available through the development
☐ Conditions are needed, as indicated
☐ Adequate public services are not available and will not become available
☐ No Comments

NAME: _____
AGENCY: _____
DATE: _____

Thank you!

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Application: ANN 18-05/ZC 18-05 Annexation, Zone Change within the N Holly DCP, Stafford Development Company

COMMENTS:

CITIZEN NAME: _____

EMAIL: _____

ADDRESS: _____

PHONE # (optional):_____

DATE: _____

PLEASE EMAIL COMMENTS TO
PublicComments@canbyoregon.gov

AGENCIES: Please check one box and fill in your Name/Agency/Date below:

- ☐ Adequate Public Services (of your agency) are available
- ☑ Adequate Public Services will become available through the development
- ☐ Conditions are needed, as indicated
- ☐ Adequate public services are not available and will not become available
- ☐ No Comments

NAME: Dinh Vu
AGENCY: DirectLink
DATE: 11-26-2018

Thank you!

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Application: ANN 18-05/ZC 18-05 Annexation, Zone Change within the N Holly DCP, Stafford Development Company

COMMENTS:

This is OREGON Please do not Allow more Farm land To be Turned into Suburbs. I Am For growth But Not On farm LAND. Owners want to sell - fine Sell AS Farm land Buyers want to build - Fine Find suitable building site that is not our flat farm LAND - Please hold the Line for Oregon - Dont cave in to business pressure

- My Vote would be no -

Find another property.

DEC - 3 2018

CITIZEN NAME: James Blake
EMAIL: zhentublake@MSN.com
ADDRESS: 1565 N Juniper Place, Canby OR 97013
PHONE # (optional): 503-939-9168
DATE: 12/1/2018

PLEASE EMAIL COMMENTS TO
PublicComments@canbyoregon.gov

AGENCIES: Please check one box and fill in your Name/Agency/Date below:

☐ Adequate Public Services (of your agency) are available
☐ Adequate Public Services will become available through the development
☐ Conditions are needed, as indicated
☐ Adequate public services are not available and will not become available
☐ No Comments

NAME: _____
AGENCY: _____
DATE: _____

Thank you!

SWAN ISLAND Dahlias

The Gitts'

P.O. BOX 700 * CANBY, OREGON 97013 * PHONE (503) 266-7711 * FAX (503) 266-8768 * TOLL FREE 1-800-410-6540

One of the World's Largest Dahlia Growers

November 27, 2018

RE: N Holly Development Concept Plan, City file # ANN 18-05/ZC 18-06

To Whom It May Concern,

It is a very poor decision to rezone the 43.79 acres into Low Density Residential. The soil in this area is too valuable for farming to lose it to housing. This soil is probably one of the best if not the best farming soil in the state. This soil along with the climate of the Willamette Valley makes it special enough that it should be preserved for farming. Between the IFA Nursery, Montecucco Farms and Swan Island Dahlias all of the available soil of this type is currently being used. The Gitts family is now starting its third generation and as we keep growing we are in need of more of this soil. Our farm has been here for more than 60 years and would hope to keep it in Canby. We own a section of land at 2141 N. Holly and have been contacted about annexing this parcel but we wish to continue farming it not developing it. The north side of Canby has already taken up hundreds of acres of this soil and we need to protect what is left.

With all the land being developed on Redwood and on the 13th in south Canby you should not be taking any of the great soil away from farming. The city should be looking to allow more development to the south or east where the soil is not so special.

Also, once you let this section into housing you put pressure on IFA Nursery to try to continue farming their land next to it. With houses on three sides it will become very difficult to farm that section. You will have neighbors complaining about noise, dust, and chemicals. I had the same experience with the Northwoods development. We farmed that land and had to deal with people actually getting in front of the tractor to stop us from making dust and yelling across the fence for us to be quiet when working there.

Thank you for letting me respond.

Nicholas Gitts

Swan Island Dahlias

Nicholas Gitts

Laney Fouse

From: jana Clark <janascott.clark@gmail.com>
Sent: Monday, November 26, 2018 3:27 PM
To: PublicComments
Subject: Reg: Application: ANN 18-05/ZC 18-05 Annexation, Zone Changes within the N Holly DCP, Stafford Development Company

Reg: Application: ANN 18-05/ZC 18-05 Annexation, Zone Changes within the N Holly DCP, Stafford Development Company

Comments:

Please consider widening the four roads this neighborhood will touch and making entrances into the neighborhoods, with only fenced back yard toughing the existing roads.

Canby need to look to the future from the beginning to avoid future problems and save money in the long run. Even without houses on both sides of the road and less traffic, these roads are way to narrow. When a car is parked on the side of the road, two cars can't pass each other. I have photo's of trucks parking their tires on the sidewalk to try to keep their vehicle from being as far out in the street. I feel this is especially important on Locust and Holly. With the possibility of a bridge where the Ferry is, it is especially important to plan for that increase in traffic through Canby.

A tree lined center strip would be an added plus that would make the roads safer and visually appealing.

Thank you,
Jana Clark

janascott.clark@gmail.com
2115 N Laurelwood, St.
Canby, OR 97013
503-789-8889
Nov. 26, 2018

--
Keep an eternal perspective!

Laney Fouse

From: Jerry Simnitt <jerry@simnittnursery.com>
Sent: Thursday, December 06, 2018 4:58 PM
To: Bryan Brown
Subject: ANN 18-05/ZC 18-06

Brian Brown
Canby Planning Commission,

Our Nursery borders the north end of the proposed North Holly Annexations. I am in favor of the proposal and believe it is appropriate to have this property annexed into Canby.

If you have any questions, please let me know.

Thank you
Jerry

Simnitt Nursery

Sent from Mail for Windows 10

Montecucco Rentals, LLC

3460 N. Holly Street
Canby, OR 97013
503-701-4254

December 7, 2018

Canby Planning Commission
222 NE 2nd Avenue
Canby, OR 97013

RE: ANN 18- 05/ZC 18-06 N HOLLY ANNEXATION & ZONE CHANGE

Commissioners:

Montecucco Rentals, LLC owns the northern most 8+ acres of this annexation application along 22nd Avenue, which are two Pruneland Lots. We appreciate this opportunity to join Stafford Development Company's application for annexation. Annexing as part of this application is cost effective, while providing certainty for Montecucco Rentals, LLC in the future when it is time for us to develop. Until then, we plan to keep this property in farm tax deferral by continuing to lease this acreage for farming for the foreseeable future.

In regard to Hassan Ibrahim, P.E., of Curran-McLeod, Inc.'s memo dated November 20, 2018 Item #14 stating "Any existing domestic or irrigation wells shall be abandoned…". This item would apply to land that is being developed. The application before you is for annexation, not development. We believe Mr. Ibrahim incorrectly assumed all the property would be developed very soon and was trying to be helpful in laying out what would be required if a well is no longer in use.

This is of deep concern for us as Montecucco Rental's has a very good well on our 8+acres that is used to irrigate the land in the surrounding area, which we will continue to farm after the land has been annexed as previously described.

In addition, we will likely retain this well beyond future development as it irrigates additional land to the north of our 8+ acres. As Simnitt and Tofte have both done elsewhere in Canby, we plan to isolate the well onto a single R-1 lot, securing it from public access, and maintain it. Then once the well is no longer used we will properly decommission/abandon the well per state law and develop the lot as allowed.

Retaining our well is critical for this land to continue to be farmed. We need assurance on the record we will not be required to abandon this well until we are ready. Bryan Brown, Planning Director for the City of Canby, has verbally assured us this will not be an issue.

The same is true for development of 22nd Ave. Montecucco Rental's would not develop this county road until it is time to develop our parcels.

We appreciate your assistance in clarifying this matter for the record.

Sincerely,

Montecucco Rentals, LLC

Susan M. Myers

Date: 12/10/2018
To: Canby Planning Commission
From: Robert Cambra
Re: ANN 18-05/ZC 18-06

According to previous articles in the Canby Newspaper, the soil in this request for rezoning area is some of the best farming soil in Oregon. It seems to have been in regular agricultural usage. This current request would change it's zoning to residential development.

One of the reoccurring rationales for approval of rezoning has been the need to have a 3year supply of developable land available. I am of the impression with the recent approvals including: all of the Redwood area development, the N. Maple Street development, N. Elm/ 10th St. development, the Pine/Oak St. development, the S Fir/Hope Village surrounding area development, the Timber Park and Cougar Run developments, and smaller development such as the apartments on S. 3rd St. and numerous flag lots being developed, we have an adequate supply of approved housing development at this point. This argument cannot be used to justify this development.

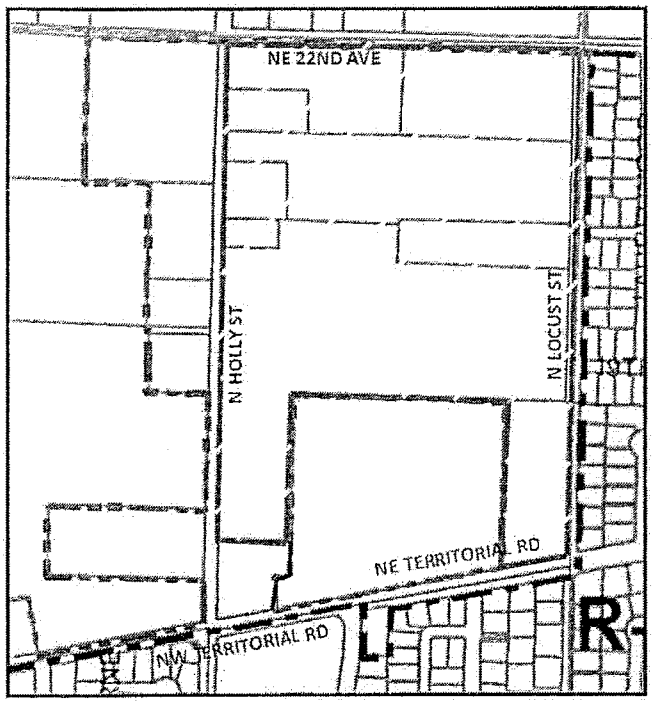
I would belief the Annexation and Rezoning not be approved at this point in time.

Robert Cambra
cambrabob@gmail.com
1338 N. Maple St
Canby, Oregon 97013
12/10/2018

City of Canby

PUBLIC HEARING NOTICE &
REQUEST FOR COMMENTS FORM
City File No.: ANN 18-05/ZC 18-06
Project Name: N HOLLY DEVELOPMENT CONCEPT PLAN with ANNEXATION & ZONE CHANGE
PUBLIC HEARING DATES: PC-DECEMBER 10, 2018
CC – JANUARY 16, 2019

The purpose of this Notice is to invite you to the Planning Commission and City Council Public Hearings and to request your written comments regarding Annexation and Zoning Map Amendment applications (ANN 18-05/ZC 18-06). Applicant proposes to annex and re-zone in accordance with the Canby Comprehensive Plan, properties located in an unincorporated area of Clackamas County north of Canby, and within the N Holly Development Concept Plan area. Both Public Hearings will be held in the Council Chambers, at 222 NE 2nd Ave, Canby, OR 97013. **The Planning Commission will meet Monday, December 10, 2018 at 7 PM. The City Council will meet Wednesday, January 16, 2019 at 7 PM.**



Location: 2030, 1820 N Holly St, & No Situs, and 2.29 acres of street Right-of-Way (R.O.W.) including N. Holly St, NE Territorial Rd, N Locust St, and NE 22nd Ave (See properties outlined and hatched in blue on map at left).

Annexation Tax Lots: 31E28C00400; 31E28C00500; 31E28C00800; 31E28C00100; 31E28C00600; 31E28C00601; 31E28C00401; 31E28C00700 and 31E28C00200.

Lot Size & Zoning: 43.79 Acres, existing zoning Clackamas County RRFF-5 (Rural Residential Farm Forest 5-Acre). Proposed zoning R-1 Low Density Residential.

Property Owners: Thomas Dodds, Montecucco Rentals, LLC, Susan Burkert, David & Susan Gordon, Hemmerling Nursery, LLC, and City of Canby

Applicant: Stafford Development Company, LLC

Application Type: Annexation & Zone Map Amendment (Type IV)

City File Number: ANN 18-05/ZC 18-06

Contact: Bryan Brown, Planning Director at 503-266-0702

Comments due – If you would like your comments to be incorporated into the City's Staff Report, please return the Comment Form by Wednesday, November 28, 2018 for the Planning Commission Meeting and by Monday, December 12, 2018 for the City Council meeting. Written and oral comments can also be submitted up to the time of the Public Hearings and may also be delivered in person during the Public Hearings.

What is the Decision Process? The Planning Commission will consider the Proposed N Holly Development Concept Plan and the Annexation/Zoning Map Amendment applications to annex and zone property in the N Holly Development Concept Plan area and make a recommendation to the City Council. The City Council will then consider the N Holly DCP and the Annexation/Zoning Map Amendment applications and make a final decision. Most types of property annexations no longer need approval by the Canby electorate (Senate Bill 1573).

Where can I send my comments? Written and oral comments can be submitted up to the time of the Public Hearings and may also be delivered in person during the Public Hearings. Prior to the Public Hearings comments may be mailed to the Canby Planning Department, P O Box 930, Canby, OR 97013; delivered in person to 222 NE 2nd Ave; or emailed to PublicComments@canbyoregon.gov.

How can I review the documents and staff report? Weekdays from 8 AM to 5 PM at the Canby Planning Department. The staff report will be available for inspection starting Friday, November 30, 2018, and can be viewed on the City's website: www.canbyoregon.gov. Copies are available at $0.25 per page or can be emailed to you upon request.

Applicable Canby Municipal Code Chapters:

- 16.08 General Provisions
- 16.16 R-1 Low Density Residential Zone
- 16.54 Amendments to Zoning Map
- 16.84 Annexations
- 16.89 Application & Review Procedures
- Clackamas County/City of Canby Urban Growth Management Agreement
- State Statutes – ORS 195.065 and 222
- Canby Comprehensive Plan Implementation Measures

Please Note: Failure of an issue to be raised in a hearing, in person or by letter, or failure to provide statements or evidence sufficient to afford the decision maker an opportunity to respond to the issue precludes appeal to the board based on that issue.

CITY OF CANBY –COMMENT FORM

If you are unable to attend the Public Hearings, you may submit written comments on this form or in a letter. Please send comments to the City of Canby Planning Department:

By mail: Planning Department, PO Box 930, Canby, OR 97013
In person: Planning Department at 222 NE Second Street
E-mail: PublicComments@canbyoregon.gov

Written comments to be included in Planning Commission packet are due by Wednesday, November 28, 2018.
Written comments to be included in City Council packet are due by Wednesday, December 12, 2018.
Written and oral comments can be submitted up to the time of the Public Hearings and may also be delivered in person during the Public Hearings.

Application: ANN 18-05/ZC 18-05 Annexation, Zone Change within the N Holly DCP, Stafford Development Company

COMMENTS: See Attached

CITIZEN NAME: Robert Cambra
EMAIL: Cambrabob@gmail.com
ADDRESS: 1338 N. Maple Canby OR 97013
PHONE # (optional):
DATE: 12/10/2018

PLEASE EMAIL COMMENTS TO
PublicComments@canbyoregon.gov

AGENCIES: Please check one box and fill in your Name/Agency/Date below:

☐ Adequate Public Services (of your agency) are available
☐ Adequate Public Services will become available through the development
☐ Conditions are needed, as indicated
☐ Adequate public services are not available and will not become available
☐ No Comments

NAME:
AGENCY:
DATE:

Thank you!

MONTECUCCO FARMS LLC
4015 N. LOCUST
CANBY, OREGON 97013

TEL (503) 263-6066

FAX
(503) 263-8809

December 7, 2018

Bryan Brown and Canby Planning Commission

RE: North Holly Annexation

Montecucco Farms, LLC, grows fresh vegetables for local, national, and international markets.

Presently Montecucco Farms, LLC is renting property from Montecucco Rentals, LLC and Susan Burkert; both properties are under consideration for annexation into the City of Canby. Montecucco Farms, LLC has no objections to this annexation and will continue to rent and farm these properties for the foreseeable future.

If there are any further questions please call (503) 263-6066.

Stephen Montecucco
Member Montecucco Farms, LLC.

City of Canby

PO Box 930
222 NE 2nd Ave
Canby, OR 97013

Phone: 503.266.4021
Fax: 503.266.7961
www.canbyoregon.gov

M E M O R A N D U M

TO: ***Honorable Mayor Hodson and City Council***
FROM: ***Rick Robinson***
DATE: ***January 7, 2019***

Issue: City of Canby has been requested to enter into agreement with Clackamas County on the behalf of the City to administer public improvements of S. Ivy Street between OR-99E and Lee Elementary School. Currently there are multiples sections along S. Ivy Street without sidewalks, non-compliant ADA ramps and limited widths for bike lanes. Additionally at peak traffic times, left hand turns from Township Rd. onto S. Ivy Street become difficult.

Synopsis: Clackamas County has agreed to coordinate with the City to administer the South Ivy Street Sidewalk Improvement project through an Intergovernmental Agreement. Clackamas County has already entered into agreement with the State of Oregon through ODOT to exchange unspent federal funds to fund this project.

The City and County desire to purchase necessary rights-of-way and make improvements to S. Ivy St by (1) constructing new sidewalks and bike lanes on both sides of the street, (2) construction of ADA improvements, (3) installation of a signal at the intersection of S. Ivy Street and Township Road, and (4) addressing a residential driveway within the intersection of S. Ivy Street and Township Road.

The total project cost for the work to be performed under the agreement is estimated at $2.1 Million with the City's matched amount commitment at $437,762.00. In the event the total project costs exceed the estimated total, the County has committed to donating staff time up to $250,000.00. And in the event the total cost exceeds the estimated total and County-donated staff time, the County shall provide up to $156,918 in funding.

Upon substantial completion of this Project, Clackamas County will transfer jurisdiction of S. Ivy to the City. The County agrees to pay the City the Sum equal to the cost of a two-inch asphaltic overlay as detailed in the agreement.

Recommendation: *Staff recommends the Council adopt Resolutions No. 1308.*

Motion: ***"I move to adopt Resolution No. 1308: A RESOLUTION REQUESTING AN INTERGOVERNMENTAL AGREEMENT BETWEEN CLACKAMAS COUNTY AND THE CITY OF CANBY RELATED TO THE SOUTH IVY STREET SIDEWALK IMPROVEMENT PROJECT"***.

Attachments:

- Resolution No. 1308
- Resolution No. 1308, Exhibit "A" – INTERGOVERNMENTAL AGREEMENT BETWEEN CLACKAMAS COUNTY AND THE CITY OF CANBY RELATED TO THE SOUTH IVY STREET SIDEWALK IMPROVEMENT PROJECT

RESOLUTION NO. 1308

A RESOLUTION REQUESTING AN INTERGOVERNMENTAL AGREEMENT BETWEEN CLACKAMAS COUNTY AND THE CITY OF CANBY RELATED TO THE SOUTH IVY STREET SIDEWALK IMPROVEMENT PROJECT.

WHEREAS, authority is conferred upon local governments under ORS 190.010 to enter into agreements for the performance of any and all functions and activities that a party to the agreement, its officers or agencies have authority to perform; and

WHEREAS, S. Ivy St. is a County Road, as defined in ORS 368, which is currently maintained by the County but within the corporate limits of the City; and

WHEREAS, County and City desire to make the following improvements to S. Ivy St. between OR-99E and Lee Elementary School (hereafter called "Ivy St. Improvements" or the "Project"): (1) construction of sidewalks and bike lanes on both sides of the street where needed, (2) construction of ADA improvements, (3) installation of a signal at the intersection of S. Ivy Street and Township Road, and (4) addressing a residential driveway within the intersection of S. Ivy Street and Township Road. The Project location and approximate limits are shown the map marked "Exhibit A," attached hereto and by this reference made a part hereof; and

WHEREAS, the County has entered into an agreement with the State of Oregon through its Department of Transportation (the "ODOT") to exchange unspent federal funds previously allocated to the Project for state funds, in order to fund the Project using state funding. ODOT has determined that Agency is eligible for state funds for the work to be performed under this Agreement through the State Funded Local Project Program; and

WHEREAS, the total Project cost for the work to be performed under this Agreement is estimated at $2,188,815, which is subject to change. Prior to exchanging funds, the federal share of the total Project cost is $1,751,053. The City has committed $437,762 as a matching amount, to be applied to the Project. In the event, the total Project cost exceeds the estimated total, County has committed to donating staff time to the project for managing the design and right-of-way phases of the project and for the construction management and inspection phase of the project (up to $250,000 in staff time). In the event the total cost exceeds the estimated total and County-donated staff time, the County shall provide up to $156,918 in funding; and

WHEREAS, City desires that County perform the Project on its behalf, and agrees that the County should be entitled to payment for completion of that agreed upon work;

WHEREAS, the County desires to perform the work on behalf of the City.

NOW THEREFORE, BE IT RESOLVED by the City of Canby City Council, as follows:

(1) The City agrees to enter into agreement with Clackamas County in pursuant to ORS 190.010 for purposes of the terms and conditions as outlined in the **INTERGOVERNMENTAL AGREEMENT BETWEEN CLACKAMAS COUNTY AND THE CITY OF CANBY RELATED TO THE SOUTH IVY STREET SIDEWALK IMPROVEMENT PROJECT,** Exhibit "A".

This resolution will take effect on January 16, 2019.

ADOPTED this 16th day of January 2019 by the Canby City Council.

_____

Brian Hodson
Mayor

ATTEST:

_____

Kimberly Scheafer, MMC
City Recorder

INTERGOVERNMENTAL AGREEMENT BETWEEN CLACKAMAS COUNTY AND THE CITY OF CANBY RELATED TO THE SOUTH IVY STREET SIDEWALK IMPROVEMENT PROJECT

THIS AGREEMENT (this "Agreement") is entered into and between Clackamas County ("County"), a corporate body politic, and the City of Canby ("City"), an Oregon municipal corporation, pursuant to ORS Chapter 190 (Cooperation of Governmental Units), collectively referred to as the "Parties" and each a "Party."

RECITALS

WHEREAS, authority is conferred upon local governments under ORS 190.010 to enter into agreements for the performance of any and all functions and activities that a party to the agreement, its officers or agencies have authority to perform;

WHEREAS, S. Ivy St. is a County Road, as defined in ORS 368, which is currently maintained by the County but within the corporate limits of the City;

WHEREAS, County and City desire to make the following improvements to S. Ivy St. between OR-99E and Lee Elementary School (hereafter called "Ivy St. Improvements" or the "Project"): (1) construction of sidewalks and bike lanes on both sides of the street where needed, (2) construction of ADA improvements, (3) installation of a signal at the intersection of S. Ivy Street and Township Road, and (4) addressing a residential driveway within the intersection of S. Ivy Street and Township Road. The Project location and approximate limits are shown the map marked "Exhibit A," attached hereto and by this reference made a part hereof;

WHEREAS, the County has entered into an agreement with the State of Oregon through its Department of Transportation (the "ODOT") to exchange unspent federal funds previously allocated to the Project for state funds, in order to fund the Project using state funding. ODOT has determined that Agency is eligible for state funds for the work to be performed under this Agreement through the State Funded Local Project Program.

WHEREAS, the total Project cost for the work to be performed under this Agreement is estimated at $2,188,815, which is subject to change. Prior to exchanging funds, the federal share of the total Project cost is $1,751,053. The City has committed $437,762 as a matching amount, to be applied to the Project. In the event, the total Project cost exceeds the estimated total, County has committed to donating staff time to the project for managing the design and right-of-way phases of the project and for the construction management and inspection phase of the project (up to $250,000 in staff time). In the event the total cost exceeds the estimated total and County-donated staff time, the County shall provide up to $156,918 in funding.

WHEREAS, City desires that County perform the Project on its behalf, and agrees that the County should be entitled to payment for completion of that agreed upon work;

WHEREAS, the County desires to perform the work on behalf of the City;

AGREEMENT

NOW, THEREFORE**,** in consideration of the mutual promises set forth below and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties hereby agree as follows:

1. **Term.** This Agreement shall be effective upon execution, and shall continue until final payment is made under this Agreement, or ten (10) calendar years following the date all required signatures are obtained on this Agreement, whichever is sooner.

2. **Rights and Obligations of the County.**

A. The County shall administer the Project on behalf of City and shall perform the work associated with the Ivy St. Improvements, all within the Project limits described in Exhibit "A." To complete the Project, the County agrees to the following:

1. The County will facilitate and coordinate design work, permitting and land use entitlements. Additionally, the County will develop and approve any design exceptions for the project including any ADA design exceptions.

2. The County will develop bid specifications and advertise the bid for construction.

3. The County will acquire the right of way necessary to complete the Project.

4. The County will enter into a contract for construction and the County will provide construction management services.

B. Project Invoicing and Payment.

1. The County shall submit invoices to ODOT for reimbursement of costs billed to the Project and paid by the County, including, but not limited to costs associated with design, right of way acquisition and construction. The County shall submit invoices to ODOT within six (6) months from the date that costs are incurred.

2. In the event, the total Project cost exceeds the estimated total, County has committed to donating staff time to the project for managing the design and right-of-way phases of the project and for the construction management and inspection phase of the project (up to $250,000 in staff time). In the event the total cost exceeds the estimated total and County-donated staff time, the County shall provide up to $156,918 in funding. In the event the Project cost exceeds the estimated total and exceeds the County's additional contribution of $250,000 in staff time and $156,918 in funding, the County shall submit invoices to the City for reimbursement of costs billed to the Project which are not reimbursed by ODOT, including, but not limited to costs associated with design, right of way acquisition and construction. The County shall submit invoices to the City within six (6) months from the date that costs are incurred.

3. Project overruns and non-participating costs shall be the responsibility of the City. "Project Overruns" means the final cost estimate at contract award exceeds the estimated total Project cost estimate in this Agreement in addition to the County's additional contribution of $250,000 in staff time and $156,918 in funding, or the final actual project costs exceed the final cost estimate at contract award in addition to the County's additional contribution of $250,000 in staff time and $156,918 in funding.

C. Upon substantial completion of the Project, the County will relinquish jurisdiction of S. Ivy St. within the entire City limits to the City.

D. Clackamas County is self-insured for workers' compensation, and general, auto and professional liability, in accordance with the provisions of ORS 30.272 (Tort Claims Act) and ORS 656.403 (Workers' Compensation). The County maintains an insurance fund from which to pay all costs and expenses relating to claims for which it is self-insured. The County's exposure for general, auto and professional liability is limited by ORS 30.272.

3. **Rights and Obligations of the City.**

A. The City hereby authorizes the County to administer the Project on behalf of the CITY and will provide necessary assistance to the COUNTY in order to complete the Project. CITY will provide assistance in the following ways;

1. CITY will coordinate with the COUNTY in the design, bidding and construction of the projects and when requested, CITY will provide timely feedback regarding design, construction bid advertisements, design exceptions, permitting and construction issues. Timely feedback is defined as any reasonable deadline specified by the COUNTY in carrying out the above mentioned tasks.

2. CITY will respond in a timely manner to COUNTY's requests to execute applications or documents and to provide information or approval to the COUNTY or consultants for purposes of fulfilling the purpose of this Agreement.

3. The CITY shall be primarily responsible for facilitating public meetings associated with the Project. COUNTY shall supply the CITY up to four 22" by 34" plan sheets for use at the public meetings. The COUNTY Project Manager shall attend up to three public meetings associated with the Project at the request of the CITY.

B. Project Payment

1. CITY shall pay to COUNTY amounts invoiced to the City for reimbursement of costs billed to the Project which are not reimbursed by ODOT, including, but not limited to costs associated with design, right of way acquisition and construction. Payment shall be made to the COUNTY within forty-five (45) days of receipt of the invoice by the CITY.

3. The CITY guarantees the availability of CITY funding in an amount required to fully fund CITY's share of the Project.

4. CITY shall submit payment to the COUNTY at the following address:

Clackamas County Engineering
Attention: Joel Howie
150 Beavercreek Road
Oregon City, OR 97045

C. Transfer and Maintenance

1. Upon substantial completion of the Project, the CITY shall participate in a jurisdictional transfer of S. Ivy St. from the COUNTY.

2. As a condition of jurisdiction transfer, the County agrees to pay to the City a sum of money equal to the cost of a two-inch asphaltic overlay from the start of SE 16th Avenue to the end of Tax Lot 41E04D02000, as shown in Exhibit B, over the width of the then-existing pavement; however, if the width of pavement is less than twenty feet, the sum shall be calculated for an overlay twenty feet wide. The cost of asphaltic concrete overlay to be used in the calculation shall be the average of the most current asphaltic concrete overlay projects performed by each of the City and County.

3. Upon transfer of jurisdiction of S. Ivy St. from the COUNTY, the City shall be responsible for ongoing maintenance and shall maintain S. Ivy St. in a manner that is similar to other CITY roads with similar features, function, and characteristics. The City shall, at its own expense, maintain, operate, and provide power as needed upon Project completion at a

minimum level that is consistent with normal depreciation and/or service demand and throughout the useful life of the Project. County and City agree that the useful life of this Project is defined as 20 years.

3. The maintenance and power obligation shall survive any termination of this Agreement.

4. **Work Plan and Project Schedule.**

A. It is the desire of both Parties to complete the Project as soon as practicable, if possible within five years of execution of this agreement and the County will diligently pursue completion of the Project prior to that date. The City acknowledges that it may not be possible to complete any or all of the Project within the desired time frame due to circumstances beyond the control of the Agency. Design and construction timing is also highly dependent on the receipt of necessary information and approvals requested by the County. All Parties will in good faith attempt to meet Project deadlines but recognize timelines may need to be adjusted because of unforeseen circumstances. The County will provide prompt notice to the City of any anticipated delays in the schedule.

B. In the event any part of the Project is unable to be completed within 7 years of execution of this agreement, the Parties may mutually agree in writing to adjust the Project timeline and this Agreement, or modify or terminate the Project as necessary. The City agrees to not unreasonably withhold consent to extensions in the schedule. In the event of alterations to the Project, other terms of this Agreement shall remain in effect except for mutually agreed upon changes. In no event shall the City claim any damages, monetary or otherwise, resulting from the County's failure to complete the Project within 7 years of execution of this agreement.

5. **Termination**.

A. The County and the City, by mutual written agreement, may terminate this Agreement at any time.

B. Either the County or the City may terminate this Agreement in the event of a breach of the Agreement by the other. Prior to such termination however, the Party seeking the termination shall give the other Party written notice of the breach and of the Party's intent to terminate. If the breaching Party has not entirely cured the breach within fifteen (15) days of deemed or actual receipt of the notice, then the Party giving notice may terminate the Agreement at any time thereafter by giving written notice of termination stating the effective date of the termination. If the default is of such a nature that it cannot be completely remedied within such fifteen (15) day period, this provision shall be complied with if the breaching Party begins correction of the default within the fifteen (15) day period and thereafter proceeds with reasonable diligence and in good faith to effect the remedy as soon as practicable. The Party giving notice shall not be required to give more than one (1) notice for a similar default in any twelve (12) month period.

C. The County or the City shall not be deemed to have waived any breach of this Agreement by the other Party except by an express waiver in writing. An express written waiver as to one breach shall not be deemed a waiver of any other breach not expressly identified, even though the other breach is of the same nature as that waived.

D. Nothing herein shall prevent the Parties from meeting to mutually discuss the Project. Each Party shall use best efforts to coordinate with the other to minimize conflicts.

E. Any termination of this Agreement shall not prejudice any rights or obligations accrued to the Parties prior to termination

6. **Indemnification**.

A. Subject to the limits of the Oregon Constitution and the Oregon Tort Claims Act or successor statute and Article 11 Section 10 of the Oregon Constitution, the County agrees to indemnify, save harmless and defend the City, its officers, elected officials, agents and employees from and against all costs, losses, damages, claims or actions and all expenses incidental to the investigation and defense thereof (including legal and other professional fees) arising out of or based upon damages or injuries to persons or property caused by the negligent or willful acts of the County or its officers, elected officials, owners, employees, agents, or its subcontractors or anyone over which the County has a right to control.

B. Subject to the limits of the Oregon Constitution and the Oregon Tort Claims Act or successor statute and Article 11 Section 10 of the Oregon Constitution, the City agrees to indemnify, save harmless and defend the County, its officers, elected officials, agents and employees from and against all costs, losses, damages, claims or actions and all expenses incidental to the investigation and defense thereof (including legal and other professional fees) arising out of or based upon damages or injuries to persons or property caused by the negligent or willful acts of the City or its officers, elected officials, owners, employees, agents, or its subcontractors or anyone over which the City has a right to control.

7. **Party Contacts**

A. Joel Howie or his designee will act as liaison for the County for the Project.

Contact Information:

Clackamas County- Department of Transportation and Development
Attn: Joel Howie
150 Beavercreek Road
Oregon City, OR 97045
(503) 742-4658 or jhowie@clackamas.us

B. City Administrator or his or her designee will act as liaison for the City for the Project.

Contact Information:

City of Canby
Attn: Rick Robinson, City Administrator
PO Box 930
Canby, OR 97103

C. Either Party may change the Party contact information, or the invoice or payment addresses by giving prior written notice thereof to the other Party at its then current notice address.

8. **General Provisions**

A. **Oregon Law and Forum.** This Agreement shall be construed according to the laws of the State of Oregon, without giving effect to the conflict of law provisions thereof.

B. **Applicable Law**. The Parties hereto agree to comply in all ways with applicable local, state and federal ordinances, statutes, laws and regulations.

C. **Non-Exclusive Rights and Remedies**. Except as otherwise expressly provided herein, the rights and remedies expressly afforded under the provisions of this Agreement shall not be deemed exclusive, and shall be in addition to and cumulative with any and all rights and remedies otherwise available at law or in equity. The exercise by either Party of any one or more of such remedies shall not preclude the exercise by it, at the same or different times, of any other remedies for the same default or breach, or for any other default or breach, by the other Party.

D. **Record and Fiscal Control System.** All payroll and financial records pertaining in whole or in part to this Agreement shall be clearly identified and readily accessible. Such records and documents should be retained for a period of three (3) years after receipt of final payment under this Agreement; provided that any records and documents that are the subject of audit findings shall be retained for a longer time until such audit findings are resolved

E. **Access to Records**. The Parties acknowledge and agree that each Party, the federal government, and their duly authorized representatives shall have access to each Party's books, documents, papers, and records which are directly pertinent to this Agreement for the purpose of making audit, examination, excerpts, and transcripts for a period of three years after final payment. Copies of applicable records shall be made available upon request. The cost of such inspection shall be borne by the inspecting Party.

F. **Debt Limitation.** This Agreement is expressly subject to the debt limitation of Oregon counties set forth in Article XI, Section 10, of the Oregon Constitution, and is contingent upon funds being appropriated therefore. Any provisions herein which would conflict with law are deemed inoperative to that extent.

G. **Severability.** If any provision of this Agreement is found to be unconstitutional, illegal or unenforceable, this Agreement nevertheless shall remain in full force and effect and the offending provision shall be stricken. The Court or other authorized body finding such provision unconstitutional, illegal or unenforceable shall construe this Agreement without such provision to give effect to the maximum extent possible the intentions of the Parties.

H. **Integration, Amendment and Waiver.** Except as otherwise set forth herein, this Agreement constitutes the entire agreement between the Parties on the matter of the Project. There are no understandings, agreements, or representations, oral or written, not specified herein regarding this Agreement. No waiver, consent, modification or change of terms of this Agreement shall bind either Party unless in writing and signed by both Parties and all necessary approvals have been obtained. Such waiver, consent, modification or change, if made, shall be effective only in the specific instance and for the specific purpose given. The failure of either Party to enforce any provision of this Agreement shall not constitute a waiver by such Party of that or any other provision.

I. **Interpretation**. The titles of the sections of this Agreement are inserted for convenience of reference only and shall be disregarded in construing or interpreting any of its provisions.

J. **Independent Contractor**. Each of the Parties hereto shall be deemed an independent contractor for purposes of this Agreement. No representative, agent, employee or contractor of one Party shall be deemed to be a representative, agent, employee or contractor of the other Party for any purpose, except to the extent specifically provided herein. Nothing herein is intended, nor shall it be construed, to create between the Parties any relationship of principal and agent, partnership, joint venture or any similar relationship, and each Party hereby specifically disclaims any such relationship.

K. **No Third-Party Beneficiary.** Neither Party intends that this Agreement benefit, or create any right or cause of action in, or on behalf of, any person or entity other than the County or the City.

L. **No Assignment**. No Party shall have the right to assign its interest in this Agreement (or any portion thereof) without the prior written consent of the other Party, which consent may be withheld for any reason. The benefits conferred by this Agreement, and the obligations assumed hereunder, shall inure to the benefit of and bind the successors of the Parties.

M. **Counterparts**. This Agreement may be executed in any number of counterparts (electronic, facsimile or otherwise) all of which when taken together shall constitute one agreement binding on all Parties, notwithstanding that all Parties are not signatories to the same counterpart. Each copy of this Agreement so executed shall constitute an original.

N. **Authority**. Each Party represents that it has the authority to enter into this Agreement on its behalf and the individual signatory for a Party represents that it has been authorized by that Party to execute and deliver this Agreement.

O. **Necessary Acts.** Each Party shall execute and deliver to the others all such further instruments and documents as may be reasonably necessary to carry out this Agreement.

[Signatures on Following Page]

IN WITNESS HEREOF, the Parties have executed this Agreement by the date set forth opposite their names below.

Clackamas County	**City of Canby**
_____	_____
Chair, Board of County Commissioners	Richard Robinson City Administrator
_____	_____
Date	Date

Exhibit A – Project Location Map

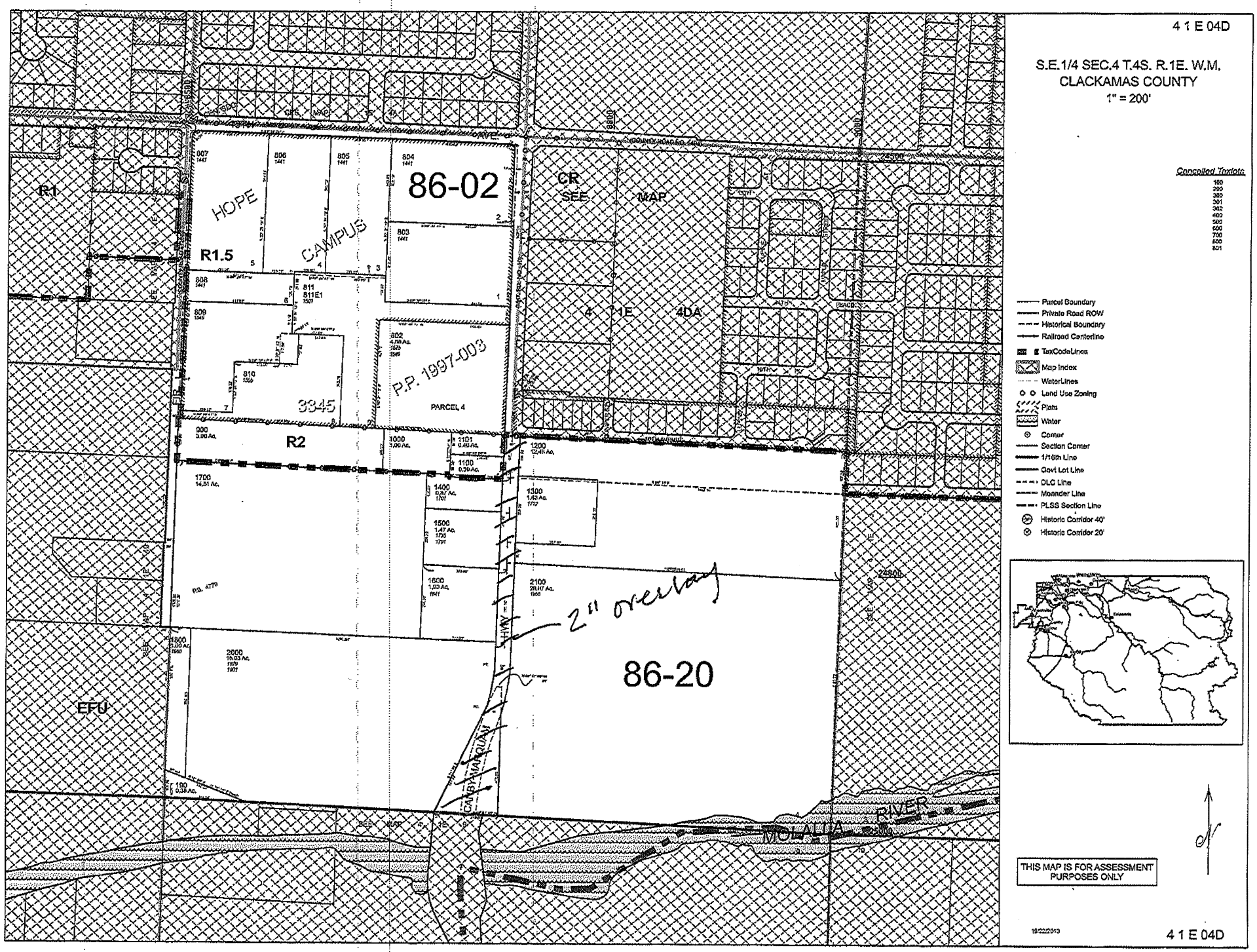
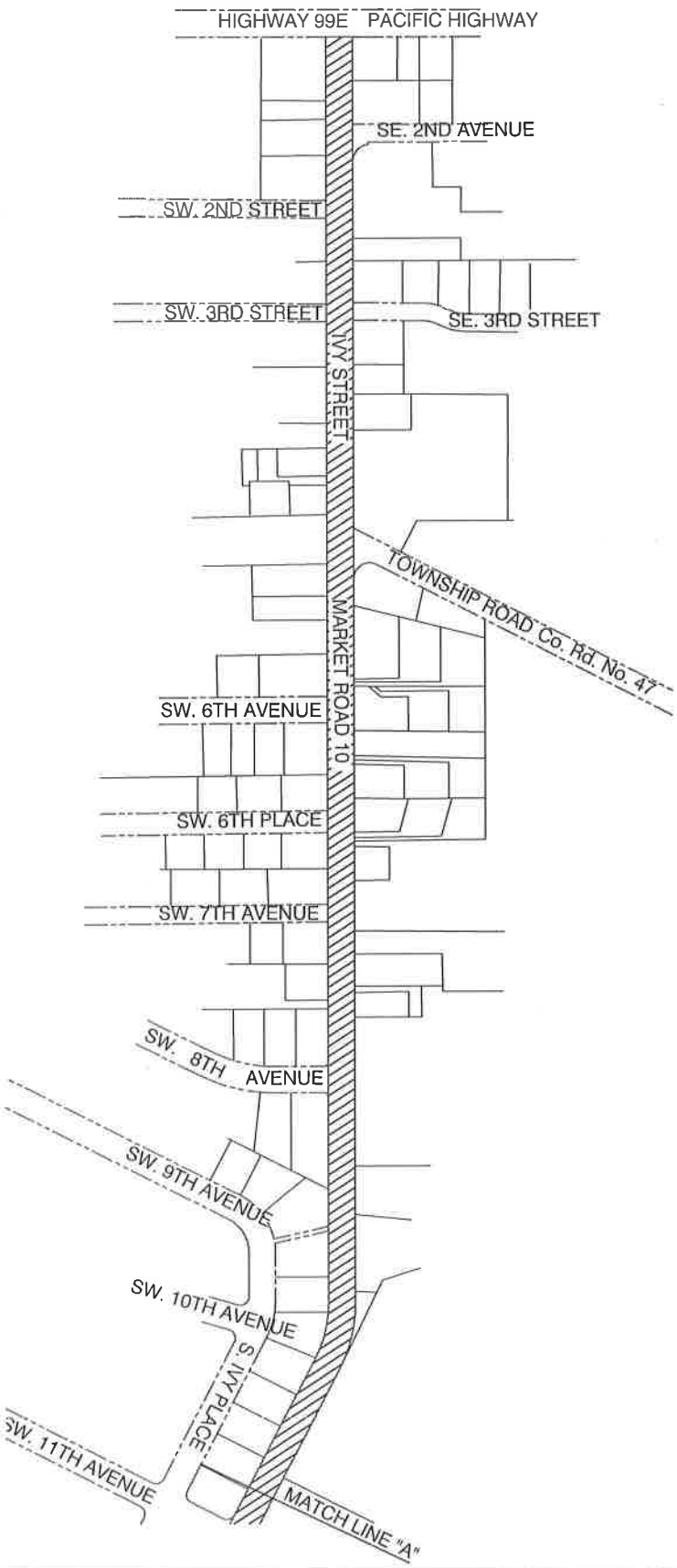

4 1 E 04D
S.E.1/4 SEC.4 T.4S. R.1E. W.M.
CLACKAMAS COUNTY
1" = 200'
Cancelled Taxlots
Parcel Boundary
Private Road ROW
Historical Boundary
Railroad Centerline
TaxCodeLines
Map Index
WaterLines
Land Use Zoning
Plats
Water
Corner
Section Corner
1/16th Line
Govt Lot Line
DLC Line
Meander Line
PLSS Section Line
Historic Corridor 40'
Historic Corridor 20'
THIS MAP IS FOR ASSESSMENT PURPOSES ONLY
10/22/2013
4 1 E 04D
86-02
86-20
HOPE
CAMPUS
R1
R1.5
R2
EFU
CR
SEE MAP
4 1E 4DA
P.P. 1997-003
PARCEL 4
3345
2" overlay
HWY 211
CARVER-AMISQUAM
MOLALLA RIVER
COUNTY ROAD NO. 1401

EXHIBIT "B"



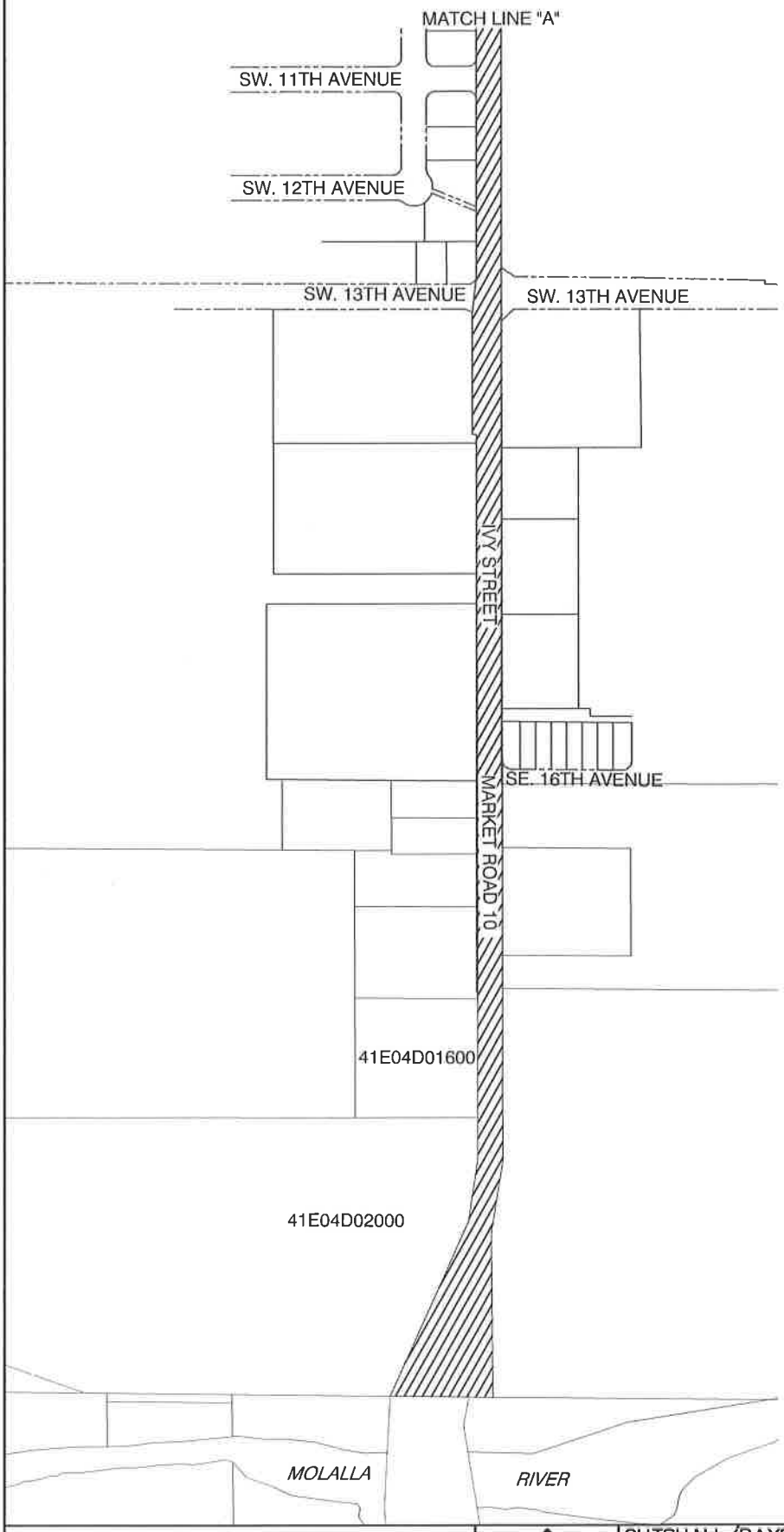
LEGEND

TRANSFERRED STREET
STREET R-O-W LINES
TAX LOT LINES

IVY STREET LENGTH 6,650'±
IVY STREET AREA 441,260 Sq. Ft.±

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT 150 BEAVERCREEK ROAD OREGON CITY, OR 97045	CLACKAMAS COUNTY	CUTSHALL/BAYS 08/16/2018 JURISDICTIONAL TRANSFER OF IVY STREET - MARKET ROAD 10	SHEET 1 OF 2

EXHIBIT "B"



DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT 150 BEAVERCREEK ROAD OREGON CITY, OR 97045	CLACKAMAS COUNTY	CUTSHALL/BAYS 08/16/2018 JURISDICTIONAL TRANSFER OF IVY STREET - MARKET ROAD 10	SHEET 2 OF 2

ORDINANCE NO. 1500

AN ORDINANCE, PROCLAIMING ANNEXATION INTO THE CITY OF CANBY, OREGON 5.03 ACRES INCLUDING 4.84 ACRES OF REAL PROPERTY DESCRIBED AS TAX LOTS 400 OF PORTION OF SE ¼, SEC. 34, T.3S., R.1E., W.M. (TAX MAP 31E34B); AND APPROX. 0.18 ACRES OF ADJACENT NORTH REDWOOD STREET RIGHT-OF-WAY; AND AMENDING THE EXISTING COUNTY ZONING FROM RURAL RESIDENTIAL FARM FOREST FIVE ACRE (RRFF-5) TO CITY MEDIUM DENSITY RESIDENTIAL (R-1.5) FOR THE ENTIRE AREA; AND SETTING THE BOUNDARIES OF THE PROPERTY TO BE INCLUDED WITHIN THE CANBY CITY LIMITS.

WHEREAS, on January 2, 2019, at a public hearing the City Council of the City of Canby approved by a vote of 4-0-1, Annexation (ANN 18-04/ZC 18-05) which called for the annexation of 5.03 acres into the City of Canby. The applicants are Bryan, Lisa and Cindy Swelland and owners of Tax Lot 400 of Tax Map 31E4B. A complete legal description and survey map of the applicant's tax lot and adjacent North Redwood Street right-of-way abutting along the east delineates the property to be annexed and is attached hereto as Exhibit A & B respectively and by this reference are incorporated herein; and

WHEREAS, Pursuant to CMC 16.84.080, the City must proclaim by ordinance or resolution, the annexation of said property into the City and set the boundaries of the property by legal description; and

WHEREAS, the zoning of the annexed land shall be designated as R-1.5 Medium Density Residential to conform with the Canby Comprehensive Plan Map, and such zoning shall be indicated on the official zoning map for the City of Canby; and

WHEREAS, an application was filed with the City by the applicant listed above to change the zoning of one parcel as indicated herein along with the adjacent road right-of-way where the applicable R-1.5 Medium Density Residential zoning will also apply; and

WHEREAS, a public hearing was conducted by the Canby Planning Commission on November 26, 2018 after public notices were mailed, posted and published in the Canby Herald, as required by law; and

WHEREAS, the Canby Planning Commission heard and considered testimony regarding the annexation and accompanying zone change required for annexations by Chapter 16.84 of the Land Development and Planning Ordinance at the public hearing and at the conclusion of the public hearing; the Planning Commission voted to recommend that the City Council approve the applications and the Planning Commission written Findings, Conclusions and Order was approved; and

2nd Reading

WHEREAS, the Canby City Council considered the matter and the recommendation of the Planning Commission following a public hearing held at its regular meeting on January 2, 2019; and

WHEREAS, the Canby City Council, after considering the applicant's submittal, the staff report, the Planning Commission's hearing record and their recommendation documented in their written Findings, Conclusions and Order and after conducting its own public hearing; voted to approve the annexation and associated zoning designation for the property; and

WHEREAS, the written Findings, Conclusions and Order of the Council action is to be approved by the City Council at the next regular Council meeting on January 16, 2019; and

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

Section 1. It is hereby proclaimed by the City Council of Canby that 5.03 acres of property described, set, and shown in Exhibit A & B and attached hereto, is annexed into the corporate limits of the City of Canby, Oregon.

Section 2. The annexed land shall be rezoned from the county Rural Residential Farm Forest (RRFF-5) to city Medium Density Residential (R-1.5) as reflected on the Canby's Comprehensive Plan Map and as indicated by Tax Lot and legal description in this Ordinance. The Mayor, attested by the City Recorder, is hereby authorized and directed to have the zone change made to the official zoning map for the City of Canby.

SUBMITTED to the Council and read the first time at a regular meeting thereof on January 2, 2019 and ordered posted in three (3) public and conspicuous places in the City of Canby as specified in the Canby City Charter, and scheduled for second reading before the City Council for final reading and action at a regular meeting thereof on January 16, 2019, commencing at the hour of 7:00 PM at the Council Meeting Chambers located at 222 NE 2nd Avenue, Canby, Oregon.

_____

Kimberly Scheafer, MMC
City Recorder

PASSED on the second and final reading by the Canby City Council at a regular meeting thereof on January 16, 2019 by the following vote:

YEAS_____ NAYS_____

_____
Brian Hodson
Mayor

ATTEST:

_____
Kimberly Scheafer, MMC
City Recorder

EXHIBIT A

TOWNSHIP SURVEYS, LLC

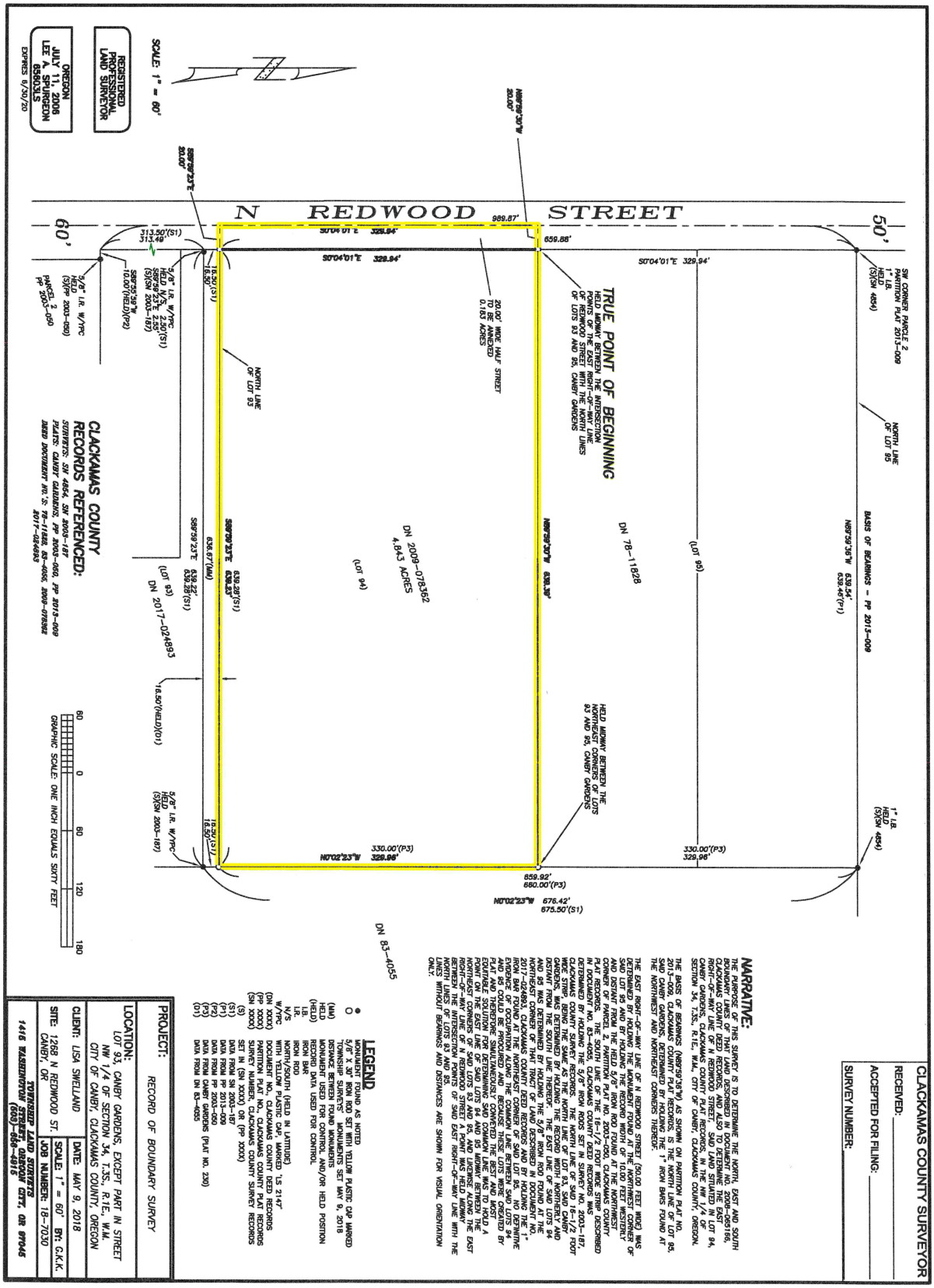
1415 WASHINGTON STREET
OREGON CITY, OR 97045-0307
Phone: 503-656-4915
FAX: 503-557-4966
E-mail: lee@townshipsurveys.com

Legal Description of a tract of land to be annexed into the City of Canby

A tract of land being a portion of Lot 94 of the duly recorded plat of Canby Gardens, and a portion of the east half of North Redwood Street located in the northwest one-quarter of Section 34, Township 3 South, Range 1 East of the Willamette Meridian, City of Canby, Clackamas County, Oregon, and which is more particularly described as follows:

Beginning at a one-inch diameter iron bar found at the southwest corner of Parcel 2, Partition Plat No. 2013-009, Clackamas County Plat Records; thence South 0°04'01" East along the east right of way line of N. Redwood Street which was annexed by the City of Canby by City Ordinance 99-284, a distance of 329.94 feet to a five-eighths inch diameter iron rod with a yellow plastic cap marked 'TOWNSHIP SURVEYS' located at the intersection of said east right-of-way line and the north line of Lot 94, Canby Gardens, said iron rod being the True Point of Beginning; thence North 89°59'30" West, 20.00 feet to the centerline of N. Redwood Street; thence South 0°04'01" East along along the centerline of N. Redwood Street, 329.94 feet; thence South 89°59'23" East along the westerly prolongation of the south line of said Lot 94, 20.00 feet to a five-eighths inch diameter iron rod with a yellow plastic cap marked 'TOWNSHIP SURVEYS' located at the intersection of the east right-of-way line of N. Redwood Street and the south line of said Lot 94; thence continuing South 89°59'23" East along the south line of said Lot 94, a distance of 639.23 feet to a five-eighths inch diameter iron rod with a yellow plastic cap marked 'TOWNSHIP SURVEYS' at the southeast corner of said Lot 94; thence North 0°02'23" West along the east line of said Lot 94, a distance of 329.96 feet to a five-eighths inch diameter iron rod with a yellow plastic cap marked 'TOWNSHIP SURVEYS' at the northeast corner of said Lot 94; thence North 89°59'30" West along the north line of said Lot 94, a distance of 639.39 feet to the True Point of Beginning. Said described tract contains 5.032 acres.

EXHIBIT B



NARRATIVE:

THE PURPOSE OF THIS SURVEY IS TO DETERMINE THE NORTH, EAST AND SOUTH BOUNDARY LINES OF THAT LAND DESCRIBED IN DOCUMENT NO. 2006-056166, CLACKAMAS COUNTY DEED RECORDS, AND ALSO TO DETERMINE THE EAST RIGHT-OF-WAY LINE OF N REDWOOD STREET ADJACENT TO LOT 94, CANBY GARDENS, CLACKAMAS COUNTY PLAT RECORDS, IN THE NW 1/4 OF SECTION 34, T.3S., R.1E., W.M., CITY OF CANBY, CLACKAMAS COUNTY, OREGON.

THE BASIS OF BEARINGS (N89°59'36"W) AS SHOWN ON PARTITION PLAT NO. 2013-009, CLACKAMAS COUNTY PLAT RECORDS, IS THE NORTH LINE OF LOT 95, SAID CANBY GARDENS, DETERMINED BY HOLDING THE 1" IRON BARS FOUND AT THE NORTHWEST AND NORTHEAST CORNERS THEREOF.

THE EAST RIGHT-OF-WAY LINE OF N REDWOOD STREET (50.00 FEET WIDE) WAS DETERMINED BY HOLDING THE MONUMENT FOUND AT THE NORTHWEST CORNER OF SAID LOT 95 AND BY HOLDING THE RECORD WIDTH OF 10.00 FEET WESTERLY AND PARALLEL FROM THE NORTH LINE OF SAID LOT 95 AS SHOWN ON PARTITION PLAT NO. 2013-009, CLACKAMAS COUNTY PLAT RECORDS, AND ALSO FROM THE MONUMENT FOUND AT THE NORTHEAST CORNER OF PARCEL 2, PARTITION PLAT NO. 2003-050, CLACKAMAS COUNTY PLAT RECORDS, THE SOUTH LINE OF THE 16-1/2 FOOT WIDE STRIP DESCRIBED IN DOCUMENT NO. 83-4055, CLACKAMAS COUNTY DEED RECORDS, WAS DETERMINED BY HOLDING THE MONUMENT FOUND AT THE NORTHEAST CORNER OF SAID PARCEL 2, PARTITION PLAT NO. 2003-050, CLACKAMAS COUNTY PLAT RECORDS, AND BY HOLDING THE NORTH LINE OF SAID 16-1/2 FOOT WIDE STRIP, BEING THE SAME AS THE NORTH LINE OF LOT 93, SAID CANBY GARDENS, WAS DETERMINED BY HOLDING THE RECORD WIDTH, NORTHERLY AND SOUTHERLY FROM THE MONUMENTS FOUND AT THE NORTHEAST CORNERS OF SAID LOTS 93 AND 95 WAS DETERMINED BY HOLDING THE 5/8" IRON ROD FOUND AT THE NORTHEAST CORNER OF THAT TRACT OF LAND DESCRIBED IN DOCUMENT NO. 2017-024893, CLACKAMAS COUNTY DEED RECORDS AND BY HOLDING THE 1" IRON BAR FOUND 0.10' NORTHERLY AND 0.17' WESTERLY OF RECORD POSITIVE EVIDENCE OF OCCUPATION ALONG THE COMMON LINE BETWEEN SAID LOTS 94 AND 95 COULD BE PROCURED AND BECAUSE THESE LOTS WERE CREATED BY PLAT AND NO EVIDENCE OF OCCUPATION FOR DETERMINING SAID COMMON LINE WAS EQUITABLE SOLUTION FOR DETERMINING SAID COMMON LINE WAS TO HOLD A POINT ON THE EAST LINE OF SAID LOTS 94 AND 95 MIDWAY BETWEEN THE NORTHEAST CORNERS OF SAID LOTS 93 AND 95, AND LIKEWISE ALONG THE EAST RIGHT-OF-WAY LINE OF N REDWOOD STREET, BEING MIDWAY BETWEEN THE NORTH LINES OF SAID LOTS 93 AND 95.

LINES WITHOUT BEARINGS AND DISTANCES ARE SHOWN FOR VISUAL ORIENTATION ONLY.

CLACKAMAS COUNTY RECORDS REFERENCED:

SURVEYS: SN 4654, SN 2003-187
PLATS: CANBY GARDENS, PP 2003-050, PP 2013-009
DEED DOCUMENT NO.'S: 78-11828, 83-4055, 2009-078362 2017-024893

LEGEND

- ● MONUMENT FOUND AS NOTED
- ○ 5/8" X 30" IRON ROD SET WITH YELLOW PLASTIC CAP MARKED "LS 2147"
(SN XXXX) TOWNSHIP SURVEYS, MONUMENTS SET MAY 9, 2018
(HELD) MONUMENT USED FOR CONTROL AND/OR HELD POSITION
(HELD) RECORD DATA USED FOR CONTROL
I.B. IRON BAR
I.R. IRON ROD
W/PC WITH YELLOW PLASTIC CAP, MARKED LS 2147
(DN XXXX) DOCUMENT NO., CLACKAMAS COUNTY DEED RECORDS
(PP XXXX) PARTITION PLAT NO., CLACKAMAS COUNTY PLAT RECORDS
(SN XXXX) SURVEY NUMBER, CLACKAMAS COUNTY SURVEY RECORDS
(S) SET IN (SN XXXX) OR (PP XXXX)
(S1) DATA FROM SN 2003-187
(P1) DATA FROM PP 2003-050
(P2) DATA FROM PP 2013-009
(P3) DATA FROM CANBY GARDENS (PLAT NO. 230)
(01) DATA FROM DN 83-4055

CLACKAMAS COUNTY SURVEYOR	
RECEIVED:	
ACCEPTED FOR FILING:	
SURVEY NUMBER:	

PROJECT:	RECORD OF BOUNDARY SURVEY
LOCATION:	LOT 93, CANBY GARDENS, EXCEPT PART IN STREET NW 1/4 OF SECTION 34, T.3S., R.1E., W.M. CITY OF CANBY, CLACKAMAS COUNTY, OREGON
CLIENT:	LISA SWELLAND
DATE:	MAY 9, 2018
SITE:	1268 N REDWOOD ST. CANBY, OR
SCALE:	1" = 60'
BY:	C.K.K.
JOB NUMBER:	18-7030

TOWNSHIP LAND SURVEYS
1416 WASHINGTON STREET, OREGON CITY, OR 97045
(503) 656-4915

EXHIBIT B

ORDINANCE NO. 1501

AN ORDINANCE, PROCLAIMING ANNEXATION INTO THE CITY OF CANBY, OREGON 47.647 ACRES INCLUDING 43.79 ACRES OF REAL PROPERTY DESCRIBED AS TAX LOTS 100, 200, 400, 401, 500, 600, 601, 700 AND 800 SITUATED IN THE SE ¼ & SW ¼, SEC. 35, T.3S., R.1E., W.M. (TAX MAP 31E28C); AND APPROX. 3.857 ACRES OF ADJACENT ROAD RIGHT-OF-WAY; AND AMENDING THE EXISTING COUNTY ZONING FROM RURAL RESIDENTIAL FARM FOREST FIVE ACRE (RRFF-5) TO CITY LOW DENSITY RESIDENTIAL (R-1) FOR THE ENTIRE AREA; AND SETTING THE BOUNDARIES OF THE PROPERTY TO BE INCLUDED WITHIN THE CANBY CITY LIMITS.

WHEREAS, on January 16, 2019, at a public hearing the City Council of the City of Canby approved by a vote of _____ to ____, Annexation (ANN 18-05/ZC 18-06) which called for the annexation of 47.647 acres into the City of Canby. The applicant is Stafford Development Company, LLC. The co-applicant's and owners of the Tax Lots which are part of the annexation are Dodds (Tax Lots 400 & 500), Montecucco Rentals, LLC (Tax Lots 100 & 800), Burkert (Tax Lots 600 & 601), Gordon (Tax Lot 700), Hemmerling Nursery, LLC (Tax Lot 401) and City of Canby (Tax Lot 200), all of Tax Map 31E28C. A complete legal description and survey map that delineates the tax lots and portions of applicable adjacent abutting street right-of-ways to be annexed and is attached hereto as Exhibit A & B respectively and by this reference are incorporated herein; and

WHEREAS, Pursuant to CMC 16.84.080, the City must proclaim by ordinance or resolution, the annexation of said property into the City and set the boundaries of the property by legal description; and

WHEREAS, the zoning of the annexed land shall be designated as R-1 Low Density Residential to conform with the Canby Comprehensive Plan Map, and such zoning shall be indicated on the official zoning map for the City of Canby; and

WHEREAS, an application was filed with the City by the applicants listed above to change the zoning of nine parcels as indicated herein and where applicable within the City's Urban Growth Boundary the city zoning will be extended to the centerline of the annexed adjacent public streets; and

WHEREAS, a public hearing was conducted by the Canby Planning Commission on December 10, 2018 after public notices were mailed, posted and published in the Canby Herald, as required by law; and

WHEREAS, the Canby Planning Commission heard and considered testimony regarding the annexation, accompanying zone change and the proposed Development Concept Plan required for this annexation by Figure 16.84.040 of Chapter 16.84 of the Land Development and Planning Ordinance at the public hearing. At the conclusion of the public hearing; the Planning Commission by a vote of 3 to 3 with one abstention failed to garner a majority vote, therefore forwarding a

recommendation that the City Council deny the applications with the Planning Commission written Findings, Conclusions and Order to be approved on January 14, 2019; and

WHEREAS, the Canby City Council considered the matter and the recommendation of the Planning Commission following their own public hearing held at a regular meeting on January 16, 2019; and

WHEREAS, the Canby City Council, after considering the applicant's submittal, the staff report, the Planning Commission's hearing record and their recommendation documented in their written Findings, Conclusions and Order and after conducting its own public hearing; voted to approve the annexation and associated zoning designation for the properties and adopted a the N Holly Concept Development Plan for the area which is required prior to granting a zone change; and

WHEREAS, the written Findings, Conclusions and Order of the Council action is to be approved by the City Council at the next regular Council meeting on February 6, 2019; and

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

Section 1. It is hereby proclaimed by the City Council of Canby that 47.647 acres of property described, set, and shown in Exhibit A & B and attached hereto, is annexed into the corporate limits of the City of Canby, Oregon.

Section 2. The annexed land shall be rezoned from the county Rural Residential Farm Forest (RRFF-5) to city Low Density Residential (R-1) as reflected on the Canby's Comprehensive Plan Map and as indicated by Tax Lot and legal description in this Ordinance. The Mayor, attested by the City Recorder, is hereby authorized and directed to have the zone change made to the official zoning map for the City of Canby.

Section 3. A Concept Development Plan for the area is adopted with any revisions specified within the written Council Findings, Conclusion and Order.

SUBMITTED to the Council and read the first time at a regular meeting thereof on January 16, 2019 and ordered posted in three (3) public and conspicuous places in the City of Canby as specified in the Canby City Charter, and scheduled for second reading before the City Council for final reading and action at a regular meeting thereof on February 6, 2019, commencing at the hour of 7:00 PM at the Council Meeting Chambers located at 222 NE 2nd Avenue, 1st Floor, Canby, Oregon.

_____

Kimberly Scheafer, MMC
City Recorder

PASSED on the second and final reading by the Canby City Council at a regular meeting thereof on February 6, 2019 by the following vote:

YEAS_____ NAYS_____

_____
Brian Hodson
Mayor

ATTEST:

_____
Kimberly Scheafer, MMC
City Recorder

EXHIBIT “A”

Legal Description For:

Annexation of lands into the City of Canby

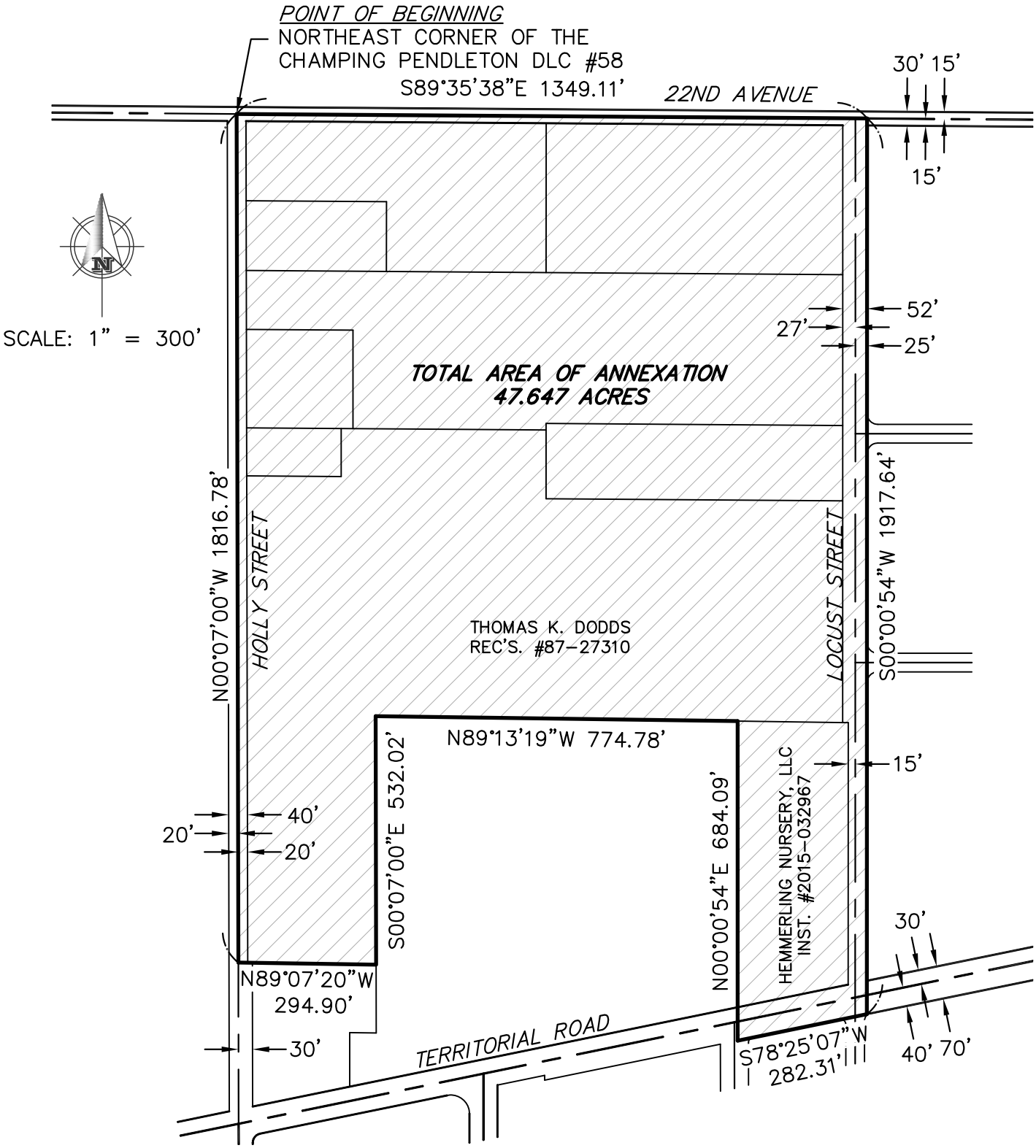
A tract of land, situated in the southeast one-quarter and southwest one-quarter of Section 35, Township 3 South, Range 1 East of the Willamette Meridian in Clackamas County, Oregon, the perimeter of said tract being more particularly described as follows:

Beginning at the northeast corner of the CHAMPING PENDLETON Donation Land Claim Number 58, said corner also being the intersection of the centerlines of HOLLY STREET and 22ND STREET; thence South 89°35’38” East 1349.11 feet along the centerline of said 22ND STREET to a point on the northerly extension of the east right of way of LOCUST STREET that is 25.00 feet easterly of the centerline of said LOCUST STREET when measured at right angles thereto; thence South 00°00’54” West 1917.64 feet along said east right of way and the northerly and southerly extensions thereof to a point that is 40.00 feet southerly of the centerline of TERRITORIAL ROAD when measured at right angles thereto; thence South 78°25’07” West 282.31 feet parallel with said centerline to a point on the southerly extension of the west line of that tract of land described in deed to HEMMERLING NURSERY, LLC, recorded June 1, 2015 in Instrument Number 2015-032967, Clackamas County Deed Records; thence North 00°00’54” East 684.09 feet along said west line and the southerly extension thereof to a point on the south line of that tract of land described in deed to THOMAS K. DODDS, recorded June 17, 1987 in Recorder’s Number 87-27310, Clackamas County Deed Records; thence North 89°13’19” West 774.78 feet along said south line to the re-entrant corner is said south line; thence South 00°07’00” East 532.02 feet along the north-south portion of said south line to the most southerly southeast corner of said THOMAS K. DODDS tract; thence North 89°07’20” West 294.90 feet along the south line of said THOMAS K. DODDS tract to the southwest corner of said tract, being a point on the centerline of HOLLY STREET; thence North 00°07’00” West 1816.78 feet along said centerline to the Point of Beginning, containing 47.647 acres of land more or less, as shown on attached Exhibit B.

EXCEPTING THEREFROM any portion of the above described lands already lying within the city limits of the City of Canby, Clackamas County, Oregon.

EXHIBIT MAP

FOR: ANNEXATION OF LANDS INTO THE CITY OF CANBY
LOCATED IN THE SE 1/4 AND SW 1/4 OF SEC. 28, T. 3 S., R. 1 E., W.M.
CLACKAMAS COUNTY, OREGON



3657 KASHMIR WAY SE
SALEM, OREGON 97317
PHONE (503) 588-8800
FAX (503) 363-2469
EMAIL: INFO@BARKERWILSON.COM

BARKER SURVEYING

City of Canby

PO Box 930
222 NE 2nd Ave
Canby, OR 97013

Phone: 503.266.4021
Fax: 503.266.7961
www.canbyoregon.gov

M E M O R A N D U M

TO: ***Honorable Mayor Hodson and City Council***
FROM: ***Rick Robinson***
DATE: ***January 16, 2019***
THROUGH: ***Rick Robinson, City Administrator***

Issue: Recent land use actions have created a need for the development of construction documents for a sanitary sewer pump station to serve a portion of Canby lying to the south of 13th Avenue, along S Ivy Street. Because of the topography of the areas to be developed, the pump station is necessary to serve this future development area.

Synopsis: Curran-Mcleod has prepared an estimate of engineering and construction costs for the proposed S Ivy Sanitary Sewer Pump Station Project. The project scope includes extending the 8" collection sanitary gravity sewer approximately 500 lineal feet south of South 16th Avenue, and construction of approximately 900 feet of 6" HDPE force main from a new pump station near the Molalla River, but the engineer will also evaluate other options that could provide more cost effective solutions. A brief discussion of these options is included in the Engineer's proposal. The pump station will be designed to include a 10-foot diameter wet well, 20 feet deep, similar to the two most recent stations. The project is funded from the Wastewater SDC in the Sewer Reserves, and depending on the final design, could also include the creation of an advance financing district to address a portion of the costs.

Estimated cost of engineering work is $123,800, as detailed below:

Design Phase Engineering Cost Estimate:

Research & Field Surveys	$12,500
Pump Station Location Coordination	2,500
Pump Station Design	22,000
Pipeline Design	16,000
Base maps & graphics, 8-10 sheets	18,600
Clackamas County Permitting Process	2,000

Contract Documents & Specifications	4,700
Total Design Phase Engineering	**$78,300**

Construction Phase Engineering Cost Estimate:

Bid Procedure, submittal review	$4,000
Construction Staking	7,500
Field Inspection, 12 weeks	12,000
Contract Administration, 20 weeks	20,000
Project Closeout	2,000
Total Construction Phase Engineering	**$ 45,500**

Excluded from the estimates are the costs of publishing in the Daily Journal of Commerce, Clackamas County Permits, DEQ and BOLI fees, and advertising costs. Those expenses will be billed directly to the City and are estimated at approximately $5,000. Curran-McLeod, Inc. (CMI) will submit plans and specifications and obtain approval from DEQ for the sanitary sewer as per OAR 340-052.

Recommendation: *Staff recommends the Council approve Ordinance 1502.*

Recommended Motion: ***"I move to approve Ordinance 1502, AN ORDINANCE AUTHORIZING THE CITY ADMINISTRATOR TO EXECUTE A CONTRACT WITH CURRAN-MCLEOD, INC. CONSULTING ENGINEERS FOR DESIGN AND CONSTRUCTION PHASE ENGINEERING SERVICES FOR THE SOUTH IVY STREET WASTEWATER PUMPING STATION to come up for second reading on February 6, 2019."***

Attachments:

- Ordinance No. 1502
- Curran-McLeod Engineering Proposal
- City of Canby South Ivy Street Pumping Station Improvements Agreement for Engineering Services.

ORDINANCE NO. 1502

AN ORDINANCE AUTHORIZING THE CITY ADMINISTRATOR TO EXECUTE A CONTRACT WITH CURRAN-MCLEOD, INC. CONSULTING ENGINEERS FOR DESIGN AND CONSTRUCTION PHASE ENGINEERING SERVICES FOR THE SOUTH IVY STREET WASTEWATER PUMPING STATION

WHEREAS, CURRAN-McLEOD, INC. is the City's Engineer of Record; and

WHEREAS, the CITY OF CANBY intends to construct the South Ivy Street Wastewater Pumping Station as soon as practicable; and

WHEREAS, CURRAN-McLEOD, INC. can provide timely design phase engineering and construction phase engineering for the South Ivy Street Wastewater Pumping Station project.

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

Section 1. The City Administrator is hereby authorized and directed to make, execute, and declare in the name of the CITY OF CANBY and on its behalf, an appropriate contract with CURRAN-MCLEOD, INC for engineering services in an amount not to exceed $123,800.00. A copy of a contract with CURRAN-McLEOD, INC., is attached hereto and marked as Exhibit "A" and by this reference incorporated herein.

SUBMITTED to the Canby City Council and read the first time at a regular meeting thereof on Wednesday, January 16, 2019, and ordered posted in three (3) public and conspicuous places in the City of Canby as specified in the Canby City Charter and scheduled for second reading before the City Council for final reading and action at a regular meeting thereof on Wednesday, February 6, 2019, commencing at the hour of 7:00 PM in the Council Meeting Chambers located at 222 NW 2nd Avenue, 1st Floor, Canby, Oregon.

_____

Kimberly Scheafer, MMC
City Recorder

PASSED on second and final reading by the Canby City Council at a regular meeting thereof on the 6th day of February 2019, by the following vote:

YEAS_____ NAYS_____

_____
Brian Hodson
Mayor

ATTEST:

_____
Kimberly Scheafer, MMC
City Recorder

CITY OF CANBY
SOUTH IVY STREET PUMPING STATION IMPROVEMENTS
AGREEMENT FOR ENGINEERING SERVICES

This Agreement is made this _____ day of _____, _____, by and between the **CITY OF CANBY**, Oregon, hereafter referred to as the OWNER, and **CURRAN-McLEOD, INC. Consulting Engineers,** Portland, Oregon, hereafter referred to as the ENGINEER.

The OWNER intends to construct the South Ivy Street Wastewater Pumping Station, for which the ENGINEER agrees to perform the various professional engineering services for the design and construction of said improvements.

WITNESSETH

That for and in consideration of the mutual covenants and promises between the parties hereto, it is hereby agreed:

SECTION A - ENGINEERING SERVICES

The ENGINEER shall furnish engineering services to accomplish the work identified above and as more specifically identified in the correspondence dated April 16, 2018, attached as Exhibit A:

1. The ENGINEER will attend conferences with the OWNER, representatives of the State, or other interested parties as may be required for completion of the work previously described.

2. After the OWNER directs the ENGINEER to proceed, the ENGINEER will perform the necessary alignment determination, accomplish the detailed design of the projects, prepare construction Drawings, Specifications and Contract Documents, and prepare a final cost estimate based on the final design. It is also understood that if additional subsurface explorations (such as borings, soil tests, rock soundings and the like) are required, the ENGINEER will furnish coordination of said explorations without additional charge, but the costs incident to such explorations shall be paid for by the OWNER as set out in Section D hereof.

   Statements of probable construction costs and detailed cost estimates prepared by the ENGINEER represent his best judgment as a design professional familiar with the Construction Industry. It is recognized, however, that neither the ENGINEER nor the OWNER has any control over the cost of labor, materials or equipment, over the Contractor's method of determining bid prices, or over competitive bidding or market conditions. Accordingly the ENGINEER cannot and does not guarantee that bids will not vary from any statement of probable construction cost or other cost estimate prepared by the ENGINEER.

3. The Contract Documents furnished by the ENGINEER under Section A-2 shall include the State of Oregon Prevailing Wage Rates or the Federal Davis Bacon Prevailing Wage Rates as applicable, and OWNER, funding agency, and state requirements as appropriate.

4. Prior to the advertisement for bids, the ENGINEER will provide for each Construction Contract, not to exceed 10 copies of detailed Drawings, Specifications, and Contract Documents for use by the OWNER, and for appropriate Federal, State, and local agencies from whom approval of the project must be obtained. The cost of such drawings, Specifications, and Contract Documents shall be included in the basic compensation paid to the ENGINEER. The OWNER pays the cost of permits and review fees as provided in Section F-2 of this Agreement.

5. The drawings prepared by the ENGINEER under the provisions of Section A-2 above shall be in sufficient detail to permit the actual location of the proposed improvements on the ground. The ENGINEER shall prepare and furnish to the OWNER without any additional compensation, three copies of a map(s) showing the general location of needed construction easements and permanent easements and the land to be acquired. Property surveys, property plats, property descriptions, abstracting and negotiations for land rights shall be provided by the OWNER, unless the OWNER requests, and the ENGINEER agrees to provide those services. In the event the ENGINEER is requested to provide such services, the ENGINEER shall be additionally compensated as set out in Section D hereof, unless this task is identified and included in the proposed scope of work herein.

6. The ENGINEER will furnish additional copies of the Drawings, Specifications and Contract Documents as required by prospective bidders, materials suppliers, and other interested parties, but may charge them for the reasonable cost of such copies. Upon award of each contract, the ENGINEER will furnish to the OWNER three sets of the Drawings, Specifications and Contract Documents for execution. The cost of these sets shall be included in the basic compensation paid to the ENGINEER. Drawings and Specifications as instruments of service are and shall remain the property of the ENGINEER whether the project for which they are made is executed or not. They are not to be used by the OWNER on other projects or extensions to this project except by agreement in writing and with appropriate compensation to the ENGINEER.

7. The ENGINEER will require prospective contractors to file an approved Pre-qualification Form with the Oregon Department of Transportation and will require a Bid Bond not to exceed 10% in the Bidding Documents to secure the Bid.

8. The ENGINEER will attend the bid opening and tabulate the bid proposals, make an analysis of the bids, make recommendations for awarding contracts for construction.

9. The ENGINEER will assist in the Preconstruction Conference, and will review and approve, for conformance with the design concept, any necessary shop and working drawings furnished by Contractors.

10. The ENGINEER will interpret the drawings and specifications to protect the OWNER against defects and deficiencies in construction on the part of the Contractor. The ENGINEER will not, however, guarantee the performance of any Contractor. Planning and design of the project and construction engineering services shall be accomplished with due diligence and in conformance with accepted industry standards of the practice of professional engineering.

11. The ENGINEER will provide general engineering review of the work of the contractors as construction progresses to assure conformance with the design concept.

12. The ENGINEER will establish baselines and grades for locating the work together with a suitable number of bench marks adjacent to the work as shown in the Contract Documents.

13. The ENGINEER, as representative of the OWNER during the construction phase, shall advise and consult with the OWNER and all of the OWNER'S instructions to the Contractor shall be issued through the ENGINEER. The ENGINEER shall have the authority to act on behalf of the OWNER to the extent provided in this Agreement.

14. Unless otherwise requested by the OWNER in writing, the ENGINEER will not provide Resident Construction Inspection. The ENGINEER'S undertaking construction inspection hereunder shall not relieve the Contractor of Contractor's obligation to perform the work in conformity with the Drawings and Specifications and in a workmanlike manner; shall not make the ENGINEER an insurer of the Contractor's performance; and shall not impose upon the ENGINEER any obligation to see that the work is performed in a safe manner.

15. The ENGINEER will review the Contractor's applications for progress and final payment and, when approved, submit same to the OWNER for payment.

16. The ENGINEER will prepare and review necessary contract Change Orders on a timely basis for consideration of approval by the OWNER.

17. The ENGINEER and a representative of the OWNER will make an inspection of the project or project element to determine the status of completion. The ENGINEER may issue a Certificate of Substantial Completion consistent with the General Conditions of the Construction Contract Documents.

18. The ENGINEER will provide the OWNER with one set of record drawings on electronic media and three sets of prints at no additional cost to the OWNER. Such drawings will be based upon construction records provided by the Contractor during construction, as specifically required in the Construction Contract, and reviewed by the ENGINEER, and from the ENGINEER'S construction data.

19. If State statutes require notices and advertisements of final payment, the ENGINEER shall assist in their preparation.

20. The ENGINEER will be available for site visits to furnish engineering services and consultations necessary to correct unforeseen project operation difficulties for a period of one year after the date of the Certificate of Substantial Completion of the facility. The ENGINEER will assist the OWNER in performing a review of the project during the 11th month after the date of initiation of the 12 month warranty period.

SECTION B - COMPENSATION FOR ENGINEERING SERVICES

1. The OWNER shall compensate the ENGINEER for services in accordance with the following schedule:

Design Phase Engineering:

- Seventy Eight Thousand Three Hundred and No/100 Dollars ($78,300)

Construction Phase Engineering:

- Forty Five Thousand Five Hundred and No/100 Dollars ($45,500)

2. The compensation for the above Engineering Services shall be as follows:

   a. Preliminary and Design Phase Services shall include items A-1 through A-5.

   b. Billings shall be submitted monthly by the ENGINEER for Preliminary and Design Phase Services during the previous month. Payments shall be made for these billings within 30 days. Billings shall be based on percent of completion for Preliminary and Design Phase Services.

   c. Construction Engineering Services and Construction Inspection shall include items A-6 through A-20 and shall be billed by the ENGINEER on an hourly basis. The total shall not exceed the budget figures under Article B.1 above without the express written authorization of the OWNER.

   d. Where hourly rates are used, they shall be in accordance with the Standard Hourly Rate Schedule, attached herewith and referenced Exhibit B.

   e. In the event of multiple construction contracts, the ENGINEER may negotiate revised figures under Article B.1.

SECTION C - RESIDENT CONSTRUCTION INSPECTION

If the OWNER requests the ENGINEER to provide Resident Construction Inspection, the ENGINEER will, prior to the Preconstruction Conference, submit a resume of the Resident Inspector's qualifications, anticipated duties and responsibilities for approval by the OWNER. The OWNER agrees to pay the ENGINEER for such services in accordance with the "Inspector" rate schedule set out in Exhibit B. The ENGINEER will render to OWNER for such services performed hereunder during such period, the same to be due and payable by the OWNER to the ENGINEER on or before the 10th day of the following period. A separate agreement shall be negotiated for Resident Construction Inspections Services setting out estimated hours required and maximum estimated fees and charges.

SECTION D - ADDITIONAL ENGINEERING SERVICES

In addition to the foregoing being performed, the following services may be provided UPON WRITTEN AUTHORIZATION OF THE OWNER:

1. Financial feasibility or other special studies.

2. Record boundary surveys or other similar surveys, excepting surveys required to locate the construction project, or as identified in the scope of work.

3. Laboratory tests, borings, specialized geological, soil, hydraulic, or other studies recommended by the ENGINEER.

4. Record property surveys, detailed descriptions of sites, maps, drawings, or estimates related thereto; assistance in negotiating for land and easement rights.

5. Necessary data and filing maps for storm water discharge permits, water rights, adjudication, and litigation.

6. Redesigns not initiated by the ENGINEER after final Plans and Specifications have been approved by the OWNER, except redesigns to reduce the project cost to within the funds available.

7. Appearances before courts or boards on matters of litigation or hearings related to the project and providing services as an expert witness in connection with any public hearing, arbitration proceeding, or the proceedings of a court of record.

8. Preparation of Environmental Assessments or Environmental Impact Statement (E.I.S.).

9. Performance of detailed staking necessary for construction of the project in excess of the control staking set forth in Section A-12.

10. Preparing documents for alternate bids requested by the OWNER.

11. Providing consultation concerning replacement of any work damaged by fire or other cause during construction, and furnishing professional services of the type set forth as previously mentioned in this Agreement as may be required in connection with the replacement of such work.

12. Providing professional services made necessary by the default of the Contractor in the Construction Contract.

13. Providing construction engineering and inspection services after the construction contract time has been exceeded.

Unless identified as included in the proposed scope of work herein, payment for the services specified in this Section D shall be as agreed in writing prior to commencement of the work. The ENGINEER will render to OWNER for such services an itemized bill, once each month, for compensation for services performed hereunder during such period, the same to be due and payable by OWNER to the ENGINEER within 30 days.

SECTION E - OWNER'S RESPONSIBILITIES

1. The OWNER shall provide full information regarding his requirements for the project.

2. The OWNER shall designate, when necessary, a representative authorized to act in his behalf with respect to the project. The OWNER or his representative shall examine documents submitted by the ENGINEER and shall render decisions pertaining thereto promptly, to avoid unreasonable delay in the progress of the ENGINEER'S work.

3. The OWNER shall furnish all pertinent existing mechanical, chemical or other laboratory tests, inspections and reports as required by law or the Contract Documents, and which may impact the design.

4. The OWNER shall furnish such legal, accounting and insurance counseling services as may be necessary for the project, and such auditing services as he may require to ascertain how or for what purposes the CONTRACTOR has used the moneys paid to him under the Construction Contract.

5. If the OWNER observes or otherwise becomes aware of any fault or defect in the project or non-conformance with the Contract Documents, he shall give prompt oral notice with written confirmation thereof to the ENGINEER.

6. The OWNER shall furnish information required of him as expeditiously as necessary for the orderly progress of the work.

SECTION F - SPECIAL PROVISIONS

The following is agreed to by both parties:

1. That the OWNER reserves the right to request replacement of any Resident Inspector(s) furnished by the ENGINEER or to furnish the Resident Inspector(s) from the OWNER'S own forces, subject to the approval of the ENGINEER regarding the qualifications of the Resident Inspector(s). If the OWNER furnishes the Resident Inspector(s), the OWNER agrees that the Resident Inspector(s) will be under the direction and supervision of the ENGINEER.

2. That the OWNER shall pay for advertisement for bids, building or other permits, licenses, technical review fees, special inspections and geotechnical testing, as may be required by local, State or Federal authorities, and shall secure the necessary land easements and rights-of-way.

3. The ENGINEER will endeavor to assure compliance of his work with applicable State and Federal requirements.

4. That insofar as the work under this Agreement may require, the OWNER shall furnish the ENGINEER all existing maps, field survey data, grades and lines of streets, pavements, and boundaries, rights-of-way, and other surveys presently available, which will be returned upon project completion. ENGINEER will provide the OWNER a copy of survey notes establishing bench marks and location of improvements.

5. That if the engineering work covered in this Agreement has not been completed on or after the expiration of a twenty-four month period from the date of execution of this Agreement, the OWNER or ENGINEER may, at the option of either, on written notice, request a renegotiation of Sections B, C, and D (providing for the compensation to be paid the ENGINEER for services rendered) to allow for changes in the cost of services. Such new schedule of compensation is to apply only to work performed by the ENGINEER after delivery date of such written notice.

6. That this Agreement is to be binding on the heirs, successors and assigns of the parties hereto and is not to be assigned by either party without first obtaining the written consent of the other. At least fifteen (15) days shall be allowed for such consent.

7. Attorney's fees: In the event a suit, arbitration or other legal action is required by either the OWNER or the ENGINEER to enforce any provision of this Agreement, the prevailing parties shall be entitled to all reasonable costs and reasonable attorney's fees upon litigation or upon appeal.

8. Termination

   a. This Agreement may be terminated in whole or in part in writing by either party in the event of substantial failure by the other party to fulfill its obligations under this Agreement through no fault of the terminating party, provided that no

termination may be effected unless the other party is given (1) not less than ten (10) calendar days' written notice (delivered by certified mail, return receipt requested) of intent to terminate, and (2) an opportunity for consultation with the terminating party prior to termination.

b. The Agreement may be terminated in whole or in part in writing by the OWNER for its convenience, provided that the ENGINEER is given (1) not less than ten (10) calendar days' written notice, (delivered by certified mail, return receipt requested) of intent to terminate, and (2) opportunity for consultation with the terminating party prior to termination.

c. If termination for default is effected by the OWNER an equitable adjustment in the price provided for in the Agreement shall be made, but (1) no amount shall be allowed for anticipated profit on unperformed services or other work, and (2) any payment due to the ENGINEER at the time of termination may be adjusted to cover any additional costs to the OWNER because of the ENGINEER'S default. If termination for default is effected by the ENGINEER, or if termination for convenience is effected by the OWNER, the equitable adjustment shall include a reasonable profit for services or other work performed. The equitable adjustment for any termination shall provide for payment to the termination, in addition to termination settlement costs reasonably incurred by the ENGINEER relating to commitments which had become firm prior to the termination.

d. Upon receipt of a termination action under paragraphs a. or b. above, the ENGINEER shall (1) promptly discontinue all affected work (unless the notice directs otherwise), and (2) deliver or otherwise make available to the OWNER reproducible data, drawings, specifications, reports, estimates, summaries and such other information and materials as may have been accumulated by the ENGINEER in performing this Agreement whether completed or in process.

e. Upon termination under paragraphs a. or b. above, the OWNER may take over the work and may award another party a contract to complete the work under this Agreement.

f. If, after termination for failure of the ENGINEER to fulfill contractual obligations, it is determined that the ENGINEER had not failed to fulfill contractual obligations, the termination shall be deemed to have been for the convenience of the OWNER. In such event, adjustment of the Agreement price shall be made as provided in paragraph c. of this clause.

9. The ENGINEER agrees to hold harmless and indemnify the OWNER against all claims, damages, losses and costs, including costs of defense, arising out of the negligent performances of engineering services under this Agreement. OWNER may make claim under applicable law against ENGINEER or ENGINEER'S insurance carriers for any loss, damage or cost arising out of ENGINEER'S negligent performance of services under this Agreement.

10. The ENGINEER agrees to acquire and maintain for the duration of this Agreement, Professional Liability Insurance in the nominal amount of $2,000,000 per occurrence and $2,000,000 aggregate.

11. The ENGINEER further agrees to obtain and maintain, at the ENGINEER'S expense, such insurance as will protect the ENGINEER from claims under the Worker's Compensation Act and such comprehensive general liability insurance as will protect the OWNER and the ENGINEER from all claims for bodily injury, death, or property damage which may arise from the performance by the ENGINEER or by the ENGINEER'S employees or agents.

12. The ENGINEER will not discriminate against any employee or applicant for employment because of race, color, religion, sex or national origin. The ENGINEER will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin, such action shall include, but not be limited to the following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; lay off or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship.

13. ENGINEER covenants that he presently has no interest and shall not acquire interest, direct or indirect, which would conflict in any manner or degree with the performance of his services under this Agreement. Any interest on the part of the ENGINEER or his employees must be disclosed to the OWNER.

14. INDEPENDENT CONTRACTOR. It is agreed that ENGINEER is providing the services hereunder as an independent contractor and not as an employee of OWNER.

    OWNER shall have no right to control the manner of the performance of the services, but may place restrictions on ENGINEER relating to use of OWNERS premises. As an independent contractor, ENGINEER shall not be eligible to receive benefits otherwise provided to employees of the OWNER.

15. The records and documents with respect to all matters covered by the Agreement shall be subject at all times to inspection, review or audit by the OWNER, County, Federal or State officials so authorized by law during the performance of this contract. Required records shall be retained for a period of three (3) years after termination of this Agreement

16. No member or delegate to the Congress of the United States and no Resident Commissioner or City Official shall be admitted to any share or part of this Agreement or to any benefit that may arise hereunder.

17. This CONTRACT shall be construed according to the laws of the State of Oregon. Any litigation between the OWNER and the ENGINEER or out of work performed under this CONTRACT shall occur in the Clackamas County Court having jurisdiction thereof, and

if in the federal courts, in the United States District Court for the District of Oregon.

18. This Agreement, including Exhibits A and B, represents the entire integrated agreement between the OWNER and the ENGINEER and supersedes all prior negotiations, representations or agreements, either written or oral. This Agreement may be amended only by written instrument signed by both the OWNER and ENGINEER.

IN WITNESS WHEREOF, the parties hereto have executed, or caused to be executed by their duly authorized officials, this Agreement in duplicate on the respective dates indicated below.

OWNER: **CITY OF CANBY**	ENGINEER: **CURRAN-McLEOD, INC.**
SIGNATURE:_____	SIGNATURE:_____
NAME: _____	NAME: _____
TITLE: _____	TITLE: _____
DATE: _____	DATE: _____

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

April 16, 2018

Ms. Jennifer Cline, P.E.
Public Works Director
City of Canby
P.O. Box 930
Canby, OR 97013

RE: CITY OF CANBY
S IVY STREET SANITARY PUMP STATION IMPROVEMENTS
EXHIBIT "A"

Dear Jennifer:

We have prepared an estimate of engineering and construction costs on the above noted project for your review. The project scope includes extending the 8" collection sanitary gravity sewer approximately 500 lineal feet south of South 16th Avenue, and construction of approximately 900 feet of 6" HDPE force main from a new pump station near the Molalla River.

We will be coordinating with Clackamas County on the location of the pump station within their existing right-of-way, but anticipate the station will be located on the west side of Ivy Street near the existing access road to the low properties to the west. The pump station will be designed to convey the flows from approximately 40 acres with an estimated instantaneous flow of 130,000 gpd. This will require a 6" force main and nominal 320 gpm duplex pumps with peak run times of approximately 7 hours per day at full build out.

There are additional properties south of S 16th Avenue can be served by extension of the existing gravity system regardless of the actual alignment. The scope of work included in this letter anticipates extension of the gravity sewer line 500 feet in S Ivy Street; however, it may be more efficient and cost effective to extend the gravity system on the streets that parallel S Ivy, and extend the force main to the existing manhole at South 16th Avenue.

The estimated cost to extend the force main to South 16th Avenue is approximately $80,000 less than extending the gravity line in South Ivy Street. If the gravity line is extended, the additional cost should be recovered through an advanced finance district from the homes that would be served by this line. Alternatively, if the gravity sewer is extended along the parallel side streets, the cost of the gravity lines would be paid by development when it occurs, and the line can be built to serve both sides of the new streets. This alternative avoids creation of an AFD for cost recovery.

The pump station will be designed to include a 10-foot diameter wet well, 20 feet deep similar to the two most recent stations with a vactor cleaning connection. The access hatch will be improved to support an H20 loading. We have not included construction of a control building and propose the controls and engine generator be outside similar to the Willow Creek Station due to ROW limitations.

The project cost estimate is attached, totaling $870,000. This includes only a 5% contingency as requested while the CPIF allows for 30% contingency to cover unforeseeable issues, which at this stage of the project is unusually low but the scope of work is relatively well defined.

Estimated cost of engineering work is listed below:

Design Phase Engineering Cost Estimate:

Research & Field Surveys	$12,500
Pump Station Location Coordination	2,500
Pump Station Design	22,000
Pipeline Design	16,000
Base maps & graphics, 8-10 sheets	18,600
Clackamas County Permitting Process	2,000
Contract Documents & Specifications	4,700
Total Design Phase Engineering	**$78,300**

Construction Phase Engineering Cost Estimate:

Bid Procedure, submittal review	$4,000
Construction Staking	7,500
Field Inspection, 12 weeks	12,000
Contract Administration, 20 weeks	20,000
Project Closeout	2,000
Total Construction Phase Engineering	**$ 45,500**

We have attached a draft contract for the engineering services, for your review. The design phase engineering will be a lump sum and billed as percent complete, while the construction engineering phase will be billed hourly, as needed, based on the standard hourly rates.

Excluded from our estimates are the costs of publishing in the Daily Journal of Commerce, Clackamas County Permits, DEQ and BOLI fees, and advertising costs. Those expenses will be billed directly to the City and are estimated at approximately $5,000. Curran-McLeod, Inc. (CMI) will submit plans and specifications and obtain approval from DEQ for the sanitary sewer as per OAR 340-052.

Engineering design will require approximately 90 to 120 days; the bid and award process 60 days, and construction 150 days. The design can be completed this summer/fall and construction completed in the spring of 2019.

If you have any concerns or questions, please call.

Sincerely,

CURRAN-McLEOD, INC.

Hassan A. Ibrahim, PE

Preliminary Cost Estimate April 16, 2018

No.	*Description*	*Quantity*	*Unit*	*Unit Price*	*Total*
A.1	Mobilization, Bond & Insurance	All	LS	$29,500	$29,500
A.2	Traffic Protection & Direction of Traffic	All	LS	$25,000	$25,000
A.3	Erosion Control & Spill Prevention Control & Countermeasure (SPCC) Plans	All	LS	$5,000	5,000
A.4	Trench Stabilization (if needed)	50	CY	$50	2,500
A.5	Sawcut Asphalt/Concrete Surfaces (All Depth)	3,000	LF	$3	9,000
A.6	8" PVC 3034 Pipe including Excavation, Material Disposal & Crushed Rock Backfill	500	LF	$120	$60,000
A.7	6" Butt Fusion HDPE Force Main Pipe including Excavation, Material Disposal & Crushed Rock Backfill	900	LF	$45	$40,500
A.8	Connect to Exist Manhole	1	Each	$1,000	$1,000
A.9	48" Diameter Standard Manhole	2	Each	$6,000	$12,000
A.10	Trench Patching Prep & Asphalt Paving (5" Depth)	1,000	LF	$35	$35,000
A.11	Open Trench Rock Excavation	50	CY	$200	$10,000
A.12	Utility Trenching including Excavation, Material Disposal & Crushed Rock Backfill	1,500	LF	$10.00	$15,000
A.13	Pump Station Site Improvements, Surfacing & Landscaping	All	LS	$50,000	$50,000
A.14	Pump Station Wet Well and Valve Vault, Pumping Equipment, Controls and all Internal; Piping to the Limits of the 6" HDPE Force Main	All	LS	$250,000	$250,000
A.15	Engine Generator	All	LS	$100,000	$100,000
				Construction Subtotal	**$644,500**
				Canby Utility Power Supply	50,000
				Engineering (20%)	140,000
				Contingency (5%)	35,500
				TOTAL PROJECT COST	**$870,000**

BEFORE THE CITY COUNCIL
OF THE CITY OF CANBY

A REQUEST FOR APPROVAL OF	**)**	**FINDINGS, CONCLUSION & FINAL ORDER**
ANNEXATION AND ZONE CHANGE	**)**	**ANN 18-04/ZC 18-05**
FOR PROPERTY LOCATED AT 1268 N.	**)**	**SWELLAND**
REDWOOD STREET	**)**	

NATURE OF THE APPLICATION

The Applicants sought approval for an annexation/zone change applications **ANN 18-04/ZC 18-05 SWELLAND ANNEXATION & ZONE CHANGE** to annex 5.03 acres of real property described as Tax Lots 31E34B00400, Clackamas County, Oregon. The property is zoned Clackamas County RRFF-5 and is requested to be zoned City R-1.5, Medium Density Residential.

HEARINGS

The Planning Commission considered applications **ANN 18-04/ZC 18-05 SWELLAND ANNEXATION & ZONE CHANGE** after the duly noticed hearing on November 26, 2018 during which the Planning Commission recommended by a 6/0 vote that the City Council approve **ANN 18-04/ZC 18-05 SWELLAND ANNEXATION & ZONE CHANGE** per the recommendation contained in the staff report.

The City Council considered applications **ANN 18-04/ZC 18-05 SWELLAND ANNEXATION & ZONE CHANGE** after the duly noticed hearing on January 2, 2019 during which the Council voted 4/0 vote (with 1 recusal from Councilor Shawn Varwig) to approve City File# **ANN 18-04/ZC 18-05 SWELLAND ANNEXATION & ZONE CHANGE** These findings are entered to document the approval.

CRITERIA AND STANDARDS

In judging whether or not the annexation and zone change applications shall be approved, the Planning Commission and City Council determines whether criteria from the *City of Canby Land Development and Planning Ordinance* are met, or can be met by observance of conditions. Applicable criteria and standards were reviewed in the Planning Commission staff report dated November 14, 2018 and the staff memorandum prepared for Council review dated January 2, 2019 and presented at the January 2, 2019 City Council public hearing along with the Planning Commission's recommendation.

FINDINGS AND REASONS

The Staff Report was presented, and written and oral testimony was received at the Council public hearing. The recommendation to approve City File# **ANN 18-04/ZC 18-05 SWELLAND ANNEXATION & ZONE CHANGE** from the Planning Commission was noted by staff.

After hearing public testimony, and closing the public hearing, the City Council made no additional findings beyond those contained in the staff report to arrive at their decision to approve the annexation and re-zone of the property in accordance with the Comprehensive Plan Map land use designation.

CONCLUSION

In summary, the City Council adopted the findings contained in the staff report, concluded that the annexation/zone change meets all applicable approval criteria, and approved City File #**ANN 18-04/ZC 18-05 SWELLAND ANNEXATION & ZONE** as stated below. The City Council's order is reflected below.

ORDER

Based on the application submitted and the facts, findings, and conclusions of the staff report, and the supplemental findings from the public hearing, and the Planning Commission's recommendation, the City Council approves the annexation and zone change applications City File# **ANN 18-04/ZC 18-05 SWELLAND ANNEXATION & ZONE CHANGE** and upon annexation, that the zone of the subject property be designated as R-1.5 as indicated by the Canby Comprehensive Plan Map.

I CERTIFY THAT THIS ORDER approving City File# **ANN 18-04/ZC 18-05 SWELLAND ANNEXATION & ZONE CHANGE** was presented to and APPROVED by the City Council of the City of Canby.

DATED this 16th day of January, 2019.

_____

Brian Hodson
Mayor

_____

Bryan Brown
Planning Director

ORAL DECISION – January 2, 2019
AYES: Hensley, Dale, Heidt, and Spoon.
NOES: None.
RECUSED: Varwig.
ABSENT: Parker.

WRITTEN FINDINGS – January 16, 2019
AYES:
NOES:
RECUSED:
ABSENT:

ATTEST:

_____
Kimberly Scheafer, MMC
City Recorder

City of Canby Bi-Monthly Report
Department: Administration
For Months of: November & December 2018

To: The Honorable Mayor Hodson & City Council
From: Kim Scheafer, MMC, City Recorder
Prepared by: Erin Burckhard, Office Specialist II
Through: Rick Robinson, City Administrator
Date: January 7, 2019

1. **Business Licenses**:
   Thirty-two new business licenses were issued during the months of November and December 2018. This compares to 43 new licenses issued during November and December 2017. Thirty-four business licenses were inactivated during the months of November and December 2018. This compares to 28 inactivated during the same period in 2017. One hundred seventy-four business license renewals were sent out, compared to 176 in 2017. The total number businesses licensed with the City of Canby is 1,510 (1,451 this time in 2017) of which 685 have Canby addresses (674 this time last year).

2. **Cemetery:**
   - Total property purchases recorded: November - 3 , December - 4
   - Total interments recorded: November – 2 , December – 4

3. **Public Records Requests:**
   - No Public Records Requests were processed during November and December.

4. **Training/Meetings:**
   - Kim Scheafer attended the OAMR Records Management Meeting.

5. **Special Animal Permits:**
   - No special animal permits were issued in November and December.

6. **Sidewalk/Park Vending Permit:**
   - No Sidewalk/Park Vending Permits were issued in November and December.

7. **Liquor Licenses Processed:**
   - None processed

City of Canby Bi-Monthly Report
Department: Court
November and December 2018

To: The Honorable Mayor Hodson and City Council
From: Jessica Roberts, Municipal Court Supervisor
Through: Rick Robinson, City Administrator
Date: January 2, 2019

Canby Municipal Court has jurisdiction over all city and state law offenses committed within city limits other than felonies. These include: violations, traffic crimes, misdemeanors and City code violations. *Note: Statistic category terms outlined on page 2*

Monthly Statistics	November	December
Misdemeanors		
Offenses Filed	36	27
Cases Filed	26	16
Warrants Issued	15	20
Misdemeanor Case Detail		
Diversion	3	2
Offenses Dismissed	22	6
Offenses Sentenced	13	6
Traffic & Other Violations		
Offenses Filed	246	206
Cases/Citations Filed	181	150
Parking Citations Filed	2	6
Traffic & Other Violations Case Detail		
Diversion	18	9
Dismissal (Fix It Tickets)	61	40
Sentenced by Judge	113	89
Handled by Violations Bureau	88	69
Traffic and Criminal Trials		
Court Trial (Misdemeanor)	0	1
Jury	0	0
Traffic Trial	15	10
Defendant Accounts referred to Collections	$51,675.00	$56,915.00
Fines & Surcharges Collected	$57,664.78	$48,783.38

*See court notes regarding Amnesty Program on page 2

Court Fines Amnesty Program

The court ran a fines amnesty program from October 1, 2018 through November 30, 2018. The program offered customers that have been in collections since at least 2014 a chance to receive half-off of their balance with the court's collections agency. Many of these accounts have accrued significant interest over the years. The court profited $14,401 and was able to close out 22 accounts because of the program. Some of the accounts have been outstanding with the court since 2006. The program allowed the court to collect income that may not otherwise have been collectible as well as close out several old accounts. The program was a success.

Explanation of terms:

1. Difference between Offenses Filed vs. Cases Filed

   - Multiple offenses (charges) can be filed on any one defendant from a single traffic stop or arrest.
   - Offenses filed reflects this number. Cases filed (also called docket numbers) refers to a single defendant's matter before the court.

2. The Violations Bureau applies to traffic violations only.

   Under the Judge's authority, court clerks can accept pleas, offer a deferred sentence program (if qualified) and set a payment plan. Where a crime is charged, a court appearance before the judge is mandatory.

   If a defendant qualifies, the clerks can offer an option to participate in an informative driving education course for a fee to the court. If there are no convictions during the following two months, the case will be dismissed.

   Current programs and to qualify:
   - Good Drivers Program (no prior traffic convictions in the last five years and no further convictions for 60 days)
   - 1st Offender – Traffic violation (if under the age of 18)
   - 1st Offender - Minor in Possession of Alcohol/Marijuana citation

3. Fix It Citations

   The court offers a Fix It program, which allows the defendant to have a citation dismissed if an issue with their vehicle, registration or license is fixed. There is a $50 dismissal fee owed for each fixed violation. This is reflected in the traffic violations dismissed statistic.

M E M O R A N D U M

TO: ***Honorable Mayor Hodson and City Council***
FROM: ***Jamie Stickel, Economic Development Director***
THROUGH: ***Rick Robinson, City Administrator***

RE: CITY COUNCIL BI-MONTHLY REPORT for November and December 2018

Economic Development Updates:

The following projects are funded through Urban Renewal.

Request for Expressions of Interest:

The City of Canby reopened its Request for Expressions of Interest (RFEI) of the former library in late August. The former library is located at 292 N Holly Street. It features include 10,961 square feet in the heart of downtown Canby. The space was marketed and proposals were accepted until November 16th, 2018. The Canby City Council is scheduled to review proposals at a January 16th executive session. The council is expected to negotiate and enter into an agreement in February 2019. The building sits on the corner of NW 3rd Avenue and N Holly Street, adjacent to Wait Park and nearby retail businesses. The city will consider outright purchase, lease, lease with an option to purchase, and so forth. Ideal proposals should activate the space, demonstrate experience, and support the downtown commercial district.

Industrial Park Access:

As the Canby Pioneer Industrial Park continues to grow and thrive, the city is looking at options to alleviate congestion within the industrial park, as well as to identify alternative access to HWY 99. The city team continues to identify solutions and strategize with regional partners – such as Clackamas County and Business Oregon - to identify various financial options and leverage resources. In the meantime, a new signal is being engineered and will be installed at Hazel Dell Way and Sequoia Parkway. The City is working with its city engineering firm, Curran-McLeod, as well as transportation planning and engineering firm DKS Associates.

Downtown Canby Quiet Zone:

The city of Canby has been working on a railroad quiet zone in downtown Canby at Elm Street, Grant Street, and Ivy Street. A quiet zone is a section of a railroad where trains do not use their horns. Additional safety measures are put into place to ensure the safety of pedestrians and car drivers. The engineering firm PBS Engineering and Environmental, which has a proven track record in the implementation of quiet zones, has been chosen to assist the city as it implements the quiet zone. The quiet zone has been an identified project that lends itself to the viability of downtown Canby, and became especially important with the new Dahlia Apartment complex which opened in August 2018.

Community Response Team Meeting:

The City held its Community Response Team Meeting on November 27th. The meetings are held bi-annually and provide a place to share and report on ongoing projects, build consensus, and foster ideas. Community organizations including the city of Canby, Clackamas County, Canby Utility, Canby Fire, DirectLink, Canby Area Chamber of Commerce, Greater Portland Inc., and the Canby School District attend these meetings.

Clackamas Technical Advisory Committee:
Clackamas County Fairgrounds and Event Center is looking toward the future and have hired a contractor to assist with master planning efforts. The Economic Development Director has been asked to sit on a technical advisory committee, which includes various stakeholders from community organizations such as the Canby Area Chamber of Commerce and the Clackamas County Fair Board, as well as frequent users of the site. The technical advisory committee seeks to help guide the master planning efforts and look towards the future.

Installation of the Wayfinding Signage:
The City of Canby's wayfinding signage was installed during the first two full weeks of December. The signage was a project that was funding in part by the Willamette Valley Visitors Association and with assistance from the Canby Area Chamber of Commerce's Tourism Committee. Signs help to identify the sites and attractions throughout Canby that tourists – and citizens – are most likely trying to visit. The signs are color coordinated according to category: Parks and Recreation, Attractions, Downtown Commercial District, Parking, and Emergency Services.

Canby Small Business Bootcamp:
The City's Economic Development department participated in the Canby Small Business Bootcamp coordinated by Hanlon Development in November 2018. The two-day event brought speakers from businesses and organizations to provide insight and best practices for small business owners or those interested in opening a small business. The event culminated in a Small Business Pitch Fest which saw four small businesses pitch to a panel of judges – including Mary Hanlon, a small business owner from Portland, the Canby Area Chamber of Commerce Executive Director, and the Economic Development Director. The Bootcamp was created to inspire and guide those looking to open or expand a business in Canby.

M E M O R A N D U M

TO: ***Honorable Mayor Hodson and City Council***
FROM: ***Calvin LeSueur, Economic Development and Tourism Coordinator***
THROUGH: ***Rick Robinson, City Administrator***

RE: CITY COUNCIL BI-MONTHLY REPORT

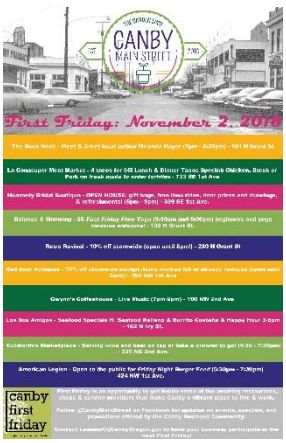
Canby Business Updates

The following projects are funded through Urban Renewal.

Promotion

- **Light Up the Night –** On Friday, December 7th at 6pm, Canby's holiday celebration and parade in Wait Park were a tremendous success! The Economic Development and Tourism Coordinator worked with local nonprofits, Public Works and the Parks Department to put on a memorable event. New for 2018 was a horse and carriage offering free Children's rides around Wait Park (sponsored by My Cowboy Cabin), and the seasonal Snowman Contest as organized by Hotrod Dreamworks and Victory Point Property Group (with support from the Ec. Dev. & Tourism Coordinator). Improvements for next year will include arranging for additional refuse containers to reduce environmental impact from the growing crowd size.

- **Canby Business First Friday's –** On November 2 and December 7, the Economic Development and Tourism Coordinator organized First Friday events to promote specials and events inside various Canby Businesses throughout Canby. Notable events included the kid-friendly "letters to Santa" event at Oliver Insurance and Heavenly Bridal's "Open House" in November.



Organization

- **Oregon Economic Development Association (OEDA) – Economic Development in Oregon Fundamentals course–** OEDA hosted a one day conference in Salem that covered basic coursework on Economic Development in Oregon and networking with other regional professionals in the field. The Economic Development and Tourism Coordinator attended in order to familiarize himself with this professional development group, learn about economic development tools, and meet peers and resource providers, such as Business Oregon.

- **Heritage and Landmark Commission (HLC): Presentation at Rotary Club of Canby**– The Economic Development and Tourism Coordinator assisted the Chair of the HLC in co-presenting to Canby Rotary on who the HLC are and what we do in Canby. The Economic Development and Tourism Coordinator spoke to the economic impact of cultural tourism and Canby's plan to take advantage of its historic resources.

Economic Vitality

- **Small Business Boot Camp** – Hanlon Development sponsored and hosted a Small Business Boot Camp at the Canby Civic Block (Dahlia Building) on November 3-4 from 9 am - 4 pm. The Economic Development and Tourism Coordinator helped to market the event and co-presented with the Director of Economic Development on the permit process that new businesses must complete. In addition, they highlighted how the City's Department of Economic Development is there to assist all Canby businesses with business resources and special programs from promotional activities to community events and incentives such as the façade improvement program.

Tourism

- **Tourism Committee completes Kiosks and Wayfinding Signage –** The Economic Development and Tourism Coordinator has filled a board member position on the Tourism Committee. The Tourism Committee is an effort of the Canby Area Chamber of Commerce. Notable achievements in the period were the installation of 3 tourism information kiosks and wayfinding signage for Canby's attractions..

- **Willamette Water Trail Tourism Studio –** The Willamette Valley Visitors Association has created a steering committee for a workshop aimed at water tourism. The Economic Development and Tourism Coordinator submitted a letter of support from his supervisor to serve on the steering committee. The workshop will be organized in fall of 2019.Travel Oregon will come to the Willamette Valley to facilitate a working group of stakeholders to improve and take advantage of the Willamette Water Trail.

- **Travel Oregon Bike Friendly Business Program –** The City's Economic Development and Tourism Coordinator has conducted outreach and provided information to 10 local businesses on the Travel Oregon Bike Friendly Business Program. Follow-up is ongoing, and so far six organizations have applied and received credentials from Travel Oregon: Gwynn's Coffeehouse, Bikes'N More, Canby Public Library, FOB Taproom, Canby Area Chamber of Commerce, and Club Fit.

Bi-Monthly Finance Department Report

To: Mayor Brian Hodson & City Council Members
From: Julie Blums, Finance Director
Through: Rick Robinson, City Administrator
Covering: November & December 2018
Compiled by: Suzan Duffy

In addition to providing services and responding to inquiries from both internal and external customers, and performing the tasks listed statistically on the last page, the Finance Department reports the following items of interest this period.

- The annual audit was completed with no findings or adjustments and the Comprehensive **Annual Financial Report** (CAFR) for the year ended June 30, 2018 was finalized and published. A copy can be found on the Finance web page.

- A **Budget Committee** meeting was held to approve the minutes of the last group of meetings, to review the budget vs. actuals for the first quarter, and to review new draft **financial policies**. The new policies were adopted by the City Council in December.

- Finance has been meeting with departments to work on **current year projections** as we head into budget season. This has provided an opportunity to reclassify some expenses to more appropriate accounts and even helped detect some costs that needed to be billed out.

- The Finance Department initiated a program of emphasizing the use of **purchasing cards** over vendor accounts where possible. This helps limit the volume of paper and fraud risk, increases charge identification and speed of payment, and reduces the costs of producing and mailing checks. Cards were issued to additional staff and a system of emailing charges for verification is in place.

- The annual **US Census Survey** of Local Government Finances was submitted.

Finance staff participated in the following meetings, trainings and events this period:

- OPPA Fall Conference
- Caselle webinars
- GAAP Update webinar
- Copier contract consolidation review meeting
- Business Oregon funding options meeting
- Employment Tax Updates webcast
- State update training: SSA/Dept of Revenue/Employment Dept
- Finance/Court Joint staff meeting
- Holiday breakfast

Statistics for FY 2018-2019:

	July-Aug	Sept - Oct	Nov - Dec	Jan - Feb	Mar - Apr	May - June
Accounts Payable						
Invoices:	623	632	513			
Invoice entries:	1002	1108	976			
Encumbrances:	36	9	8			
Manual checks:	4	7	6			
Total checks:	367	375	415			
Payroll						
Timesheets processed:	650	490	501			
Total checks and vouchers:	696	547	570			
New hires/separations:	5/4	5/2	1/5			
Transit Tax Collection						
Forms sent:	29	765	1005			
Penalty & Int. notices sent:	12	10	22			
Pre-collection notices sent:	1	134	109			
Accounts sent to collections:	2	55	0			
Accounts opened/closed:	32/35	53/35	27/33			
Returns posted:	792	674	426			
Utility Billing						
Bills sent:	9653	9704	9704			
Counter payments:	213	209	199			
Accounts opened and closed:	136	130	102			
Lien payoffs:	4	2	2			
Lien payoff inquiries:	55	51	22			
Collection notices sent:	0	15	14			
Accounts sent to collections	8	0	0			
General Ledger						
Total Journal entries:	436	265	416			
Cash Receipts Processed						
Finance:	1196	1046	760			
Utility:	412	361	344			

CANBY PUBLIC LIBRARY
BI-MONTHLY STAFF REPORT
November - December 2018

TO: Honorable Mayor Hodson and City Council

FROM: Irene Green, Library Director

THROUGH: Rick Robinson, City Administrator

DATE: 1-3-19

Information

	November 2017	November 2018		December 2017	December 2018		Circulation Statistics	November 2017	November 2018		December 2017	December 2018
Reference	598	668		566	541		Total Registered Borrowers*	10,682	10,351		10,762	10,420
Operational	437	610		404	533		New Library Cards	111	106		82	74
Computer Help	160	245		160	188		Number of Materials Owned	59,169	59,270		57,097	59,301
Reader's Advisory	18	16		15	12		Circulation	23,339	23,422		22,458	21,887
Computer Passes	69	70		82	100		Materials Added	732	505		744	539
Job/resume Help	2	1		3	2		Holds Placed	5,669	5,493		5,260	4,941
E-Book Help	10	12		12	7		Self-Check	64%	68.4%		65.7%	67.2%
Help In Spanish	48	37		45	21		Public Internet Sessions	1,584	1,569		1,520	1,578
Email Questions	15	23		9	19		Facebook Likes	793	960		804	978
People Counter	10,625	10,830		10,073	9,886		Volunteer Hours	204.25	199.75		204.25	157.50
Mobile Print Jobs	n/a	41		n/a	75		Lilac, Iris & Magnolia Room Use	76	90		79	57

Reference: Informational questions, placing holds
Operational: Addressing directional/operational questions (what time do you close, where's the…)

E-Book Help: Instruction on downloading E-books
Computer: Instruction/assistance
Readers Advisory: Recommending books, movies, music

(Canby Service Population = 23,984)

*LINCC purges expired accounts in October of each year

Programming

	Adult Programs	Adult Attendance	# Teen Programs	Teen Attendance	# Children's Programs	Children Attendance	# Family Programs**
November 2017	16	336	3	28	17	241	8
November 2018	16	355	9	120	12	154	8
December 2017	24	511	2	16	21	287	10
December 2018	7	188	10	76	15	124	11

**Attendance included in Adult, Teen and Children's Programs

Library Operations:

- In response to comments from our community wide survey regarding noise from the children and teen computers areas disturbing adults working on computers, we've separated the computer areas. Teen computes are now in the teen room and the children's computers are closer to the story garden area
- Mobile Print is up and running. Anyone can now send print jobs from their home computer or mobile device to the library printer.
- Library of Things will be coming soon. Canby will be one of 8 LINCC libraries receiving a grant from the Office of Sustainability & Solid Waste (OSSW) to create a "Library of Things". On January 8th, LINCC and OSSW will launch a survey to Clackamas County citizens asking what items they would be interesting in checking out at their library. There will also be press releases. A Library of Things (LOT) committee has been set up that is (has been) looking at communication, risk, and operations.
- We would like to thank Public Works for painting another wall in the teen room and for painting the Maker Space!
- We are making plans for the "Big Shift". Due to DVD theft, we are moving the DVDs closer to the service desks. This will take place from January 21st through January 23rd. The entire Non-fiction and Fiction area needs to be shifted as a result of this move. The library will close to the public during the move. Should it be completed within two days, we will reopen on Wednesday the 23rd.
- We've experience several ceiling leaks. Public works has been on it and determined the leaks were coming from clogs in the HVAC unit.
- We've ordered 20 Chrome Books that will be used for classes and for the public to use inside the library. LINCC was able to order them at a very low cost. They will be treated just like a reference book (i.e. for in-library use only). When they break they will be withdrawn.
- The Career Center at the high school is publicizing the open position for a high school student on the library board. Applications need to be submitted by January 9th.
- We have a vacancy for a page position. The announcement is posted on the city's website.
- In an effort to make the library welcoming to all, Welcome/Bienvenido lettering was installed on the outside window facing 2nd Street.

Facilities/IT:

- One of the fans for the fireplace was malfunctioning. It's in the process of being repaired. The fireplace is usable, however, it keeps shutting off. Hopefully it will be fully functional sometime in January.
- Public Works is installing lights by the music CDs. The area has been dark ever since we opened and staff has dealt with numerous complaints. It will be great to finally have good lighting in the area.
- We would like to thank Public Works for painting a wall in the staff lounge. It really helps staff morale to have a nice place to unwind during meals/breaks.

Library District Advisory Committee (LDAC):

- LDAC did not meet in November or December
- NEW IGAs were signed in November as a result of the Gladstone settlement.

Partnerships:

- Irene has been asked to be part of the Canby School District's Long Range Facilities Planning committee that is required by the Oregon Department of Education. The LRFP looks at the condition of school facilities, projected growth, educational programs, and how our school facilities support our community.
- The library is now recognized as "Bike Friendly" by Travel Oregon. We had to meet specific criteria such as loaning out bike locks, having restrooms, bike stands, maps, etc. Another requirement is the ability to provide information and referral to cyclists such as repair places and routes.
- During the month of December, the library collected food and toys for the Kiwanis. We would like to thank those who donated items to the cause. There were many items under the tree as well as several barrels of food for those in need.
- The Canby School District is working with us to get public library cards in the hands of all Canby students. Getting the message out on the importance of reading is a perfect collaboration between the schools and the library as we both share the message that successful young readers lead to successful adults. Together we can make a great impact on the Canby community!
- Irene will be part of the first ever Canby Children's Summit coordinated by the Canby Kiwanis. The intent is to get providers in the same room at the same time and collaboratively work to accomplish three goals: 1) Develop a catalog featuring organizations that provide service or programs for the children of Canby. 2) Network with participating organizations seeking opportunities to coordinate efforts, reduce individual costs, and maximize service provided to Canby children. 3) Develop a survey of Canby children to be implemented for the purpose of discovering areas in need of greater attention.

Programming/Outreach:

- Classes will start in the new Maker Space beginning January 8th. The first class is *Ready, Set, CODE!* Students will learn coding and computer science concepts including writing their own programs that run on a microbit.
- Math classes will also be offered in the Maker Space. *Numbering Divas* offers girls, grades 6-8, the opportunity to improve and reinforce their math skills while working together with friends. In a relaxed, informal setting, the girls will work in teams to solve practical problems, have fun with lab projects, and learn how math is used to create games. The first class for Math Divas will be on January 15th.
- The Story-Time-To-Me program is currently on hold. We are evaluating alternative ideas that would not impose liability issues.
- Our annual Holiday open house was held on December 12th. Music, cookies and cider added to the festivities. Children received a book from Santa and parents were able to snap photos. We would like to thank the Friends for helping us out with this event.

Friends of the Library:

- The Friends of the Library held their annual Christmas Tour of Homes on Saturday, December 8th. Five houses in the Canby area were decked with all the holiday trimmings and open to tour. Over 200 tickets were sold netting the Friends $3,131!
- The Friends are graciously providing additional funding for teen programs and for the teen room. In one month they were able to coordinate and install the much needed cabinets in the room. We would like to thank Joyce Ares, a very active Friends member, for her devotion and extraordinaire ability to coordinate the project. In the past two

months, the use of the teen room has grown exponentially. Almost two hundred kids have attended programs as well as use the room as a place to hang out on a regular basis.

- The Friends now have PayPal set up on their website. We would like to encourage everyone in the community to support the Friends by becoming a member. All their proceeds go to support library programs and service just like the one noted above.

Canby Public Library Foundation

- The Canby Public Library Foundation welcomes Janet Bailey as a new board member. Janet is also Vice President and head of marketing at DirectLink.
- The laptops purchased by the Foundation now have Microsoft Office on them. In addition to our S.T.E.A.M classes, the Maker Space and laptops are now used for the citizenship classes.

Volunteers:

- We would like to thank our volunteers and recognize our volunteer for the month of November, Pennie Lien, and our Volunteer for the month of December, Mary Ann Crites.

Library Artwork:

- The paintings on display at the library during the months of November and December were by Linda Blue – Art from the Heart

Nov-18		Friends Sponsored Yes/No	ATTENDANCE			TYPE OF PROGRAM			
	Date		Adults	Teen	Children	Adult	Teen	Children's	Family
CHILDREN									
Storytimes									
Songs and Sillies Storytime (ages 2-6)	11/5/2018	yes	10	0	12	0	0	1	0
Songs and Sillies Storytime (ages 2-6)	11/12/2018	yes	7	0	11	0	0	1	0
Songs and Sillies Storytime (ages 2-6)	11/19/2018	yes	5	0	8	0	0	1	0
Songs and Sillies Storytime (ages 2-6)	11/26/2018	yes	8	0	13	0	0	1	0
Book Babies Storytime (ages 0-2)	11/7/2018	yes	7	0	6	0	0	1	0
Book Babies Storytime (ages 0-2)	11/14/2018	yes	5	0	5	0	0	1	0
Book Babies Storytime (ages 0-2)	11/21/2018	yes	9	0	11	0	0	1	0
book Babies Storytime (ages 0-2)	11/28/2018	yes	3	0	3	0	0	1	0
Friday Storytime	11/2/2018	yes	7	0	8	0	0	1	0
Friday Stotytime	11/9/2018	yes	6	0	12	0	0	1	0
Friday Storytime	11/16/2018	yes	6	0	7	0	0	1	0
Friday Storytime	11/23/2018 closed								
Friday Storytime	11/30/2018	yes	4	0	4	0	0	1	0
TOTAL			**77**	**0**	**100**	**0**	**0**	**12**	**0**
Hispanic Outreach									
Spanish Storytime (for the whole family)	11/3/2018	yes	5	0	8	0	0	0	1
Spanish Storytime (for the whole family)	11/10/2018	yes	3	1	8	0	0	0	1
Spanish Storytime (for the whole family)	11/17/2018	yes	4	0	2	0	0	0	1
Spanish Storytime (for the whole family)	11/24/2018	yes	4	0	2	0	0	0	1
Nuestros Abuelos	11/3/2018	yes	2	0	0	1	0	0	0
Nuestros Abuelos	11/10/2018	yes	3	0	0	1	0	0	0
Nuestros Abuelos	11/17/2018	yes	2	0	0	1	0	0	0
Nuestros Abuelos	11/24/2018	yes	2	0	0	1	0	0	0
Intercambio	11/3/2018	no	1	0	0	1	0	0	0
Intercambio	11/10/2018	no	1	0	0	1	0	0	0
Intercambio	11/17/2018	no	4	0	0	1	0	0	0
Intercambio	11/24/2018	no	5	0	0	1	0	0	0
Citizenship class	11/1/2018	yes	5	0	0	1	0	0	0
Citizenship class	11/8/2018	yes	6	0	0	1	0	0	0
Citizenship class	11/15/2018	yes	6	0	0	1	0	0	0
Citizenship class	11/22/2018	yes	Canceled	0	0	1	0	0	0
Citizenship class	11/29/2018	yes	0	0	0	1	0	0	0
Day of the Dead	11/1/2018	yes	20	1	23	0	0	0	1
Juegos Latinoamericanos	11/3/2018	yes	4	0	11	0	0	0	1
TOTAL									
			53	**1**	**20**	**1**	**0**	**0**	**4**
Teens									
Movie Snark	11/3/2018	yes	0	6	0	0	1	0	0
Game Night Unplugged	11/7/2018	yes	0	11	0	0	1	0	0
Anime Movie Night	11/14/2018	yes	0	19	0	0	1	0	0
YouTube Video Theatre	11/17/2018	yes	0	8	0	0	1	0	0
Maker Night	11/21/2018	yes	0	23	0	0	1	0	0
Nintendo /Wii	11/28/2018	yes	0	19	0	0	1	0	0
MAKER SPACE PROGRAMS									
Canby Eagles Avionics	11/10/2018	Foundation	0	10	0	0	1	0	0
Hour of Code	11/13/2018	Foundation	0	12	0	0	1	0	0
Hour of Code	11/27/2018	Foundation	0	11	0	0	1	0	0
TOTAL			**0**	**119**	**0**	**0**	**9**	**0**	**0**
FAMILY									
Family Evening	11/29/2018	yes	16	0	16	0	0	0	1
Legos at the Library	11/7/2018	no	1	0	3	0	0	0	1
S.T.E.A.M. Night	11/8/2018	yes	9	0	15	0	0	0	1
Music in the Stacks									
Montavilla Brass Quintet	11/17/2018	yes	52	0	0	0	0	0	1
TOTAL			**78**	**0**	**34**	**0**	**0**	**0**	**4**
ADULT									
General Programs									
Tuesday Craft Turkey Pin	11/6/2018	yes	20	0	0	1	0	0	0
Veterans Day Program	11/13/2018	yes	11	0	0	1	0	0	0
Men of the American Revolution	11/7/2018	no	11	0	0	1	0	0	0
Men of the American Revolution	11/14/2018	no	15	0	0	1	0	0	0
Men of the American Revolution	11/28/2018	no	cancelled	0	0	1	0	0	0
Writing Workshop	11/10/2018	yes	21	0	0	1	0	0	0
Swag Making	11/27/2018	no	25	0	0	1	0	0	0
Tuesday Craft Beading	11/20/2018	yes	20	0	0	1	0	0	0
Book Clubs									
History Book Group	11/28/2018	no	4	0	0	1	0	0	0
Book Group -	11/15/2018	no	9	0	0	1	0	0	0
Instruction Classes									
E-Reader Help		no		0	0	1	0	0	0
Knitting and Crocheting	11/1/2018	no	2	0	0	1	0	0	0
Knitting and Crocheting	11/8/2018	no	2	0	0	1	0	0	0
Knitting and Crocheting	11/15/2018	no	4	0	0	1	0	0	0
Knitting and Crocheting	11/29/2018	no	3	0	0	1	0	0	0
TOTAL			**147**	**0**	**0**	**15**	**0**	**0**	**0**
Library Tours									
TOTAL									
TOTAL ALL PROGRAMS			**355**	**120**	**154**	**16**	**9**	**12**	**8**
Outreach - Not in the library									

Dec-18		Friends Sponsored Yes/No	ATTENDANCE			TYPE OF PROGRAM			
	Date		Adults	Teen	Children	Adult	Teen	Children's	Family
CHILDREN									
Storytimes									
Songs and Sillies Storytime (ages 3-6)	12/3/2018	yes	11	0	19	0	0	1	0
Songs and Sillies Storytime (ages 3-6)	12/10/2018	yes	9	0	12	0	0	1	0
Songs and Sillies Storytime (ages 3-6)	12/17/2018	yes	3	0	4	0	0	1	0
Songs and Sillies Storytime (ages 3-6)	12/31/2018	yes	10	0	4	0	0	1	0
Toddler Time (ages 1-3)	12/5/2018	yes	5	0	5	0	0	1	0
Toddler Time (ages 1-3)	12/12/2018	yes	8	0	8	0	0	1	0
Toddler Time (ages 1-3)	12/19/2018	yes	7	0	6	0	0	1	0
Toddler Time (ages 1-3)	12/26/2018	yes	0	0	0	0	0	1	0
Baby Time (ages 0-1)	12/11/2018	yes	3	0	4	0	0	0	1
Baby Time (ages 0-1)	12/18/2018	yes	3	0	4	0	0	0	1
Reading Adventures/Fostering Readers	12/19/2018	yes	3	0	3	0	0	1	0
Reading Adventures/Fostering Readers	12/26/2018	yes	0	0	0	0	0	1	0
Friday Storytime (ages 3-6)	12/7/2018	yes	3	0	2	0	0	1	0
Friday Storytime (ages 3-6)	12/14/2018	yes	4	0	4	0	0	1	0
Friday Storytime (ages 3-6)	12/21/2018	yes	3	0	5	0	0	1	0
Friday Storytime (ages 3-6)	12/28/2018	yes	3	0	5	0	0	1	0
TOTAL			**75**	**0**	**85**	**0**	**0**	**14**	**2**
Hispanic Outreach									
Spanish Storytime (for the whole family)	12/1/2018	yes	3	1	5	0	0	0	1
Spanish Storytime (for the whole family)	12/8/2018	yes	5	0	4	0	0	0	1
Spanish Storytime (for the whole family)	12/15/2018	yes	2	0	8	0	0	0	1
Spanish Storytime (for the whole family)	12/22/2018	yes	2	0	2	0	0	0	1
Spanish Storytime (for the whole family)	12/29/2018	yes	3	0	7	0	0	0	1
Nuestros Abuelos	12/15/2018	yes	1	0	0	1	0	0	0
Intercambio	12/1/2018	no	2	0	0	1	0	0	0
Intercambio	12/8/2018	no	1	0	0	1	0	0	0
Intercambio	12/15/2018	no	3	0	0	1	0	0	0
Intercambio	12/22/2018	no	1	0	0	1	0	0	0
Intercambio	12/29/2018	no	2	0	0	1	0	0	0
Citizenship class	12/6/2018	yes	4	0	0	1	0	0	0
Juegos Latinoamericanos	12/15/2018	yes	2	0	2	0	0	0	1
TOTAL			**31**	**1**	**28**	**0**	**0**	**0**	**6**
Teens									
Movie Snark	12/1/2018	yes	0	7	0	0	1	0	0
Game Night Unplugged	12/5/2018	yes	0	11	0	0	1	0	0
Anime Move Night	12/12/2018	yes	0	13	0	0	1	0	0
Christmas Craft	12/15/2018	yes	0	9	0	0	1	0	0
Christmas Bingo Party	12/19/2018	yes	0	12	0	0	1	0	0
Wii Game Night	12/26/2018	yes	0	11	0	0	1	0	0
PhotoVoice Class	12/6/2018	no	0	5	0	0	1	0	0
PhotoVoice Class	12/13/2018	no	0	2	0	0	1	0	0
PhotoVoice Class	12/20/2018	no	0	3	0	0	1	0	0
PhotoVoice Class	12/27/2018	no	0	2	0	0	1	0	0
TOTAL			**0**	**75**	**0**	**0**	**10**	**0**	**0**
FAMILY									
Legos at the Library	12/5/2018	no	1	0	8	0	0	0	1
S.T.E.A.M. Night	cancelled	yes	0	0	0	0	0	0	1
Read to the Dog	12/9/2018	no	0	0	3	0	0	1	0
Music in the Stacks									
Czech Holiday Music	12/8/2018	Yes	41	0	0	0	0	0	1
TOTAL			**42**	**0**	**11**	**0**	**0**	**1**	**3**
ADULT									
General Programs									
Domino Necklace Craft	12/4/2018	Yes	20	0	0	1	0	0	0
Book Clubs									
History Book Group	no mtg.	no	0	0	0	1	0	0	0
Book Group	12/20/2018	no	9	0	0	1	0	0	0
Instruction Classes									
E-Reader Help									
Knitting and Crocheting	12/6/2018	no	2	0	0	1	0	0	0
Knitting and Crocheting	12/13/2018	no	2	0	0	1	0	0	0
Knitting and Crocheting	12/20/2018	no	3	0	0	1	0	0	0
Knitting and Crocheting	12/27/2018	no	4	0	0	1	0	0	0
TOTAL			**40**	**0**	**0**	**7**	**0**	**0**	**0**
Library Tours									
Homeschoolers/Storytime	12/10/2018	no	16	0	24	0	0	0	1
TOTAL									
TOTAL ALL PROGRAMS			**188**	**76**	**124**	**7**	**10**	**15**	**11**

PLANNING & DEVELOPMENT SERVICES

NOVEMBER - DECEMBER BI-MONTHLY REPORT

TO: ***Honorable Mayor Hodson and City Council***

FROM: ***Bryan Brown, Planning Director***

DATE: ***January 7, 2019***

THROUGH: ***Rick Robinson, City Administrator***

The following report provides a summary of the Planning and Development Services activities for the months of November – December 2018. Please feel free to call departmental staff if you have questions or desire additional information about any of the listed projects or activities. This report includes planning activities, a listing of land use applications and development site plan review coordination projects for building permits.

Planning Activities

1. **Quiet Zone.** Please see the bi-monthly report prepared by the Economic Development Director.
2. **Alternative Industrial Road Extension Project.** Please see the bi-monthly report prepared by the Economic Development Director.
3. **Buildable Land Needs Study.** Staff has coordinated with Clackamas County's work on a Housing Needs Assessment. We continue to update our local study situation based on rapidly changing situation to recent growth updating maps and charts to reflect more recent data.
4. **South Ivy Street 2016-2018 STIP Enhance Project.** Agreement on the IGA between the City and County is set and moves to the City Council for approval in January, 2019.

Land Use Application Activity

5. LAND USE APPLICATIONS SUBMITTED NOVEMBER 1 – DECEMBER 31, 2018:

CITY FILE #	APPLICANT	PROJECT	ADDRESS
ANN 18-06	City of Canby, Curt McLeod	S Township Rd Annexation	S Township Rd
CUP 18-07/DR 18-10	VLMK/Trammel Crow	Project Shakespeare	S Walnut St & S Mulino Rd

6. PRE-APPLICATION CONFERENCE(S) HELD NOVEMBER 1 – DECEMBER 31, 2018:

CITY FILE #	APPLICANT	PROJECT	ADDRESS
PRA 18-15	DuPont Subdivision	Subdivision	NE Territorial Rd

7. PRE-CONSTRUCTION CONFERENCE(S) HELD NOVEMBER 1 – DECEMBER 31, 2018:

CITY FILE #	APPLICANT	PROJECT	ADDRESS
PRC 18-10	CB Two Architects	Marquis Hope Village	1589 S Ivy

8. PLANNING COMMISSION MEETING ITEMS REVIEWED NOVEMBER 1 – DECEMBER 31, 2018:

CITY FILE #	APPLICANT	PROJECT	ADDRESS
DR 18-09	Ento Park – Alpha Scents	10,500 SF Two story building for research, development & manufacture of pest management products	360 S Sequoia Parkway
ANN 18-05 ZC 18-06	Stafford Development	N Holly Annexation	N of Territorial & NE 22nd between N Holly & N Locust Sts
ANN 18-04 ZC 18-05	Swelland Family	Annexation & Zone Change	N Redwood St
DR 18-07 CUP 18-06	Active Water Sports	Construct 28,975 SF building for watercraft sales & storage	S Hazel Dell Way
DR 18-08	Lil Stinky Environmental	Two story office building for septic system business	1793 SE1st Ave
CUP 18-05	Kinney Crossfit	Physical fitness training in light industrial building	138 S Hazel Dell Way

10. SITE PLANS SUBMITTED FOR ZONING CONFORMANCE AND AUTHORIZATION FOR RELEASE OF COUNTY BUILDING PERMIT NOVEMBER 1 – DECEMBER 31, 2018:

CITY FILE #	APPLICANT	PROJECT	ADDRESS
SP 18-198	James Byrd	Interior Remodel	149 NE 10th Ave
SP 18-197	Holt Homes	SFR	1034 S. Walnut St Lot 81 Timber Park
SP 18-196	Holt Homes	SFR	2196 SE 11th Ave, Timber Park, Lot 64
SP 18-195	Holt Homes	SFR	2101 Se 12th Ave Lot 1 Timber Park
SP 18-194	Total Comfort Weatherization	Replace existing windows	153-157 S. 3rd Avenue
SP 18-193	VLMK-Grand Northern	Tenant Improvement	299 S Sequoia Parkway
SP 18-192	Stonecreek	SFR	970 NE 18th Ave, Tanoak Lot 2
SP 18-191	Stonecreek	SFR	1870 N Oak St, Tanoak, Lot 1

SITE PLANS SUBMITTED - CONTINUED

CITY FILE #	APPLICANT	PROJECT	ADDRESS

SP 18-190	5 Parkside Design	SFR	725 NE 10t Ave
SP 18-189	Crisp Homes	SFR	1065 N Elm St, Northwood Lot 65
SP 18-188	Factory Homes Clearance Center	Carport Replacement	834 SE 1st Ave, Lot 33 Canby Manor Est
SP 18-187	Factory Homes Clearance Center	MH Replacement	835 SE 1st Ave, Lot 12 Canby Manor Est
SP 18-186	Holt Homes	SFR	2158 SE 11th Pl, Timber Pl, Lot 37
SP 18-185	Stonecreek Development	SFR	980 NE 18th Avenue
SP 18-184	Stonecreek Development	SFR	1010 NE 18th Avenue
SP 18-183	Rebecca Pfatzgraff	Interior/Exterior Doors & Windows	1150 N Elm St, Northwood Lot 48
SP 18-182	Reimers	Canby CrossFit Tenant Remodel	138 S Hazel Dell Way, Unit 107 & 108
SP 18-181	Reimers	Organic Green Roots Tenant Remodel	138 S Hazel Dell Way, Unit 104
SP 18-180	Reimers	Phoenix Products Tenant Remodel	138 S Hazel Dell Way, Unit 112
SP 18-179	Holt Homes	SFR	1084 S Walnut St, Timber Park, Lot 76
SP 18-178	White River Homes	SFR	572 N. Knights Bridge Road
SP 18-177	White River Homes	SFR	169 NE 10th Avenue
SP 18-176	Holt Homes (Dave Templeton)	SFR	1054 S Willow St, Timber Park, Lot 53
SP 18-175	Nick Cousin	Construct Single Story Deck	1880 NE 21st Ave
SP 18-174	Lindsey Ozmer	Interior addition - bedroom and stairs basement,	405 SW 3rd Ave
SP 18-173	Canby Dahlia, LLC	Tenant Improvement to include suspended ceilings, mechanical, electrical and fire protection improvements	111 NW 2nd Ave
SP 18-172	Argo Canby/Maria Sainciuc	Tenant improvement - B of A ATM's	1075 SW 1st Ave #103

11. SIGN PERMITS SUBMITTED FOR REVIEW AND AUTHORIZATION FOR RELEASE OF COUNTY BUILDING PERMIT NOVEMBER 1 – DECEMBER 31, 2018:

CITY FILE #	APPLICANT	PROJECT	ADDRESS
SN 18-17	Integrity Signs	Key Bank	200 NW 2nd Ave
SN 18-16	Security Signs	Cascade Engineering	341 S Sequoia Pkwy

12. ACTIVE PERMIT FINALS BY CLACKAMAS COUNTY, NOVEMBER 1 – DECEMBER 31, 2018

DATE	APPLICANT	PROJECT	ADDRESS
12/24/2018	Heritage Homes	Timber Park - NSFR - LOT #54	1945 SE 11th Ave
12/19/2018	Nick Netter Construction	Yorkfield Lot 105 – NSFR (2)	997 NW 2nd AVE
12/19/2018	Heritage Homes	Timber Par-k- NSFR - Lot #83	1015 S WALNUT ST
12/18/2018	West One Homes	Faist 7 - Lot 36 NSFR	1945 SE 11TH AVE
11/16/2018	Crisp Homes Inc	NSFR	1460 SE 9TH AVE
11/15/2018	Concept Custom Homes Inc	NSFR	650 NW 11TH AVE
11/14/2018	Crisp Homes Inc	NSFR	881 S REDWOOD ST
11/13/2018	Heritage Homes Of Molalla Oregon Inc	Timber Park - NSFR - Lot #59	1089 S WILLOW ST
11/9/2018	Savage Construction LLC	Village On The Lochs Sp #9 - Carport	1655 S ELM ST
11/9/2018	Savage Construction LLC	Village On The Lochs Sp #10 - New MH - Deck	1655 S ELM ST
11/9/2018	Savage Construction LLC	Village On The Lochs Sp #13 - New MH - Deck	1655 S ELM ST
11/9/2018	Savage Construction LLC	Village On The Lochs Sp #14 - New MH - Deck 5 X 11	1655 S ELM ST
11/9/2018	Savage Construction LLC	Village On The Lochs Sp #15 - New MH - Deck 5 X 11	1655 S ELM ST
11/9/2018	Savage Construction LLC	Village On The Lochs Sp #11 - New MH - Deck	1655 S ELM ST
11/8/2018	Rl Reimers Co	OCI Building - New 24,000 Sq Ft Office & Warehouse	138 S HAZEL DELL WAY
11/8/2018	Heritage Homes Of Molalla Oregon Inc	Timber Park - Lot #71 - NSFR	2139 SE 10TH PL
11/8/2018	Savage Construction LLC	Village On The Lochs Sp #12 - NEW MH - DECK 5 X 11	1655 S ELM ST
11/6/2018	NW Builders Company Inc	NSFR	460 NW 10TH AVE

ACTIVE PERMIT FINALS BY CLACKAMAS COUNTY CONTINUED

DATE	APPLICANT	PROJECT	ADDRESS
11/5/2018	John Residential Construction Group LLC	Canby Civic Block Apartments - New 4 Story Mixed Use Apt W/ 1st Floor Retail	111 NW 2nd Ave
11/5/2018	John Residential Construction Group LLC	Canby Civic Block Apartments - New 4 Story Mixed Use Apt W/ 1st Floor Retail	111 NW 2nd Ave
11/5/2018	DHA Construction Inc	Classic Victorian Beauty - TI	141 N Grant St

City of Canby Bi-Monthly Report Department: Police
November / December 2018

To: The Honorable Mayor Hodson and City Council
From: Chief Bret Smith
Through: Rick Robinson, City Administrator
Date: January 4, 2019

	November	December
Calls for Service Dispatched 911 and non-emergency calls	1083	1030
Property Crimes Reported		
Burglary	2	4
Motor Use of Motor Vehicle / Unlawful entry of Motor Vehicle	11	0
Fraud	0	0
Robbery	1	0
Theft I, II, & III	23	18
Forgery	1	0
Trespass	3	2
Vandalism (Criminal Mischief)	4	2
Person Crimes Reported		
Assault I, II, IV	3	1
Carrying Concealed Weapons (knife, blade, etc.)	0	1
Disorderly Conduct (includes resisting arrest)	0	1
Endangering Welfare of a Minor/Recklessly endangering	2	0
Felon in possession of firearm	0	0
Harassment, Intimidation or Threats	3	3
Identity Theft	3	5
Interfering with Peace Officer	0	2
Menacing	1	1
Sex Offenses	0	1
Strangulation	1	0
Arrests		
Warrant Arrests (and contempt of court, restraining order, parole violations)	16	21
Adult and Juvenile Custodies (includes juvenile curfew)	36	30
Drug Crimes		
Possession Controlled Substance (Cocaine, Heroin, Marijuana, Meth.)	8	8
Delivery of a Controlled Substance (Cocaine, Heroin, Marijuana, Meth.)	3	0
Manufacture Controlled Substance (Cocaine, Heroin, Marijuana, Meth.)	0	0
Traffic Crimes, Accidents, Citations		
Attempt to Elude	0	1
Driving Under the Influence of Intoxicants	12	8
Other Traffic Crimes (hit & run, driving while suspended, etc.)	7	8
Traffic Accidents	14	16
Traffic Citations	403	401

Crimes combine misdemeanor and felony offenses,
reported to State of Oregon for inclusion in the annual national FBI crime report.

Canby Swim Center Report

From: Eric Laitinen, Aquatic Program Manager

Date: January 03, 2019

Re: Bi-monthly Report

November and December have been busy again at the Canby Swim Center. Over the winter months we have Canby High School as well as Gator practices and swim meets. This year the Canby Swim club switched months for their meets, they had the Canby Animal Meet in November and the IMX Challenge in December. It seemed to work out as they had an extra 100 swimmers this year. The Masters Animal Meet is upcoming and will be held on January 13th. In November the Canby Fine Arts Center also hosted the Oregon Swimming Awards once more. It brings in 800 people, swimmers and family members. Canby High School has an abundance of dual meets this year at home. As they have six of their seven meets at home this year. Starting January 10th there will be a home HS meet every Thursday at 4pm for four weeks.

Winter is a time is when we can offer extra public swims from 1-3pm whenever school is scheduled to be out. During winter break we offered daily public swims in the afternoon. In January we have a special public swim on the 14th for MLK Day. November 10 to December10 we help out the Canby Kiwanis food or toy drive, with free swims for a donation. The water exercise instructors; Kayla Scheafer and Lyallyn Temple also taught a special class on Thanksgiving and took donations of clothing for the Canby Center instead of admission. This class is very well attended again this year.

Attendance numbers for November and December came out about the same up 100 swims. We are behind last year about 600 swims total. Revenue is up $500 for November and about $2000 for December so overall up $2,500 over the past two months and for the year so far. last year. Now we just need to cross our fingers for a bit of good weather in January and February to keep our upwards trends going.

FROM : ERIC LAITINEN, AQUATIC PROGRAM MANAGER
SUBJECT: Attendance Numbers for November 2018
DATE: 2018 January Report

CANBY SWIM CENTER November	ADMIT 2017	ADMIT 2018	PASS 2017	PASS 2018	TOTAL 2017	TOTAL 2018	YTD TOTAL 17-I8	YTD TOTAL I8-19
MORNING LAP	51	88	332	274	383	362	1676	1619
ADULT RECREATION SWIM	38	29	434	462	472	491	2297	2429
MORNING WATER EXERCISE	72	157	405	489	477	646	2416	2613
PARENT/ CHILD	66	56	0	0	66	56	1012	860
MORNING PUBLIC LESSONS	126	121	0	0	126	121	3918	3197
SCHOOL LESSONS	0	0	0	0	0	0	0	0
NOON LAP	89	64	250	303	339	367	1342	1504
TRIATHLON CLASS	0	0	0	0	0	0	0	0
AFTERNOON PUBLIC	273	236	16	7	289	243	2472	2490
PENGUIN CLUB	0	0	0	0	0	0	977	916
CANBY H.S. SWIM TEAM	0	0	471	367	471	367	471	367
CANBY GATORS	0	0	1480	973	1480	973	3279	3132
MASTER SWIMMING	0	0	31	23	31	23	85	65
EVENING LESSONS	741	626	0	0	741	626	5411	5192
EVENING LAP SWIM	21	36	31	22	52	58	456	544
EVENING PUBLIC SWIM	160	178	13	14	173	192	2028	2189
EVENING WATER EXERCISE	37	51	36	39	73	90	422	492
ADULT LESSONS	8	8	0	0	8	8	20	39
GROUPS AND RENTALS	401	350	0	0	401	350	1784	1424
OUTREACH SWIMMING	0	0	0	0	0	0	658	459
TOTAL ATTENDANCE	2083	2000	3499	2973	5582	4973	30724	29531

FROM : ERIC LAITINEN, AQUATIC PROGRAM MANAGER
SUBJECT: Attendance Numbers for December 2018
DATE: 2019 January Report

CANBY SWIM CENTER December	ADMIT 2017	ADMIT 2018	PASS 2017	PASS 2018	TOTAL 2017	TOTAL 2018	YTD TOTAL 17-I8	YTD TOTAL I8-19
MORNING LAP	33	56	277	299	310	355	1986	1974
ADULT RECREATION SWIM	29	21	409	384	438	405	2735	2834
MORNING WATER EXERCISE	66	83	398	422	464	505	2880	3118
PARENT/ CHILD	0	0	0	0	0	0	1012	860
MORNING PUBLIC LESSONS	68	114	0	0	68	114	3986	3311
SCHOOL LESSONS	0	0	0	0	0	0	0	0
NOON LAP	105	86	216	237	321	323	1663	1827
TRIATHLON CLASS	0	0	0	0	0	0	0	0

AFTERNOON PUBLIC	276	291	23	16	299	307	2771	2797
PENGUIN CLUB	0	0	0	0	0	0	977	916
CANBY H.S. SWIM TEAM	0	0	783	629	783	629	1254	996
CANBY GATORS	0	0	780	1204	780	1204	4059	4336
MASTER SWIMMING	0	0	96	29	96	29	181	94
EVENING LESSONS	344	486	0	0	344	486	5755	5678
EVENING LAP SWIM	22	21	16	12	38	33	494	577
EVENING PUBLIC SWIM	133	119	10	5	143	124	2171	2313
EVENING WATER EXERCISE	46	48	9	30	55	78	477	570
ADULT LESSONS	0	0	0	0	0	0	20	39
GROUPS AND RENTALS	261	445	0	0	261	445	2045	1869
OUTREACH SWIMMING	0	0	0	0	0	0	658	459
TOTAL ATTENDANCE	1383	1770	3017	3267	4400	5037	35124	34568

November and December, 2018
Monthly Reports

Fleet Department – Robert Stricker
Parks Department – Jeff Snyder
Public Works – Jerry Nelzen
Waste Water Treatment Plan – Dave Conner

Fleet Service BI-Monthly Report
By Robert Stricker, Lead Mechanic

Nov-18					
Department	Work Orders	Labor Cost	Material Cost	Fuel Cost	Total Cost
Administration	0	$0.00	$0.00	$34.84	$34.84
Adult Center	0	$0.00	$0.00	$296.15	$296.15
Facilities	0	$0.00	$0.00	$99.76	$99.76
Wastewater Collections	1	$100.27	$0.00	$231.14	$331.41
Wastewater Treatment	5	$1,181.70	$345.74	$58.22	$1,585.66
Parks	5	$510.09	$779.20	$1,243.59	$2,532.88
Police	17	$8,807.38	$1,502.57	$4,719.12	$15,029.07
Streets	3	$513.03	$503.30	$1,675.62	$2,691.95
Fleet Services	0	$0.00	$0.00	$24.23	$24.23
Canby Area Transit (CAT)	11	$2,532.35	$2,448.92	$7,237.71	$12,218.98
CUB					
Total	**42**			Total	**$34,844.93**

Dec-18					
Department	Work Orders	Labor Cost	Material Cost	Fuel Cost	Total Cost
Administration	0	$0.00	$0.00	$0.00	$0.00
Adult Center	1	$346.38	$20.64		$367.02
Facilities	0	$0.00	$0.00		$0.00
Wastewater Collections	7	$468.71	$1,033.76		$1,502.47
Wastewater Treatment	0	$0.00	$0.00		$0.00
Parks	5	$563.88	$366.94	$124.60	$1,055.42
Police	16	$2,597.95	$1,354.90	$261.49	$4,214.34
Streets	6	$1,583.22	$850.05	$265.90	$2,699.17
Fleet Services	0	$0.00	$0.00	$0.00	$0.00
Canby Area Transit (CAT)	12	$3,248.79	$2,014.39	$3,315.32	$8,578.50
CUB					
Total	**47**			Total	**$18,416.92**

Fuel totals for Fleet and Transit are for all of November and first week of December

Fleet Service Highlights

Parks Maintenance

By Jeff Snyder, Parks Maintenance Lead Worker
November – December 2018

Park Renovations

Over the last two months new interior and exterior light were installed on the restroom building at S. Locust St. Park. Staff also replace the sink faucet in the restrooms that were inoperable.

Park Maintenance

In the parks, mowing, leaf removal and shrub bed cleanups dominated the majority of staff's time over the last two months. All of the park buildings and assets were winterized in early November. Hazzard tree removals and storm debris removal were also completed. A major cleaning and trimming of the Veterans Memorial was requested and completed before Veterans Day. The installation of the holiday lighting started on 14th of November and was completed before the Light up the Night celebration. Staff did an excellent job decorating the trees on NW 1st. Ave., Wait Park and at the Civic Plaza.

The trimming of the shrubs and the cleaning of the bio-swales was completed on NE 2nd. Ave. The shrub beds in the Cinema public parking area were all trimmed and cleaned up to help address vision clearance issues. We have the majority of the shrub beds along NW 1st. Avenue. Trimmed and cleaned up.

The Parks Department spent 2 hour on graffiti and vandalism over the last two months.

Regular maintenance is starting to be performed at the 33 areas the Parks Department is responsible for, the Adult Center, Arneson Gardens Horticultural Park, Baker Prairie Cemetery, Community Park (River), CPIP sign, Disc Golf Park, Eco Park natural area, Faist V property, Holly & Territorial welcome sign property, Hulbert's welcome sign property, Klohe Fountain, Knights Bridge right of way, Legacy Park, South Locust Street Park, Logging Road Trail and Fish Eddy/Log Boom property, Maple Street Park, Nineteenth Loop Natural area, Northwood Estates Park, NW 1st Ave., NW 2nd Ave., Police Department landscaping, Simnitt Property, Skate Park, Shop Ground, Swim Center, Timber Park, Territorial Estates Future CLC Park, Transit Bus Stop, Triangle Park, Wait Park, Willow Creek Wetlands(19th Loop), WWTP property and Zion Cemetery.

Meetings attended

I attended Lead workers meetings and held 4 employee evaluation meetings.
I attended a Wait Park electrical needs meeting.
I attended a budget review meeting.
I attended a headstone restoration meeting a Zion Cemetery.
I attended a Park and Recreation Board meeting.

Zion Cemetery

At the cemetery, leaf removal, Shop cleanup, winterizing and sexton duties were performed at the cemetery over the last couple of months. The rails on the mausoleum lift were refabricated to provide safety for the staff.
209 hours of labor were used at the cemetery over the last two months.

For your Information

The last two park maintenance seasonal employees left on December the 21st.
Please see attached park maintenance actual hours for the months of November and December. Hours are based on number of employee's (each day) x 7.5hrs.

Two Month Deferred Maintenance Report

November and December 2018

City Park Properties	November-December 2017	November-December 2018	Deferred Maintenance Tasks
	Snapshot of Actual Hours		
Arneson Gardens	45.5	77	landscape maintenance, increase in service level
Baker Prairie Cemetery	26.5	14.5	4 trees removed, less leaf removal
Community Park	181	246.5	increase in service level, tree trimming project
Disc Golf	.5	1	Increase in service level
Eco Park	8.5	11	increase in service level, parking lot maintenance
Faist 5 - Undeveloped	0	7.5	landscape maintenance increase
Legacy Park	62.5	51	takes less time to maintain with increased service level
S. Locust Park	50	65.5	increase in service level, asset improvements
Forest Road Path	35.5	36	Increase in service level
Fish Eddy	2.5	6.5	increase in service level
Maple Park	83.5	137.5	increase in services level and landscaping
19th Loop	.5	10	Path maintenance
Northwood Park	16	30.5	increase in service level and landscaping
Simnitt - Undeveloped	0	0	service as needed
Skate Park	9.5	19	Increase in service level and landscaping
Territorial CLC	0	0	Maintained by volunteers, service as needed
Timber Park	1.5	29.5	starting out with increased service level
Triangle Park	8.5	19	increase in services level and landscaping
Wait Park	131	494.5	increase in services level, landscaping and Holiday lighting installation

Within the body of the November-December snapshot, the difference between the 2017 and 2018 cycles, there has been an increase of 593.5 hours dedicated towards all park maintenance.

Our priority for the *next reporting cycle* will be to start prioritizing deferred maintenance tasks in the following order: (1) S. Locust St. Park, skylight project (2) Park tree trimming and (3) painting the interiors of the restroom buildings.

Respectfully Submitted, Jeff G. Snyder / Park Maintenance Lead Worker

Parks Department	November 2018 Actual Hours																													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
Adult Center									1.0				2.5						2.0											4.0		9.5
Arneson Gardens	1.0	1.0			1,5	1.0	1.0		1.5				1.5			0.5			0.5							0.5				0.5		9.0
Baker Prairie Cem.							4.0		1.5											4.0												9.5
Community Park	38.0	3.0			3.0	2.0			8.0				5.5	12.5	28.0	1.5			6.0	10.0						1.0	18.5	37.5	37.5	2.0		214.0
CPIP Sign Property							1.0																									1.0
Disc Golf Course																																0.0
Eco Park		0.5			0.5								2.0						0.5							0.5				0.5		4.5
Faist V (5)							1.0																									1.0
Holly-Territorial Sign							1.0																									1.0
Hulberts-sign property							1.0																									1.0
Klohe Fountain													1.0						1.0													2.0
Knights Brdg.																																0.0
Legacy Park	1.0	2.0			2.0	1.0	3.0		2.5				4.5	5.0		1.0			1.0	2.0						0.5				2.0		27.5
S. Locust Park	0.5	1.0			1.5	1.5			4.5				2.0			10.5			2.0							0.5				1.0		25.0
Logging Rd. Path	2.0	1.0				4.5			1.5																	1.0				2.0		12.0
Fish Eddy-Log Boom		0.5			0.5								0.5						0.5											0.5		2.5
Maple St. Park	2.0	17.5			14.5	14.5	7.5		3.5				1.5			20.5			1.0							10.0				2.0		94.5
19th Loop																																0.0
Northwood Park	1.0	0.5			0.5	0.5	2.0		2.5				1.5		6.5				1.0							0.5				0.5		17.0
Street Landscaping					1.0		2.0								2.0					16.0								30.0	30.0	10.0		91.0
Storm/Collect mow																				12.0							20.0					32.0
Police Department							4.5		2.0																							6.5
Simnitt Property																																0.0
Skate Park	1.0	1.5			0.5	0.5	1.5		1.5				1.5			0.5			2.0											0.5		11.0
Shop complex		4.5			1.0																									6.0		11.5
Swim Center														2.5	1.0																	3.5
Territorial-CLC Prop.																																0.0
Timber Park	1.5	1.0			1.0	0.5			5.0				5.5						0.5							0.5				1.0		16.5
Transit Bus stop	1.0	1.0				0.5	2.0		1.5				1.5			0.5			0.5							0.5				0.5		9.5
Triangle Park	1.0								1.0										4.0													6.0
Wait Park	1.0	2.5			14.5	25.0	8.0		3.0				23.0	33.0	15.0	16.5			36.0	16.0						36.0	22.5			27.0		279.0
Veterans Memorial							2.0	41.0	1.0																							44.0
WWTP property																																0.0
Zion Cemetery	1.5	15.0			3.0	1.0	11.0	11.5	8.5				2.0																			53.5
Administration	7.5	7.5							2.5				4.0			1.0			1.5													24.0
																												Monthly Total				1019.0

Parks Department	December 2018 Actual Hours																															Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
Adult Center							1.0			1.0	6.0																					8.0
Arneson Gardens			0.5		2.0		0.5				9.5	15.0	20.5	15.0					0.5		1.5					1.5		0.5			1.0	68.0
Baker Prairie Cem.						4.0												1.0														5.0
Community Park			2.0		4.5	1.0	19.0			2.0		1.0		2.0			1.5	4.0	5.5		3.0					1.0		1.5			2.5	50.5
CPIP Sign Property																																0.0
Disc Golf Course														1.0																		1.0
Eco Park			1.0				0.5			0.5				0.5			0.5				1.5					0.5		0.5			1.0	6.5
Faist V(5)																																0.0
Holly-Territorial Sign																																0.0
Hulberts-sign property																																0.0
Klohe Fountain					1.0																							0.5				1.5
Knights Brdg.																																0.0
Legacy Park			2.0		8.5		0.5			1.5		0.5		1.0			1.0		2.0		1.5					1.5		1.5			2.0	23.5
S. Locust Park			6.5		3.0		1.0			1.5				2.0			2.0	10.0	8.0		1.5					1.5		1.5			2.0	40.5
Logging Rd. Path			2.0		2.0		5.0			2.5								1.0	2.0		3.0					2.0		1.5			3.0	24.0
Fish Eddy-Log Boom			0.5		1.0														0.5							0.5		0.5			1.0	4.0
Maple St. Park			1.5	11.0	2.0	10.0	1.0			1.0				1.0			1.0	3.0	2.0		3.0					1.5		3.0			2.0	43.0
19th Loop										10.0																						10.0
Northwood Park			0.5		0.5	4.0	0.5			0.5				0.5			0.5		0.5		1.5					1.5		1.5			1.5	13.5
Street Landscaping			6.0		0.5							2.0	26.0				23.5	1.0	15.5	42.0	45.0					1.5	15.0	0.5				178.5
Storm/Collect mow														15.5				23.0	21.0													59.5
Police Department											20.0																					20.0
Simnitt Property																																0.0
Skate Park			0.5		0.5		0.5			0.5				0.5			0.5		0.5		1.5					1.0		0.5			1.5	8.0
Shop complex												11.0																				11.0
Swim Center							1.0				9.0																					10.0
Territorial-CLC Prop.																																0.0
Timber Park			0.5		1.0		0.5			1.0		0.5		1.0			0.5	2.0	1.5		1.5							1.5			1.5	13.0
Transit Bus stop			0.5				1.0			0.5							0.5		0.5		1.5					1.5		1.0			1.0	8.0
Triangle Park					0.5																											0.5
Wait Park			39.0	37.5	17.0	16.5	27.0			22.5	15.0	21.0		1.0			6.0		1.5		1.5					1.5		5.0			3.5	215.5
Veterans Memorial																																0.0
WWTP property																																0.0
Zion Cemetery					16.0	17.0						4.0	3.0	23.0			14.0	15.0		22.5						8.5	15.0	4.0			14.0	156.0
Administration			4.5	11.5	7.5	7.5	1.0			15.0	8.0	5.0	18.0	3.5			7.5		3.0							4.5		3.5				100.0
																												Monthly Total				1079.0

Department: PUBLIC WORKS
For Months of: November and December 2018
Prepared by: Jerry Nelzen

1. **Streets**:

The crew received and located 114 locates for November.

Streets	**Total Hours**
Street Sweeping	187.5
Street Sweeper Maintenance	3
Street Maintenance	101
Sidewalks	9
Driveway Approach & Sidewalk Inspections	5
Street Sign Manufacturing	4
Street Sign Installation	3
Vactor Usage	9
Mini Trackhoe	18.5

2. **Sewer and Storm System**:

Sewer	**Total Hours**
Sewer TV'ing	22.5
Sewer Cleaning	70.5
Sewer Maintenance/Repair	5
Lift Station Maintenance	4
Locating Utilities	60
Sewer Inspections	4
Vactor Usage	16
Drying Beds	1
Storm	
Catch Basin Maintenance	3
Drying Beds	2
Vactor Usage	9
Erosion Control	2

3. **Street Trees/Lights**:

Street Trees/Lights	**Total Hours**
Tree Trimming/Removal/Inspection	28
Street Light Repair	16

4. Facility Maintenance

Facilities	Total Hours
	148

5. **Miscellaneous**:

Miscellaneous	Total Hours
Meetings	10
Plan Preview for Subdivisions	4
Warehouse Maintenance	1
Equipment Cleaning	14
Other	8.5
Light Up The Night	8
Tree Planting on NW 1st Ave	48

December

1. **Streets**:

The crew received and located 75 locates for December.

Streets	**Total Hours**
Street Sweeping	114
Street Sweeping Maintenance	3
Street Maintenance	165.5
Sidewalks	22
Driveway Approach Inspections	13
Street Sign Manufacturing	18
Street Sign Maintenance	6
Street Sign Installation	62

2. **Sewer and Storm System**:

Sewer	**Total Hours**
Sewer Cleaning	49.5
Sewer Main/Lateral Repairs	4.5
Sewer TV	25
Lift Stations	8
Locating Utilities	35
Sewer Inspections	18
Vactor Usage	18
Drying Beds	6
Storm	
Catch Basin Maintenance	42
Drywell Maintenance	12
Erosion	3
Vactor Usage	13
Drying Beds	2

3. **Street Trees/Lights**:

Street Trees/Lights	**Total Hours**
Street Light Repair	28
Tree Trimming/Watering/Removal	13

4. **Facility Maintenance**

Facilities	**Total Hours**
	174

5. **Miscellaneous**:

Miscellaneous	**Total Hours**
Meetings	2
Plan Preview for Subdivisions	2
Warehouse Maintenance	2
Equipment Cleaning	12
Painting at Library Offices	16
Other	9

City of Canby Bi-Monthly Report
Department: Wastewater Treatment Plant
For Months of: November & December 2018

To: The Honorable Mayor Hodson & City Council
From: Dave Conner, Lead Operator
Through: Rick Robinson, City Administrator
Date: January 2, 2019

Facility Operations & Maintenance

The water quality for the months of November and December remain good with no violations. Plant Operators continue daily process control and operations of the plant to maintain NPDES permit compliance.

The list below highlights a few of the Maintenance tasks since the last bi-monthly report.

- Rotated launder brushes on secondary clarifiers.
- Completed clean out and inspection of tank #3.
- Installed new belt on conveyor #1.
- Replaced 2 bearing sets on conveyor #2.
- Installed new doctor blades on belt press.
- Worked with integrator on testing and upgrading SCADA alarms.
- Completed biannual load bank testing on backup generators.
- Completed clean out and inspection of old aeration basin.
- RSP 2 & 3 R&R then sent out for motor rewind.
- Installed new frost free hydrant at effluent chamber.
- Installed new Brushes on influent Screen #2.
- Installed new lights on UV# 1, new Lights, QTZ and Wipers on UV #2.
- Repaired main line process water leak under driveway.
- Routine daily maintenance, repairs, and cleaning of plant.

Biosolids Program:

- **November** production: 4 loads to Heard Farms, 106 wet tons.
- **December** production**:** 7 loads to Heard Farms, 194 wet tons.

Pretreatment Inspection/Reporting, FOG Program

- **November** Pump Outs: 24
- Inspections: 11 fog, 3 pretreatment

- **December** Pump Outs: 21
- Inspections: 8 fog, 2 pretreatment

Pretreatment activities also included monthly review of business license, reviewing environmental surveys, plan review, industrial inspection, reports and working with businesses on BMP agreements.

Daily Lab Activity

- Routine daily lab procedures, process control and permit testing.
- Weekly BOD's, E-coli, solids, NH3 and Alkalinity Testing.
- Completed 3 Day priority pollutant scan testing.
- Completed Johnson Controls Testing.
- Monthly lab equipment maintenance.

Staff Meetings and Training Attended

- City Safety Committee Meeting.
- ACWA pretreatment meeting.
- OAWU short school training.
- Annual Hearing Test (Industrial Hearing Services Inc.)

Tech Services Department
Bi-Monthly Report for Nov/Dec 2018

From: Amanda Zeiber
Prepared By: Bryce Frazell
Date: January 7, 2019

Google Analytics Summary Report: November and December 2018

Open Business Days	November	December
	19	19

Audience Overview	November	December
Page Views	15,819	14,747
Sessions (site visits)	7,504	6,952
Users	4,882	4,611
New Users	3,949	3,690
Pages per Session	2.11	2.12
Number of Sessions per User	1.54	1.51
Average Session Duration	1 min 35 sec	1 min 29 sec
Bounce Rate (% of single-page visits)	59.54%	59.46%

Site visits are down as compared to September/October 2018, but expected with holidays

New Vs. Returning Visitors	November	December
New	69.71%	68.98%
Returning	30.29%	31.02%

Browser & Operating System	November - Top 5 Browers		December - Top 5 Browsers	
	Google Chrome	45.35%	Google Chrome	42.27%
	Safari	30.09%	Safari	30.86%
	Internet Explorer	11.66%	Internet Explorer	10.91%
	Mozilla Firefox	4.55%	Mozilla Firefox	4.16%
	Microsoft Edge	4.42%	Microsoft Edge	3.86%

Top 3 browser rankings have remained the same since Feb 2015

Overview (Technology)	November	December
Desktop	52.09%	47.23%
Mobile	41.83%	47.02%
Tablet	6.08%	5.75%

Mobile phone use in December is almost equal to Desktop use

Mobile Devices (top 3)	November		December	
	Apple iPhone	50.19%	Apple iPhone	47.60%
	Apple iPad	8.47%	Apple iPad	6.74%
	Samsung Galaxy S8	2.69%	Samsung Galaxy S8	2.34%

iPhone & iPad continue to dominate as top mobile devices

Landing Pages (top 5)	November	December
	Home Page (Index)	Home Page (Index)
	Swim Center Home Page	Swim Center Home Page
	Transit Home Page	Job Openings
	Job Openings	Transit Home Page
	Transit Routes	Transit Routes

Top 5 visited pages stays pretty consistent with rankings changing occasionally

KEY

Sessions (total number of sessions to your site)

Users (total number of unique users to your site – unduplicated visits)

Pageviews (total number of pages viewed on your site – repeated views of a single page are counted)

Pages per Session (average number of pages viewed per session - repeated views of a single page are counted)

Average Session Duration (average session length of all users)

Bounce Rate (percent of single-page sessions – visits in which a person left your site from the entrance page)

New Sessions/Users (percent of total users who came your site for the first time)

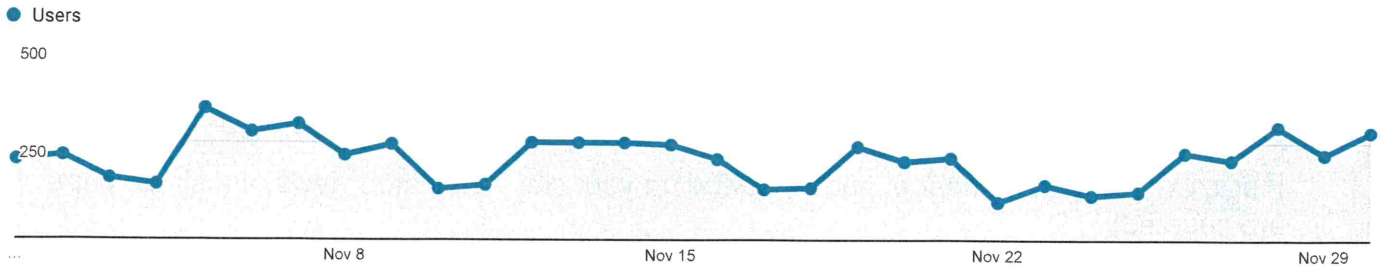
GO TO REPORT

Audience Overview

All Users
100.00% Users

Nov 1, 2018 - Nov 30, 2018

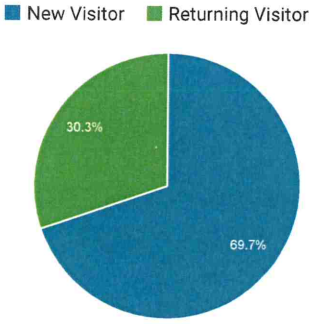
Overview



Users	New Users	Sessions
4,882	3,949	7,504

Number of Sessions per User	Pageviews	Pages / Session
1.54	15,819	2.11

Avg. Session Duration	Bounce Rate
00:01:35	59.54%



	Language	Users	% Users
1.	en-us	4,762	97.52%
2.	es-419	16	0.33%
3.	es-xl	15	0.31%
4.	en-gb	12	0.25%
5.	ko	12	0.25%
6.	en-ca	7	0.14%
7.	de-de	5	0.10%
8.	es-us	5	0.10%
9.	en-au	4	0.08%
10.	fi-fi	4	0.08%

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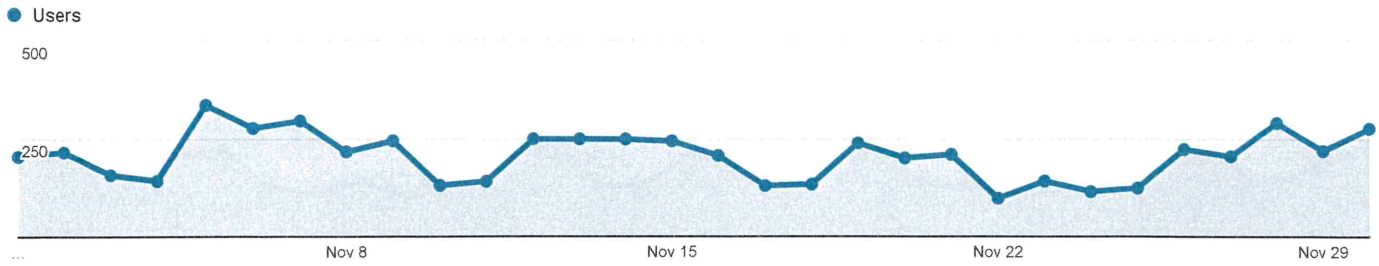
New vs Returning

All Users
100.00% Users

Nov 1, 2018 - Nov 30, 2018

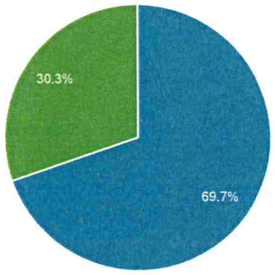
Explorer

Summary



User Type	Users ▼	Users
	4,882 % of Total: 100.00% (4,882)	**4,882** % of Total: 100.00% (4,882)
1. New Visitor	**3,949**	69.71%
2. Returning Visitor	**1,716**	30.29%

Contribution to total: Users ▼



Rows 1 - 2 of 2

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GO TO REPORT

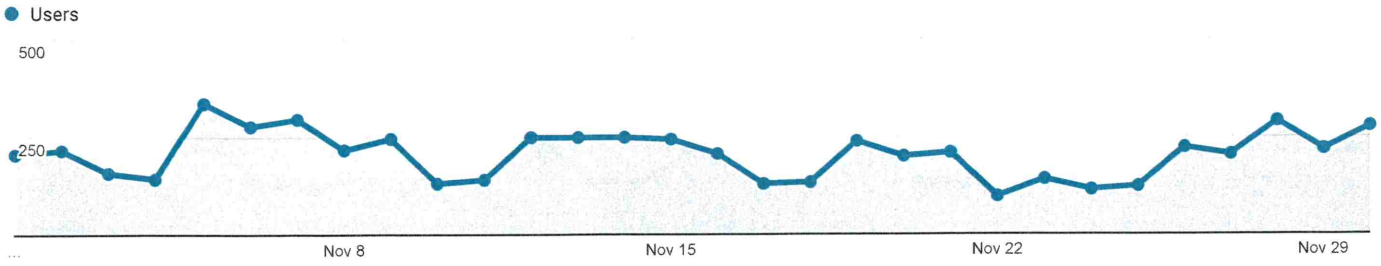
Browser & OS

All Users
100.00% Users

Nov 1, 2018 - Nov 30, 2018

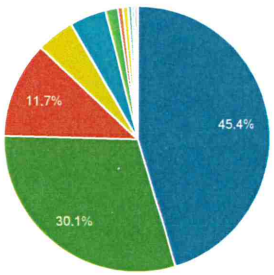
Explorer

Summary



Browser	Users	Users
	4,882 % of Total: 100.00% (4,882)	4,882 % of Total: 100.00% (4,882)
1. Chrome	2,214	45.35%
2. Safari	1,469	30.09%
3. Internet Explorer	569	11.66%
4. Firefox	222	4.55%
5. Edge	216	4.42%
6. Samsung Internet	73	1.50%
7. Android Webview	31	0.63%
8. Safari (in-app)	31	0.63%
9. 'Mozilla	22	0.45%
10. Amazon Silk	17	0.35%

Contribution to total: Users



Rows 1 - 10 of 17

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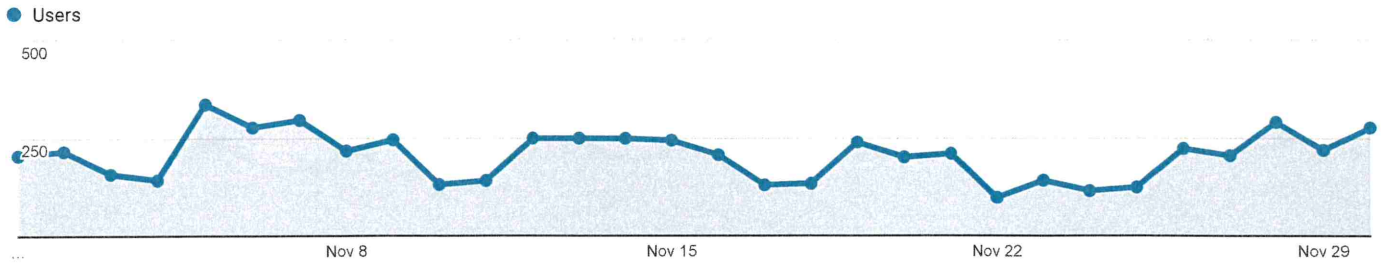
Overview

All Users
100.00% Users

Nov 1, 2018 - Nov 30, 2018

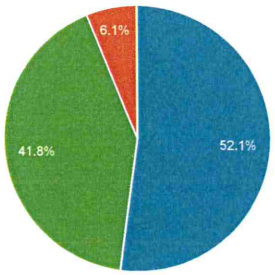
Explorer

Summary



Device Category	Users	Users
	4,882 % of Total: 100.00% (4,882)	**4,882** % of Total: 100.00% (4,882)
1. desktop	**2,543**	52.09%
2. mobile	**2,042**	41.83%
3. tablet	**297**	6.08%

Contribution to total: Users



Rows 1 - 3 of 3

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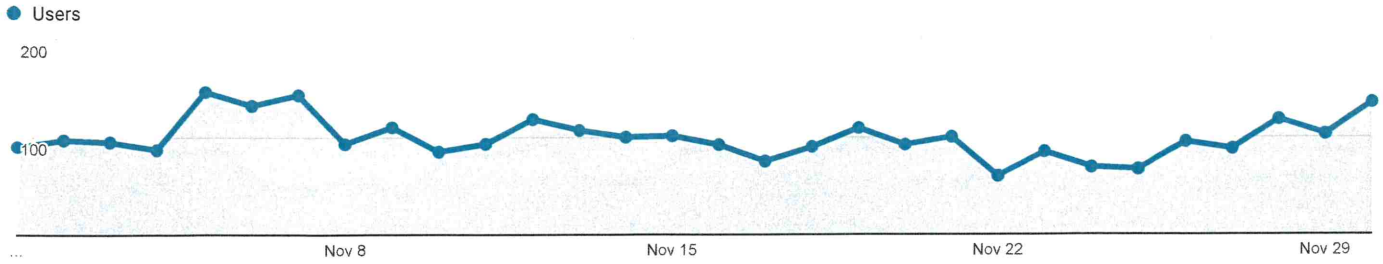
Devices

All Users
47.91% Users

Nov 1, 2018 - Nov 30, 2018

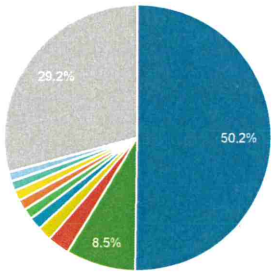
Explorer

Summary



	Mobile Device Info	Users ▼	Users
		2,339 % of Total: 47.91% (4,882)	**2,339** % of Total: 47.91% (4,882)
1.	Apple iPhone	**1,174**	50.19%
2.	Apple iPad	**198**	8.47%
3.	Samsung SM-G950U Galaxy S8	**63**	2.69%
4.	Samsung SM-G960U Galaxy S9	**41**	1.75%
5.	Samsung SM-G930V Galaxy S7	**36**	1.54%
6.	Samsung SM-G965U Galaxy S9+	**31**	1.33%
7.	(not set)	**30**	1.28%
8.	Samsung SM-G955U Galaxy S8+	**29**	1.24%
9.	Samsung SM-N950U Galaxy Note8	**28**	1.20%
10.	Microsoft Windows RT Tablet	**27**	1.15%

Contribution to total: Users ▼



Rows 1 - 10 of 273

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Landing Pages

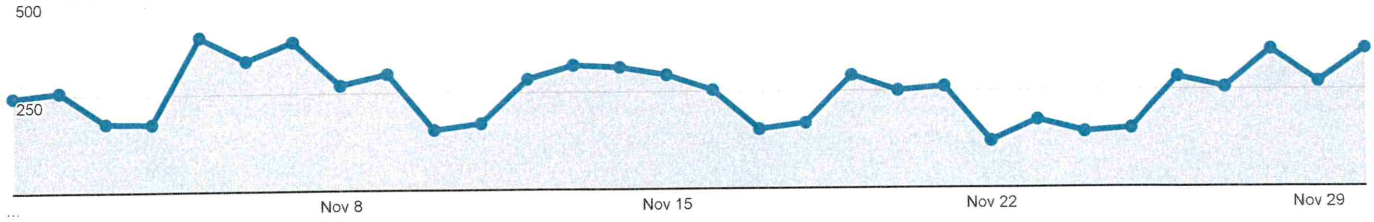
All Users
100.00% Entrances

Nov 1, 2018 - Nov 30, 2018

Explorer

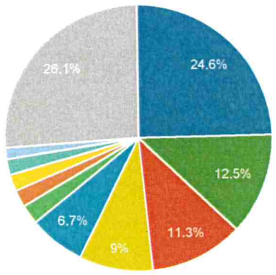
Summary

Sessions



	Landing Page	Sessions ▼	Sessions
		7,504 % of Total: 100.00% (7,504)	7,504 % of Total: 100.00% (7,504)
1.	/ Index.htm	1,849	24.64%
2.	/Departments/swim/swim center.htm	936	12.47%
3.	/transportation/CAThome page.htm	849	11.31%
4.	/Jobs/jobopenings.htm	674	8.98%
5.	/transportation/routes.htm	506	6.74%
6.	/cityservices/utilities.htm	178	2.37%
7.	/RFPs.htm	157	2.09%
8.	/Departments/swim/schedule.htm	152	2.03%
9.	/CityGovernment/council/council_members.htm	144	1.92%
10.	/Departments/develop_services/development_serv.htm	104	1.39%

Contribution to total: Sessions ▼



Rows 1 - 10 of 139

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December 2018

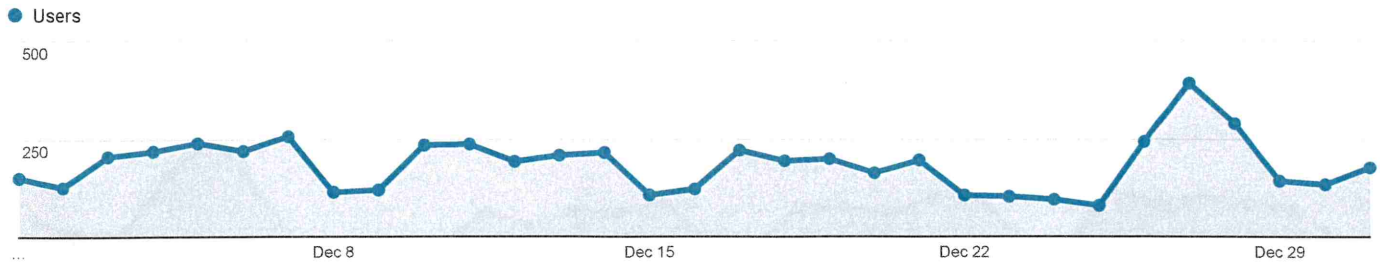
GO TO REPORT

Audience Overview

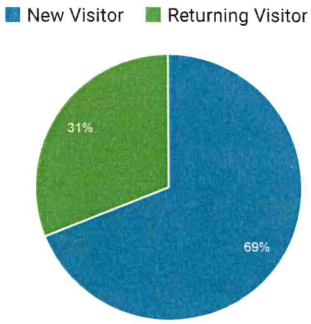
All Users
100.00% Users

Dec 1, 2018 - Dec 31, 2018

Overview



Users	New Users	Sessions	
4,611	3,690	6,952	
Number of Sessions per User	Pageviews	Pages / Session	
1.51	14,747	2.12	
Avg. Session Duration	Bounce Rate		
00:01:29	59.46%		



	Language	Users	% Users
1.	en-us	4,502	97.64%
2.	en-gb	21	0.46%
3.	es-xl	16	0.35%
4.	en-au	13	0.28%
5.	ko	11	0.24%
6.	es-419	6	0.13%
7.	fr-fr	6	0.13%
8.	en-ca	4	0.09%
9.	es-us	4	0.09%
10.	zh-tw	4	0.09%

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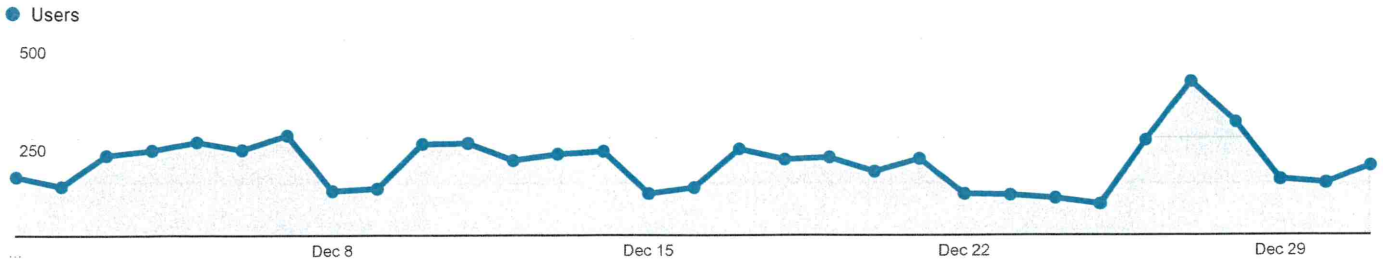
New vs Returning

All Users
100.00% Users

Dec 1, 2018 - Dec 31, 2018

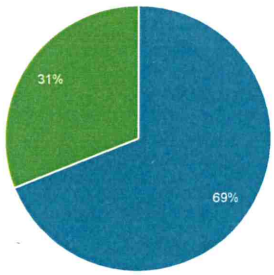
Explorer

Summary



User Type	Users	Users
	4,611 % of Total: 100.00% (4,611)	4,611 % of Total: 100.00% (4,611)
1. New Visitor	3,690	68.98%
2. Returning Visitor	1,659	31.02%

Contribution to total: Users



Rows 1 - 2 of 2

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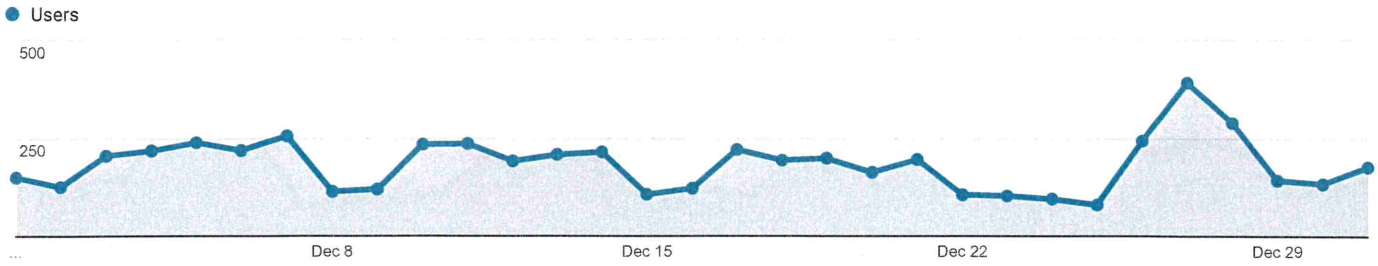
Browser & OS

All Users
100.00% Users

Dec 1, 2018 - Dec 31, 2018

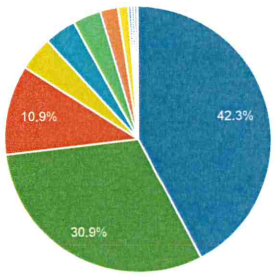
Explorer

Summary



	Browser	Users ▼	Users
		4,611 % of Total: 100.00% (4,611)	4,611 % of Total: 100.00% (4,611)
1.	Chrome	1,949	42.27%
2.	Safari	1,423	30.86%
3.	Internet Explorer	503	10.91%
4.	Firefox	192	4.16%
5.	Edge	178	3.86%
6.	Safari (in-app)	159	3.45%
7.	Android Webview	100	2.17%
8.	Samsung Internet	54	1.17%
9.	'Mozilla	18	0.39%
10.	Amazon Silk	18	0.39%

Contribution to total: Users ▼



Rows 1 - 10 of 20

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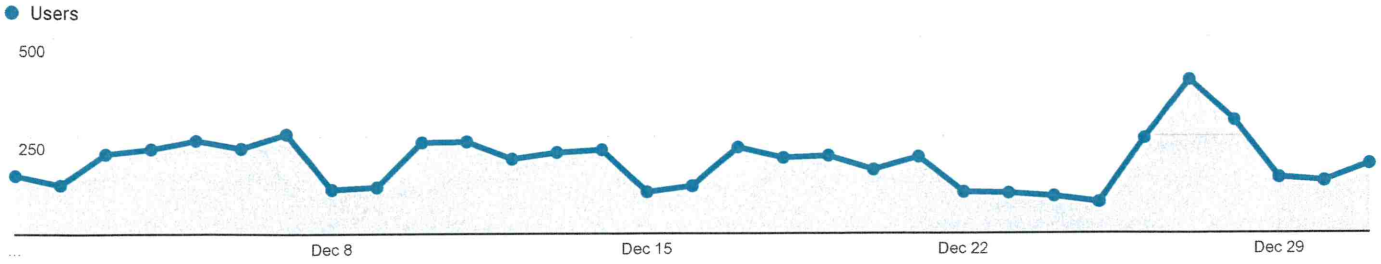
Overview

All Users
100.00% Users

Dec 1, 2018 - Dec 31, 2018

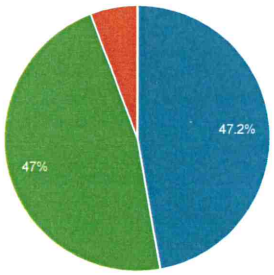
Explorer

Summary



Device Category	Users	Users
	4,611 % of Total: 100.00% (4,611)	**4,611** % of Total: 100.00% (4,611)
1. desktop	**2,178**	47.23%
2. mobile	**2,168**	47.02%
3. tablet	**265**	5.75%

Contribution to total: Users



Rows 1 - 3 of 3

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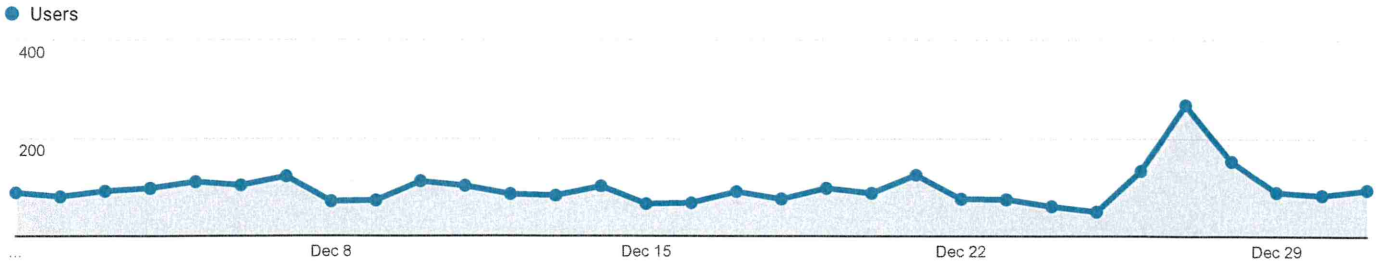
Devices

All Users
52.77% Users

Dec 1, 2018 - Dec 31, 2018

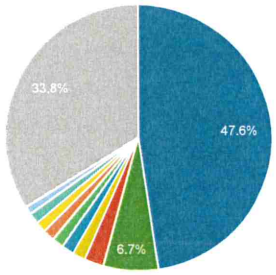
Explorer

Summary



	Mobile Device Info	Users ▼	Users
		2,433 % of Total: 52.77% (4,611)	**2,433** % of Total: 52.77% (4,611)
1.	Apple iPhone	**1,158**	47.60%
2.	Apple iPad	**164**	6.74%
3.	Samsung SM-G950U Galaxy S8	**57**	2.34%
4.	Samsung SM-G960U Galaxy S9	**38**	1.56%
5.	(not set)	**37**	1.52%
6.	Samsung SM-G930V Galaxy S7	**34**	1.40%
7.	Samsung SM-G965U Galaxy S9+	**34**	1.40%
8.	Microsoft Windows RT Tablet	**33**	1.36%
9.	Samsung SM-N950U Galaxy Note8	**33**	1.36%
10.	Samsung SM-G955U Galaxy S8+	**23**	0.95%

Contribution to total: Users ▼



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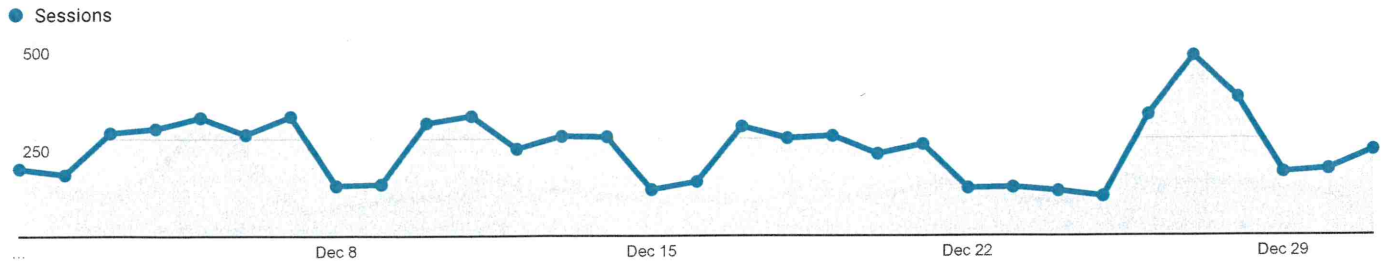
Landing Pages

All Users
100.00% Entrances

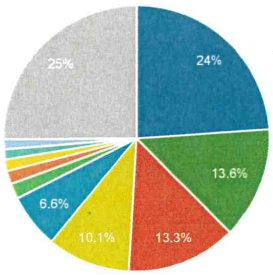
Dec 1, 2018 - Dec 31, 2018

Explorer

Summary



	Landing Page	Sessions ▼	Sessions	Contribution to total: Sessions ▼
		6,952 % of Total: 100.00% (6,952)	6,952 % of Total: 100.00% (6,952)	
1.	/ Index.htm	1,668	23.99%	
2.	/Departments/swim/swim center.htm	942	13.55%	
3.	/Jobs/jobopenings.htm	927	13.33%	
4.	/transportation/CAThome page.htm	703	10.11%	
5.	/transportation/routes.htm	462	6.65%	
6.	/cityservices/utilities.htm	129	1.86%	
7.	/Departments/swim/schedule.htm	113	1.63%	
8.	/transportation/transittax.htm	96	1.38%	
9.	/Departments/develop_services/development_serv.htm	86	1.24%	
10.	/RFPs.htm	85	1.22%	



Rows 1 - 10 of 192

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City of Canby Bi-Monthly Report
Department: Transit

For: the months of November and December, 2018
Date: January 7, 2018
Prepared by: Julie Wehling
Through: Rick Robinson, City Administrator

1) Grant Funding and Contracts:
   a) Monthly Elderly and Disabled transportation reports were submitted to TriMet.
   b) The ODOT Quarterly Report was submitted electronically in OPTIS.

2) Ridership:
   Year to date for FY 2018-19 total ridership was up by 10.26 percent as compared to the previous fiscal year. During this report period CAT provided:
   a) 7,021 rides in November (13.38% more than November of 2017).
      - 1,357 demand responsive rides (Shopping Shuttle & Dial-A-Ride). This is 7.49% fewer than were provided during November of 2017.
      - 5,664 Route 99X rides (19.87% more rides than November of 2017).
   b) 5,727 rides in December (15.76% more rides than December of 2017).
      - 1,187 demand responsive rides (Shopping Shuttle & Dial-A-Ride). This is 6.24% fewer rides than were provided during December of 2017.
      - 4,540 Route 99X rides (23.33% more rides than December of 2017).

   The ridership trend upward shows that the additional service hours added in April are paying off. Route 99X ridership is up by 11.8 percent since the service changes in April.

   Updates:
   a) The Rider of the Month for November was Kristy Peterson and the Rider of the Month for December was Arlie Lloyd. Both riders received a free bus pass and other goodies.
   b) In November and December we provided 221 same day rides on a space available basis.
   c) On December 18th CAT held its 5th annual Open House with Holiday Light Tour. The event was held in the Willamette Room and was well attended.
   d) In November MV's General Manager, Kay Hemstreet, resigned. Her last day was December 21st. Kay is going to retire for the second time and spend more time with her family. We wish her all the best.

e) Paul Larson is the interim General Manager for MV.

4) Collisions and Incidents
   a) On November 5th a passenger fell off the bus ramp. Customer declined medical and stated that they were not injured.

5) Events Attended: City staff, contractors and/or volunteers represented CAT or participated in activities and trainings in the following venues:

- On November 1st Julie Wehling attended the C4 meeting in Oregon City.
- On November 6th Julie Wehling participated via conference call in a meeting of the Clackamas County Transportation Consortium.
- On November 9th Julie Wehling participated via conference call in a meeting of the HB 2017 Regional Coordination Technical Committee.
- On November 14th Julie Wehling participated in a webinar training regarding future STIF (HB2017) funding opportunities.
- On November 15th the Transit Advisory Committee held their regular meeting.
- On December 3rd Julie Wehling attended the ODOT Region 1 ACT meeting.
- On December 6th Julie Wehling attended the C4 meeting in Oregon City.
- On December 13th Julie Wehling attended a Clackamas County Provider meeting at SAM in Sandy.