



## PLANNING COMMISSION

### Meeting Agenda

Monday, February 25, 2019

7:00 PM

City Council Chambers – 222 NE 2<sup>nd</sup> Avenue

Commissioner John Savory (Chair)

Commissioner Larry Boatright (Vice Chair)

Commissioner Derrick Mottern

Commissioner Andrey Chernishov

Commissioner J. Ryan Adams

Commissioner Jeff Mills

Commissioner Jennifer Trundy

- 
1. **CALL TO ORDER**
    - a. Invocation and Pledge of Allegiance
  
  2. **CITIZEN INPUT ON NON-AGENDA ITEMS**

*(This is an opportunity for audience members to address the Planning Commission 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 Recording Secretary. These forms are available by the sign-in podium. Staff and the Planning Commission will make every effort to respond to questions raised during citizen input before tonight's meeting ends or as quickly as possible thereafter.)*
  
  3. **MINUTES**
    - a. Approval of Planning Commission Minutes for February 11, 2019.
  
  4. **NEW BUSINESS - None**
  
  5. **PUBLIC HEARING**

*(To testify, please fill out a testimony/comment card and give to the Recording Secretary.)*

    - a. Consider a request from ICON Construction to subdivide a 9.14 acre site into a 31-lot subdivision intended for detached single-family homes located on the west side of N Pine St between NE 15<sup>th</sup> and NE 16<sup>th</sup> Avenues. **(SUB 18-06 Hamilton Acres) Continued to a date certain from February 11, 2019.)**
  
  6. **FINAL DECISIONS - None**

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

    - a. Final Findings SUB 18-05 NE Territorial Place Estates
    - b. Final Findings SUB 18-06 Hamilton Acres Final Findings
  
  7. **ITEMS OF INTEREST/REPORT FROM PLANNING STAFF**
    - a. Next regularly scheduled Planning Commission meeting – Monday, March 11, 2019. - Study Session on Code Amendments will continue.
  
  8. **ITEMS OF INTEREST/GUIDANCE FROM PLANNING COMMISSION**
  
  9. **ADJOURNMENT**

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**PLANNING COMMISSION STUDY SESSION –FOLLOWING PC MEETING**

City Council Chambers

222 NE 2nd Avenue, 1st Floor

The Planning Commission will meet in a Study Session to continue their review of the proposed Code Amendments to the Canby Land Development and Planning Ordinance.

The Public is invited to attend.

(A public hearing will be held at a properly noticed date in the future. State law requires local governments to notify DLCD at least 35-days prior to holding the first evidentiary hearing on proposed code changes.)

*The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for person with disabilities should be made at least 48 hours before the meeting at 503-266-7001. A copy of this agenda can be found on the City's web page at [www.canbyoregon.gov](http://www.canbyoregon.gov). City Council and Planning Commission Meetings are broadcast live and can be viewed on OCTS Channel 5. For a schedule of the playback times, please call 503-263-6287.*

## PUBLIC HEARING FORMAT

The public hearing will be conducted as follows:

- **STAFF REPORT**
  - **QUESTIONS** (If any, by the Planning Commission or staff)
  - **OPEN PUBLIC HEARING FOR TESTIMONY:**
    - APPLICANT** (Not more than 15 minutes)
    - PROPONENTS** (Persons in favor of application) (Not more than 5 minutes per person)
    - OPPONENTS** (Persons opposed to application) (Not more than 5 minutes per person)
    - NEUTRAL** (Persons with no opinion) (Not more than 5 minutes per person)
    - REBUTTAL** (By applicant, not more than 10 minutes)
  - **CLOSE PUBLIC HEARING** (No further public testimony allowed)
  - **QUESTIONS** (If any by the Planning Commission)
  - **DISCUSSION** (By the Planning Commission)
  - **DECISION** (By the Planning Commission)
- All interested persons in attendance shall be heard on the matter. If you wish to testify on this matter, please be sure to complete a Testimony Card and hand it to the Recording Secretary. When the Chair calls for Proponents, if you favor the application; or Opponents if you are opposed to the application please come forward and take a seat, speak into the microphone so the viewing public may hear you, and state your name, address, and interest in the matter. You may be limited by time for your statement, depending upon how many people wish to testify.

**EVERYONE PRESENT IS ENCOURAGED TO TESTIFY, EVEN IF IT IS ONLY TO CONCUR WITH PREVIOUS TESTIMONY.** All questions must be directed through the Chair. Any evidence to be considered must be submitted to the hearing body for public access.

Testimony and evidence must be directed toward the applicable review criteria contained in the staff report, the Comprehensive Plan, or other land use regulations which the person believes to apply to the decision.

Failure to raise an issue accompanied by statements or evidence sufficient to afford the decision-maker and interested parties an opportunity to respond to the issue, may preclude appeal to the City Council and the Land Use Board of Appeals based on that issue.

Failure of the applicant to raise constitutional or other issues relating to proposed conditions of approval with sufficient specificity to allow the local government to respond to the issue may preclude an action for damages in circuit court.

Before the conclusion of the initial evidentiary hearing, any participant may ask the hearings body for an opportunity to present additional relevant evidence or testimony that is within the scope of the hearing. The Planning Commission shall grant such requests by continuing the public hearing or leaving the record open for additional written evidence or testimony. Any such continuance or extension shall be subject to the limitations of the 120-day rule, unless the continuance or extension is requested or agreed to by the applicant.

If additional documents or evidence are provided by any party, the Planning Commission may, if requested, allow a continuance or leave the record open to allow the parties a reasonable opportunity to respond. Any such continuance or extension of the record requested by an applicant shall result in a corresponding extension of the 120-day time period.





# City of Canby

## HAMILTON ACRES SUBDIVISION STAFF REPORT

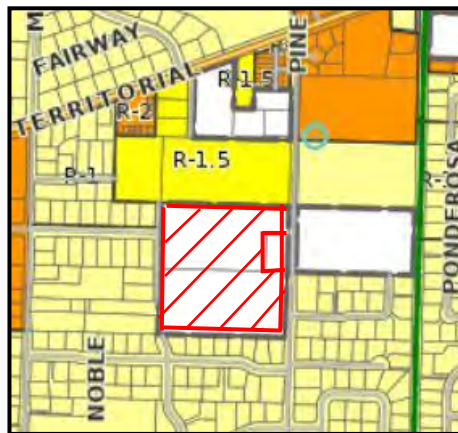
FILE #: SUB 18-06

Prepared for the February 11, 2019 Planning Commission Meeting

**LOCATION:** On the west side of N. Pine Street approximately 840 feet south of NE Territorial Road and addressed as 1467 N. Pine Street.

**ZONING:** R-1 Low Density Residential

**TAX LOTS:** 31E33DD03100, 03200 (Highlighted Below)



**LOT SIZE:** 9.14 Total Acres

**OWNER:** CNS Acres, LLC

**APPLICANT:** ICON Construction and Development, LLC – Rick Givens

**APPLICATION TYPE:** Subdivision (Type III)

**CITY FILE NUMBER:** SUB 18-06 – Hamilton Acres Subdivision

### I. **PROJECT OVERVIEW & EXISTING CONDITIONS**

The applicant proposes to divide two existing parcels into a 41-lot subdivision for single-family residential development. The applicant did not indicate a phased development. The properties have been in agricultural use, and tax lot 3100 contains a dwelling and accessory buildings that will be removed during the development process. The proposed subdivision is bordered on the north by a large forested parcel, and on the east, west, and south by developed subdivisions. Adjacent subdivision development has stubbed NE 16<sup>th</sup> Avenue on the west at N. Oak Street and NE 15<sup>th</sup> and NE 16<sup>th</sup> Avenue to the east across N. Pine Street. The portion of N. Oak Street is planned to extend north along the western property boundary and will be improved to City standards. The applicant intends to align NE 16<sup>th</sup> Avenue at N. Oak Street on the west and extend NE 15<sup>th</sup> Avenue through the subdivision from N. Pine Street. The property was annexed in 2018 under ANN/ZC 18-03. The property is not designated in a Development Concept Area but is situated in a Development Agreement Area

on the City of Canby Annexation Development Map. A Development Agreement was recorded as part of the annexation application. Zoning surrounding the parcel is R-1 with R-1.5 to the north.

## II. ATTACHMENTS

- A. Application
- B. Application narrative
- C. Pre-application meeting minutes
- D. Neighborhood meeting notice, notes, and attendance sheet
- E. TIA
- F. Assessor Map
- G. Sheet 1 – Street Plan
- H. Sheet 2 – Street Profiles
- I. Sheet 3 – Utility Plan
- J. Sheet 4 – Grading Plan
- K. Future Streets Plan
- L. Preliminary Plan
- M. Agency Comments
- N. Citizen Comments
- O. Development Agreement for ANN/ZC 18-03

## III. APPLICABLE CRITERIA & FINDINGS

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

- 16.08 General Provisions
- 16.10 Off-street Parking and Loading
- 16.16 R-1 Low Density Residential Zone
- 16.43 Outdoor Lighting Standards
- 16.46 Access Limitations on Project Density
- 16.62 Subdivisions-Applications
- 16.64 Subdivisions-Design Standards
- 16.86 Street Alignments
- 16.88 General Standards & Procedures
- 16.89 Application and Review Procedures
- 16.120 Parks, Open Space, and Recreation Land General Provisions

### Findings:

**The subject parcels were included with three parcels that totaled 9.61 acres for annexation in 2018. The two parcels included in this application are identified as tax lot 3100 and 3200, and tax lot 3201 is not part of the subdivision. Tax lots 3100 and 3200 were created as lot 61 and lot 62 of the Canby Gardens Subdivision that was recorded on August 5, 1909. According to the Clackamas County Assessor's Office, tax lot 3201 is a .47 acre parcel that was separated from lot 62 (TL 3200) by recorded deed on August 6, 1969, prior to State Statues**

mandated that subdivision of land required a land use action. Subsequently, the parcels are considered legally created lots for land use purposes.

Staff determined that a Traffic Impact Analysis (TIA) for development of the subdivision was necessary, and a traffic analysis was performed for the properties by DKS Associates that was completed December 13, 2018. The study determined that peak trip generation for the proposed site is expected at approximately 33 trips during AM hours and 42 trips at PM peak hours. The study concluded that, as shown in the data, background traffic growth is expected to have little impact on traffic operations. However, the analysis made several recommendations for improvements. These recommendations are listed in the conditions of approval.

The applicant provided a utility plan in the submitted application material. Any sanitary sewer proposals must be approved by the City of Canby Public Works. The plan will connect to existing or proposed lines to the west that are located in previously approved subdivisions and at the street frontage.

Sidewalk easements of two feet are required along the frontage of the newly created private lots. The easements are usually combined with a 10 foot PUE as a 12 foot sidewalk and utility easement. An access easement is noted on the plat for the benefit of tax lot 3201 which will allow the lot access onto NE 16<sup>th</sup> Avenue.

A 15 foot Pedestrian Pathway is indicated along the south property line of proposed Lot 10. The pathway should be shown as a separate tract and dedicated to the City Of Canby or could be cared for by an HOA. The applicant should inform the City of the creation of a HOA. The City should be willing to accept maintenance of the pathway, but fencing meeting specific requirements and must be placed by the developer.

The applicant has the option to construct a shared driveway for Lots 9 and 10 to lessen impacts onto N. Pine Street.

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

The City prefers payment of a SDC fee rather than dedication of park land.

As a condition of approval, the applicant shall pay the applicable Public Improvement Engineering and Site Development Engineering Plan review fees with City approval of the construction plans prior to start of construction.

A minimum lot size of 7,000 square feet and a maximum of 10,000 square feet is allowed in the R-1 zone, under provisions in Section 16.16.030(A). All lots in the proposed subdivision are within those parameters.

Staff has reviewed the applicant's narrative and submitted material and finds that this subdivision application conforms to the applicable review criteria and standards, subject to the conditions of approval noted in *Section V* of the staff report.

IV.

**PUBLIC/AGENCY COMMENTS**

Notice of this application and opportunity to provide comment was mailed to owners and residents of lots within 500 feet of the subject properties and to all applicable public agencies. All citizen and agency comments/written testimony that was received to date are attached and will be presented to the Planning Commission.

V.

**CONCLUSION AND CONDITIONS OF APPROVAL**

Based on the application submitted and the facts, findings, and conclusions of this report, staff recommends that the Planning Commission **approve** Subdivision SUB 18-06 pursuant to the Conditions of Approval presented in *Section V*.

**General Public Improvement Conditions:**

1. Prior to the start of any public improvement work, the applicant must schedule a pre-construction conference with the city and obtain construction plan sign-off from applicable agencies.
2. The development shall comply with all applicable City of Canby Public Works Design Standards.
3. The final construction design plans shall conform to the comments provided by the City Engineer in his memorandum.
4. The applicant shall follow the recommendations listed in the TIA dated December 13, 2018 summarized as follows:

Site access recommendations: N. Pine Street is under County jurisdiction but should be constructed to urban City collector standard. It does not meet the City's cross-section requirements for paved width and right-of-way. The City and developer should work together to address facility gaps along N. Pine Street and N. Oak Street to determine frontage improvements and right-of-way dedications.

Sight distance recommendations: Prior to occupancy, sight distance at all access points will need to be verified, documented, and stamped by a registered professional Civil or Traffic Engineer licensed in the State of Oregon.

Pedestrian/Bicycle improvements: The proposed site will provide frontage improvements along N. Pine Street and N. Oak Street. This will include sidewalks on both roadways and a bike lane on N. Pine Street. Internal streets will include six-foot sidewalks on both sides. Bicycles will share the roadways with motor vehicles along the internal local streets.

The N. Pine Street intersection with NE 15<sup>th</sup> Avenue will likely be the main crossing for pedestrian and bicycle users from the proposed site to access the Logging Road Trail. Given the relatively low hourly pedestrian crossing volumes (less than ten at the location) and low motor vehicle volumes, no enhanced crossing treatments would be warranted.

5. Public improvements such as sidewalk and street improvements are required during development.



**Fees/Assurances:**

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

**Streets, Signage & Striping:**

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

**Sewer:**

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

**Stormwater:**

15. Stormwater systems shall be designed in compliance with the Canby Public Works Design Standards as determined by the City Engineer.

**Grading/Erosion Control:**

16. The applicant shall submit grading and erosion control plans for approval by Canby Public Works in conjunction with construction plan approval prior to the installation of public improvements and start of grading with each phase of development.

17. The applicant shall grade all areas of the site, including the proposed lots, to minimize the amount of soil to be removed or brought in for home construction.

**Final plat conditions:**

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**General Final Plat Conditions:**

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

**Dedications**

26. The applicant shall dedicate public streets shown on the Tentative Platt and on the Final Plat.

**Easements**

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

**Street Trees**

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

streets and the adjacent side of external streets or as determined by an approved Street Tree Plan on a per tree basis.

**Monumentation/Survey Accuracy Conditions**

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

**Residential Building Permits Conditions:**

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31. Construction of all required public improvements and recordation of the final subdivision plat must be completed prior to the construction of any homes.
32. The homebuilder shall apply for a City of Canby Site Plan Permit and County Building Permit for each home.
33. The homebuilder shall apply for a City of Canby Erosion Control Permit.
34. All residential construction shall be in accordance with applicable Public Works Design Standards.
35. On-site stormwater management shall be designed in compliance with the Canby Public Works Design Standards.
36. Clackamas County Building Codes Division will provide structural, electrical, plumbing, and mechanical plan review and inspection services for home construction per contract with the City. The applicable county building permits are required prior to construction of each home.
37. Per the Canby Public Works Design Standards, minimum residential driveway widths at the inside edge of the sidewalk shall be 12 feet and the maximum residential driveways widths shall be 24 feet with an allowed exception for 28 feet for a home with 3 or more garages.
38. Sidewalks and planter strips shall be constructed by the homebuilder as shown on the approved tentative plat.
39. All usual system development fees shall be collected with each home within this development.



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

# LAND USE APPLICATION

## SUBDIVISION

### Process Type III

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

Applicant Name: Icon Construction & Development, LLC Phone: (503) 657-0406  
 Address: 1980 Willamette Falls Drive, Suite 200 Email: mark@iconconstruction.net  
 City/State: West Linn, OR Zip: 97068

Representative Name: Rick Givens, Planning Consultant Phone: 503-479-0097  
 Address: 18680 Sunblaze Drive Email: rickgivens@gmail.com  
 City/State: Oregon City, OR Zip: 97045

Property Owner Name: CNS Acres, LLC Phone: 503-266-3231  
 Signature: Carolyn R. Adkins, 22222222  
 Address: See Attachment 9925 S. Linnage Lane Email: cdadkins@canby.com  
 City/State: Canby, OR Zip: 97013

Property Owner Name: \_\_\_\_\_ Phone: \_\_\_\_\_  
 Signature: \_\_\_\_\_  
 Address: \_\_\_\_\_ Email: \_\_\_\_\_  
 City/State: \_\_\_\_\_ Zip: \_\_\_\_\_

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.
- All property owners understand that they must meet all applicable Canby Municipal Code (CMC) regulations, including but not limited to CMC Chapter 16.49 Site and Design Review standards.
- 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:**

1467 N. Pine Street 9.14 Acres 3-1E-28DD TL 3100 & 3200  
 Street Address or Location of Subject Property Total Size of Property Assessor Tax Lot Numbers

Single-family home and outbuildings R-1 Low Density Residential  
 Existing Use, Structures, Other Improvements on Site Zoning Comp Plan Designation

41 lot subdivision with 7,000 sq. ft. minimum lot size. Hamilton Acres  
 Describe the Proposed Development or Use of Subject Property

STAFF USE ONLY				
<u>SUB 18-06</u>	<u>12/20/18</u>	<u>[Signature]</u>		
FILE #	DATE RECEIVED	RECEIVED BY	RECEIPT #	DATE APP COMPLETE

# Hamilton Acres Subdivision Application

## Attachment 'A'

### Owners' Authorization

The Hamilton Acres subdivision is comprised of Tax Lots 3100 and 3200 of Clackamas County Assessor's Map 31E28DD. The property is located at 1467 N. Pine Street and is owned by CNS Acres, LLC. This attachment to the City of Canby Subdivision Application Form provides the authorization of the owners for Icon Construction and Development, LLC to make application for a proposed 41-lot subdivision on the property.

CNS Acres, LLC by:

Carolyn Adkins  
Carolyn Adkins

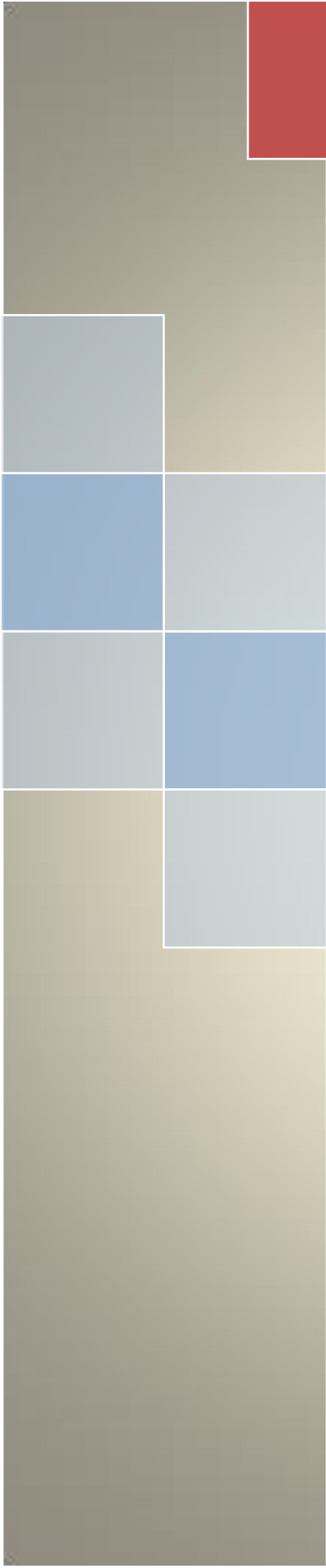
12-19-18  
Date

Nancy Hamilton  
Nancy Hamilton

12-19-18  
Date

Shirley Hollar  
Shirley Hollar

12/19/18  
Date



# Hamilton Acres Subdivision Application

1467 N. Pine Street, Canby, OR

Icon Construction & Development, LLC.



## Introduction:

Icon Construction & Development, LLC is proposing to develop a 41 lot subdivision on the west side of N. Pine Street at the intersections of NE 15<sup>th</sup> and NE 16<sup>th</sup> Avenues. The proposed project is called Hamilton Acres. The project site contains a total of 9.14 acres. The subject property was recently annexed to the City of Canby and as a part of that process the zoning was changed from Clackamas County RRFF-5 to City of Canby R-1. The site is comprised of the following properties: Map 31E28DD Tax Lots 3100 and 3200. Tax Lot 3201, which was included in the annexation application, is not a part of the subdivision proposal.

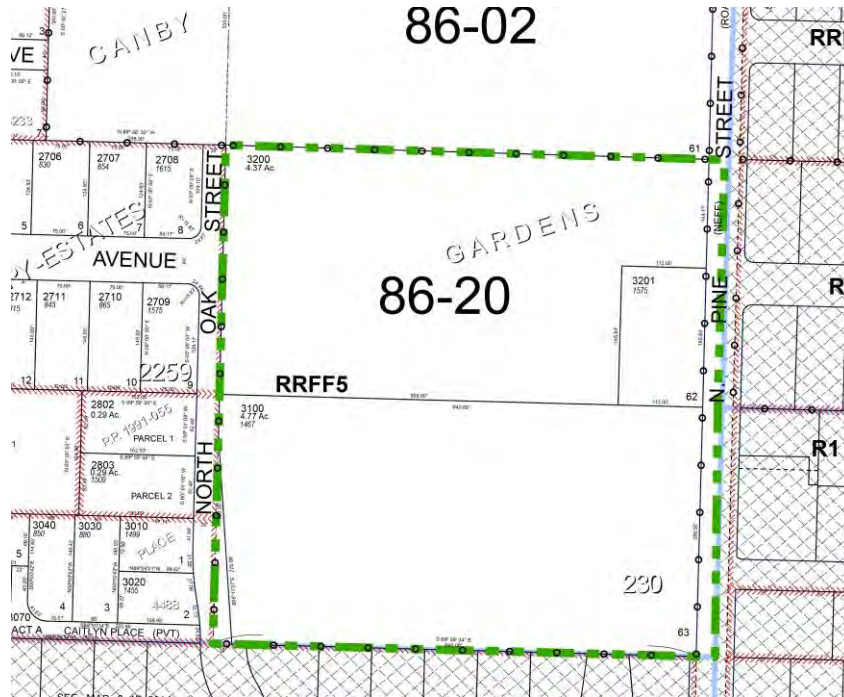


Figure 1: Assessor's Map



Figure 2: Vicinity Map

**Existing Conditions:**

As shown on the aerial photograph on the following page (Figure 3), the subject property consists of two properties. There is an existing single-family home and several outbuildings on the southerly parcel (Tax Lot 3100). The northerly parcel (Tax Lot 3200) contains a horse barn. The site is primarily vegetated with open grass pasture. Fir trees around parts of the perimeter and elsewhere on the property that are shown on the aerial photograph, below, have been harvested. Site terrain is relatively flat and drains gently to the east towards N. Pine Street.

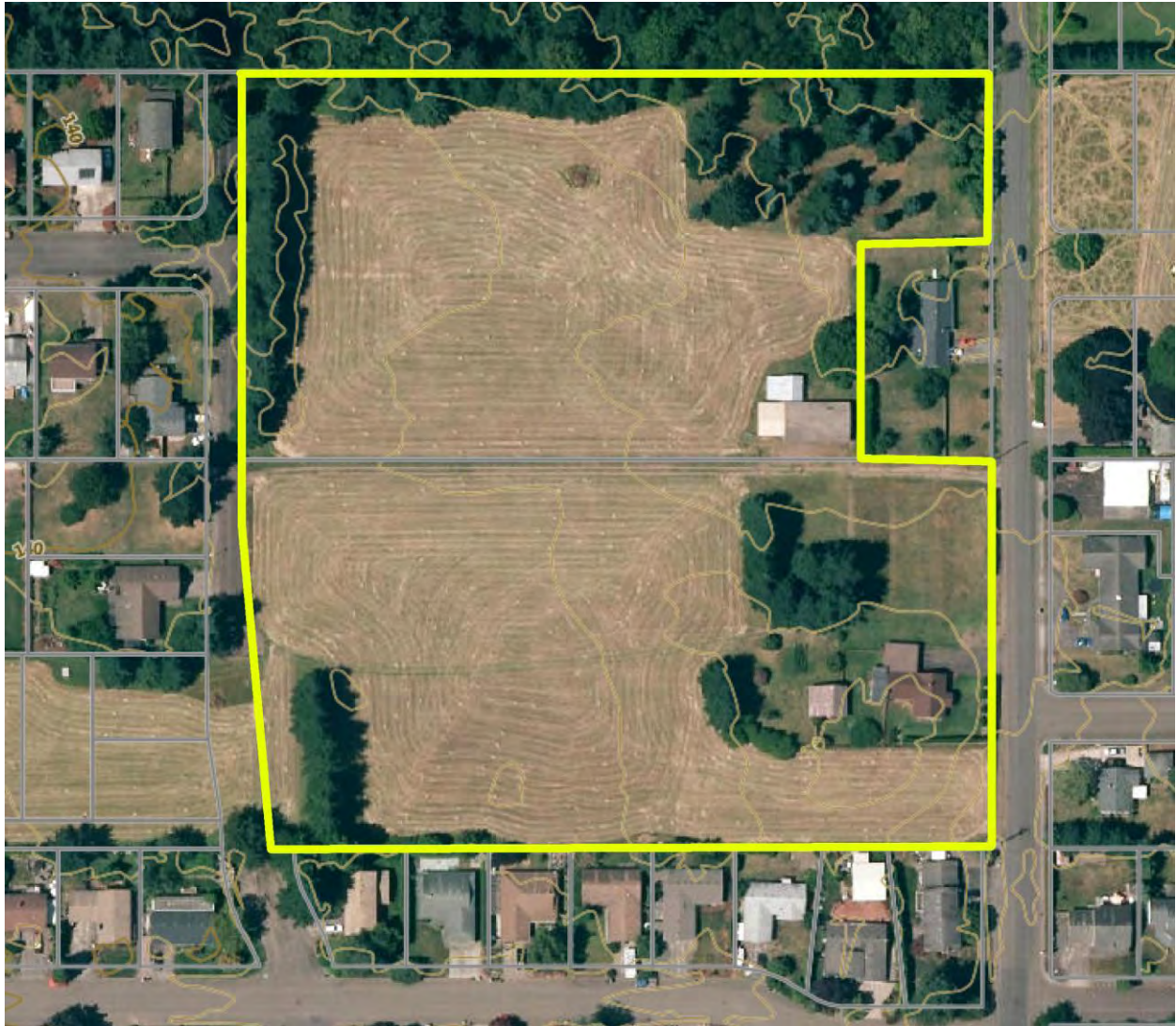


Figure 3: Aerial Photograph



## Project Description:



Figure 4: Preliminary Site Plan

Hamilton Acres proposes 41 lots for single-family residential homes. All lots will comply with the minimum 7,000 sq. ft. lot size of the R-1 zone. The site plan calls for NE 15<sup>th</sup> Avenue to be connected through the project site from N. Pine Street to N. Oak Street. The plan also calls for N. Oak Street to be fully improved to City of Canby local street standards adjacent to the property's western border. NE 16<sup>th</sup> Avenue cannot be extended through the site from N. Pine Street to N. Oak Street because of the location of the existing home on Tax Lot 3201. A pedestrian pathway is proposed to be constructed from the cul-de-sac of NE 16<sup>th</sup> Ct. to N. Pine Street to facilitate pedestrian and bicycle traffic connectivity.

The existing house and outbuildings on the property will be removed to allow for site development. The homes built by the applicant, Icon Construction and Development, LLC, are

typically in the size range of 2,000 to 3,000 sq. ft. in area. It is anticipated that development of the site would begin next spring, with home construction beginning summer of 2019.

**Compliance with Approval Criteria:**

**Chapter 16.16 – R-1 Low Density Residential Zone**

*16.16.010 Uses permitted outright. Uses permitted outright in the R-1 zone shall be as follows:*

*A. Single-family dwelling; one single-family dwelling per lot;*

Applicant Response: All lots are proposed to be used for single-family dwellings.

*16.16.030 Development standards.*

*The following subsections indicate the required development standards of the R-1 zone:*

*A. Minimum and maximum lot area: seven thousand (7,000) square feet minimum, and ten thousand (10,000) square feet maximum, per single-family dwelling. The maximum lot area standard does not apply to single family dwellings existing at the time of subdivision or partition plan approval; and the Planning Commission may approve smaller or larger lots in conformance with subsection B, below. Preexisting, legally created lots of record shall be considered to be legally buildable and separately saleable, provided they contain at least five thousand (5,000) square feet; and further provided, that any structures on such lots meet the required setbacks from the lot lines which will result when these lots of record are separated. Lot width requirements may be reduced to a minimum of fifty feet, and side yard setbacks reduced to a minimum of five feet for such lots.*

Applicant Response: All 41 lots in the proposed development are within the 7,000 sq. ft. to 10,000 sq. ft. size range allowed by the R-1 zone.

*B. Lot area exceptions:*

- 1. The Planning Commission may approve an exception to the minimum and maximum lot area standards in subsection 16.16.030.A as part of a subdivision or partition application when all of the following standards are met:*
- 2. A public benefit must be demonstrated in order to allow more than ten percent of the lots to be outside of the minimum and maximum lot areas in subsection 16.16.030.A.*
- 3. The Planning Commission may modify the maximum lot area requirements in 16.16.030.A if these cannot be met due to existing lot dimensions, road patterns, or other site characteristics.*

Applicant Response: Not applicable. No exceptions are proposed.

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

Applicant Response: All lots proposed meet the minimum 60' lot width standard. All lots meet the minimum 60' street frontage standard except for the proposed Lot 19, which is a flag lot. Lot 20 is also a flag lot, but has frontage on N. Pine Street which satisfies the standard. The frontage for the flag lots complies with the flag lot standards of Section 16.64.040(I), as discussed below in that section. The need for the flag lot configuration results from the need to align NE 15<sup>th</sup> Avenue with its current intersection location on the east side of N. Pine Street. This location results in a depth on the north side of NE 15<sup>th</sup> Avenue that is too deep to be served without the flag configuration.

*D. Minimum yard requirements:*

- 1. Street yard: twenty feet on side with driveway; fifteen feet for all other street sides; except that street yards may be reduced to ten feet for covered porches only;*
- 2. Rear yard: all corner lots, ten feet single story or fifteen feet two-story; all other lots, fifteen feet single story or twenty feet two-story. One story building components must meet the single story setback requirements; two story building components must meet the two-story setback requirements;*
- 3. Interior yard: Seven feet, except as otherwise provided for zero-lot line housing.*
- 4. Interior and rear yards may be reduced to three feet, or the width of any existing utility easement, whichever is greater, for detached accessory structures erected sixty feet or more from any street other than an alley. The height limitations noted in subsection E.2 below apply to such structures. Detached accessory dwellings are not eligible for the three foot reduction. Utility easements may only be reduced with the approval of all utility providers.*
- 5. Infill standards may also apply. See CMC 16.21.050.*

Applicant Response: All lots are configured so that homes can be constructed on them in a manner that will conform to these setback requirements. Compliance will be demonstrated at the time of building permit application.

*E. Maximum building height:*

- 1. Principal building: thirty-five feet.*
- 2. Detached accessory structure:*

Applicant Response: Homes to be built on the lots within this project will comply with maximum building height standards. This will be reviewed at the time of building permit submittal.

- F. The maximum amount of impervious surface allowed the R-1 zone shall be 60 percent of the lot area.*

Applicant Response: Homes to be built on the lots within this project will comply with maximum impervious surface standards. This will be reviewed at the time of building permit submittal.

*G. Other regulations:*

- 1. Vision clearance distance shall be ten feet from a street to an alley or a street to a driveway, and thirty feet from a street to any other street.*

Applicant Response: Vision clearance standards will be met in the placement of future driveways. This will be demonstrated at the time of building permit application.

## **Division IV: Land Division Regulation**

### **Chapter 16.56: General Provisions:**

#### *16.56.030 Conformance.*

- A. Comprehensive Plan. A subdivision or partition shall conform to the Comprehensive Plan. A determination of such conformity shall be based upon consideration of all applicable portions of the Comprehensive Plan and shall not be based solely upon a review of the land use map.*

Applicant Response: Please refer to the Compliance With Comprehensive Plan section of this narrative below.

- B. Land Development and Planning Ordinance. A land division shall be subject to all applicable requirements of other sections of this title. Where an applicant seeks the approval of any division which requires a change in zoning, the applicant may be required to complete the rezoning process prior to submittal of an application for property division.*

Applicant Response: The compliance of this application with relevant portions of the City's development regulations is discussed in this narrative. No zone change is required or proposed.

- C. Health, Safety, and Sanitation. A subdivision or partition shall conform to all applicable state, county and city regulations regarding health, safety and sanitation. The county will not issue any permits for on-site sewage disposal systems for any lot or parcel created in violation of these regulations, nor for the remainder of the parent parcel from which lots or parcels have been illegally created, unless and until such violation has been rectified and all legal requirements met.*

Applicant Response: All lots will be connected to City of Canby sanitary sewer service. No on-site sewage disposal is proposed. The development will conform to all applicable state, county and city regulations regarding health, safety and sanitation.

*D. Building. Structures and buildings in any property division shall conform with applicable codes and regulations regarding building. The City Building Official shall not allow the issuance of a building permit on any lot or parcel created, subdivided or partitioned in violation of these requirements. No building permit shall be issued for the remainder of the parent parcel, from which any lots or parcels have been created in violation of this title, unless and until such violation has been rectified and all legal requirements met.*

Applicant Response: All homes to be built will conform to city and state building codes. Plans will be reviewed by the City at the time of building permit application for compliance with these regulations.

*E. Streets and Roads. A property division shall conform to all applicable city ordinances or policies pertaining to streets, roads, or access. (Ord. 740 section 10.4.10(C), 1984)*

Applicant Response: All roads will be designed to conform to city standards. Construction plans will be reviewed by the City prior to plat approval and will need to demonstrate such conformance before construction permits are issued.

## **Chapter 16.62: Subdivisions - Applications**

16.62.010 Filing procedures.

*A. Application procedures shall be as described in Chapter 16.89. (Ord. 899 section 3, 1993; Ord. 740 section 10.4.40(A), 1984; Ord. 981 section 10, 1997; Ord. 1019 section 16, 1999; Ord. 1080, 2001; Ord. 1237, 2007)*

Applicant Response: As required by Chapter 16.89, this subdivision application will be heard by the Canby Planning Commission through a Type III process. Notice will be provided to owners of all properties within 500 feet of the site.

16.62.020 Standards and criteria.

*Applications for a subdivision shall be evaluated based upon the following standards and criteria:*

*A. Conformance with other applicable requirements of the Land Development and Planning Ordinance;*

Applicant Response: Conformance with all relevant provisions of the City's land development ordinances is demonstrated in this narrative.

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

Applicant Response: The proposed site plan provides for a reasonable arrangement of streets and lots that is consistent with the surrounding development pattern. The street system is interconnected, allowing for access to all lots in a convenient manner. Except for the adjacent property to the north, all other properties in this area are developed to urban densities. Street stubs are provided to the adjacent property to the north in a configuration that will allow for reasonable development of that property. A conceptual future development plan is included with this application.

*C. Subdivision design and layout shall incorporate Low Impact Development techniques where possible to achieve the following:*

- 1. Manage stormwater through a land development strategy that emphasizes conservation and use of onsite natural features integrated with engineered stormwater controls to more closely mimic predevelopment hydrologic conditions.*
- 2. Encourage creative and coordinated site planning, the conservation of natural conditions and features, the use of appropriate new technologies and techniques, and the efficient layout of open space, streets, utility networks and other public improvements.*
- 3. Minimize impervious surfaces.*
- 4. Encourage the creation or preservation of native vegetation and permanent open space.*
- 5. Clustering of residential dwellings where appropriate to achieve (1-4) above. The arrangement of clustered dwellings shall be designed to avoid linear development patterns.*

Applicant Response: The proposed storm drainage system provides for the collection of runoff from street areas. The storm water will drain to drywells for infiltration, an acceptable design option for this area of Canby.

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

Applicant Response: The preliminary utility plan submitted with this application demonstrates that sanitary sewer, storm drainage, and public water can be effectively provided to all lots within the subdivision. Sewer will come from the existing line in N. Pine Street. Storm drainage will be accommodated. Water service is available from lines in surrounding streets. Police protection is available from the City of Canby. Fire protection is provided by Canby Fire District 62.

*E. The layout of subdivision streets, sidewalks, and pedestrian ways supports the objectives of the Safe Routes to Schools Program by providing safe and efficient walking and bicycling routes within the subdivision and between the subdivision and all schools within a one-mile radius. During review of a subdivision application, city staff will coordinate with the appropriate school district representative to ensure safe routes to schools are incorporated*

*into the subdivision design to the greatest extent possible. (Ord. 890 section 53, 1993; Ord. 740 section 10.4.40(B), 1984; Ord. 1338, 2010)*

Applicant Response: Sidewalks will be provided along all streets, consistent with City standards. A bicycle path is provided along N. Pine Street and a connection to it will be provided with a pedestrian/bicycle path from NE 16<sup>th</sup> Ct. as well as via the new intersection of NE 15<sup>th</sup> Avenue with N. Pine Street.

*F. A Traffic Impact Study (TIS) may be required in accordance with Section 16.08.150. (Ord. 1340, 2011)*

Applicant Response: Consistent with the provisions of this subsection, a Traffic Impact Study was prepared by DKS, the City's traffic consultant. Please refer to that study for further information.

## **Chapter 16.64: Subdivisions – Design Standards**

### *16.64.010 Streets.*

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

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

Applicant Response: The street system in most of this area of the City is already established by prior development. The proposed streets in this project provide for the completion of N. Oak Street and the extension of NE 15<sup>th</sup> and 16<sup>th</sup> Avenues. The only area of undeveloped property is to the north of this site where a through the City's planning efforts in developing the North Redwood Development Concept Plan. The proposed street system for the project has implemented that plan as closely as feasible given on- and off-site development constraints. The street standards uses are consistent with the design standards contained in the NRDCP.

B. *Permeable Surfaces. Permeable surfacing alternatives and on-site stormwater management facilities, are encouraged for street improvements. Permeable surfacing and LID stormwater management facilities shall be constructed in accordance with the Canby Public Works Design Standards and the manufacturer's recommendations. Permeable surfacing includes, but is no limited to: paving blocks, turf block, pervious concrete, porous asphalt, and other similar approved materials. Alternative surfacing methods may be approved for public and private roads, road shoulders, pedestrian ways, driveways, and easement service roads unless site constraints make use of such materials detrimental to water quality. Use of permeable surfacing methods shall meet the imposed load requirements for fire apparatus, and shall be subject to review and approval by the Canby Public Works Department.*

Applicant Response: The applicant's engineer will rely upon adopted City standards in preparing the construction plans for this subdivision.

C. *Reserve Strips. Reserve strips or street plugs controlling the access to streets will not be approved unless such strips are necessary for the protection of the public welfare or of substantial property rights, or both, and in no case unless the control and disposal of the land composing such strips is placed within the jurisdiction of the city, under conditions approved by the commission.*

Applicant Response: The applicant will follow the City's recommendations regarding reserve strips at the ends of streets that are stubbed to the boundaries of the project.

D. *Alignment. All streets other than minor streets or cul-de-sacs, shall, as far as possible, be in alignment with the existing streets by continuations of the center lines thereof. Jogs creating "T" intersections shall have centerline offsets of not less than one hundred fifty feet, unless it is found that community benefits of such an alignment outweigh its disadvantages.*

Applicant Response: The proposed layout creates intersections that are consistent with these requirements. The intersection of NE 15<sup>th</sup> Avenue with N. Pine St. aligns with NE 15<sup>th</sup> Ave. on the east side of Pine. The intersection of NE 16<sup>th</sup> Avenue with N. Oak St. is in alignment with NE 16<sup>th</sup> Ave. on the west side of N. Oak St. All internal intersection are in alignment through the intersection.

E. *Future Extension of Streets. Where a subdivision adjoins unplatted acreage, streets which in the opinion of the commission should be continued in the event of the subdivision of the acreage, will be required to be provided through to the boundary lines of the tract. Reserve strips, street plugs and temporary turnaround areas may be required to preserve the objectives of street extensions. Reserve strips and street plugs shall be deeded to the city prior to final plat approval. The Planning Commission may require that the costs of title insurance and recordation fees, if any, for such areas be borne by the subdivider. If, in the opinion of the city engineer, a traffic pedestrian, or safety hazard temporarily exists by the construction of a dead-end street, he may direct that a barricade of adequate design be installed at the developer's expense as one of the required improvement items for the subdivision.*



Applicant Response: Street stubs are provided to the adjacent property to the north in order to allow for future development of vacant land that abuts Hamilton Acres. All other adjacent property is fully developed to City standards.

*F. Intersection Angles. Streets shall intersect one another at an angle as near to a right angle as possible, and no intersections of streets at angles of less than thirty degrees will be approved unless necessitated by topographic conditions. When intersections of other than ninety degrees are unavoidable, the right-of-way lines along the acute angle shall have a minimum corner radius of twelve feet. All right-of-way lines at intersections with arterial streets shall have a corner radius of not less than twelve feet.*

Applicant Response: Intersection angles are at right angles as required.

*G. Existing Streets. Whenever existing streets, adjacent to or within a tract, are of inadequate width, dedication of additional right-of-way shall be provided at the time of subdivision.*

Applicant Response: Additional right-of-way is proposed to be dedicated to N. Redwood Street along the property's frontage on that street.

*H. Half Streets. Half streets, while generally not acceptable, may be approved where essential to the reasonable development of the subdivision, when in conformity with the other requirements of these regulations, and when the commission finds it will be practical to require the dedication of the other half when the adjoining property is subdivided. Whenever a half street is adjacent to a tract to be subdivided, the other half of the street shall be platted within such tract. Reserve strips, street plugs, special signs and barricades may be required to preserve the objectives of half streets.*

Applicant Response: No half streets are proposed. This development completes N. Oak Street where it is currently a half street.

*I. Cul-de-sacs. A cul-de-sac shall only be allowed when environmental or topographical constraints, existing development patterns, or compliance with other standards in this code preclude street extension and through circulation. When cul-de-sacs are provided, all of the following shall be met:*

Applicant Response: N. 16<sup>th</sup> Ct. is proposed to be a short cul-de-sac street. Extension through the site to N. Pine is blocked by the location of the existing home on TL 3201. The proposed cul-de-sac meets the requirements of this section as follows:

- 1. The cul-de-sac shall not exceed a length of 400 feet. Length of the cul-de-sac shall be measured along the centerline of the roadway from the near side of the intersecting street to the farthest point of the cul-de-sac;*

Comment: NE 16<sup>th</sup> Ct. measures 230 feet along the centerline from the near side of N. Persimmon Street to the end of the cul-de-sac. This criterion is met.

- 2. The cul-de-sac shall be designed in accordance with the Canby Public Works Design Standards.*

Comment: The proposed cul-de-sac has been designed to conform to City standards for cul-de-sac streets. It has a 54' right-of-way radius and a 48' curbed radius.

- 3. The cul-de-sac may have a vegetated center island that will serve to treat stormwater runoff generated by the cul-de-sac. Specifications for cul-de-sac design are located in the Public Works Design Standards.*

Comment: No center island is proposed at this time. Storm water will be accommodated by drywells so the island is not needed.

- 4. The cul-de-sac shall provide a pedestrian connection between it and adjacent streets, access ways, parks, or other right-of-way. Such pedestrian ways shall conform to Section 16.64.030(C).*

Comment: A pedestrian way is provided from the cul-de-sac to N. Pine Street, as required.

- J. Marginal Access Streets. Where a subdivision abuts or contains an existing or proposed arterial street, the commission may require marginal access streets, through lots with suitable depth, screen planting contained in a nonaccess reservation along the rear property line, or such other treatment as may be necessary for adequate protection of residential properties and to afford separation of through and local traffic.*

Applicant Response: Not applicable. The subdivision does not abut or contain an existing or proposed arterial street.

*K. Alleys.*

- 1. Alleys shall be provided to commercial and industrial districts, unless other permanent provisions for access to off-street parking and loading facilities are made as approved by the commission.*
- 2. Alleys shall be provided within residential subdivisions when streets are designed to meet the narrow "green" street standards in the Canby Public Works Design Standards. Visitor parking areas may be required by the city to mitigate the lack of on-street parking.*
- 3. When alleys are provided as part of a new residential subdivision, streets shall be designed in accordance with the narrow "green" street standards in the Canby Public Works Design Standards. Visitor parking areas may be required by the city to mitigate the lack of on-street parking.*
- 4. Alley intersection corners shall have a minimum radius of ten feet.*

Applicant Response: No alleys are proposed.

- L. Street Names. No street name shall be used which will duplicate or be confused with the name of existing streets except for extensions of existing streets. Street names and numbers*

*shall conform to the established pattern in the city and the surrounding area and shall be subject to the approval of the commission.*

Applicant Response: The proposed street names are consistent with this requirement. Numbered avenues are continued at NE 15<sup>th</sup> and NE 16<sup>th</sup> Avenues. N Persimmon Street makes use of a tree name, consistent with the City's naming system.

*M. Planting Easements. The Planning Commission may require additional easements for planting street trees or shrubs.*

Applicant Response: The applicant will accept reasonable conditions to this effect if requested by the City.

*N. Grades and Curbs. Grades shall not exceed seven percent on arterials, ten percent on collector streets, or fifteen percent on any other street. In flat areas allowance shall be made for finished street grades having a minimum slope of .5 percent. Centerline radii of curves shall not be less than three hundred feet on major arterials, two hundred feet on secondary arterials, or one hundred feet on other streets, unless specifically approved by the City, and shall be to an even ten feet.*

Applicant Response: The site is very flat and streets in this subdivision will have grades of approximately one percent.

*O. Streets Adjacent to Highway 99-E or Railroad Right-of-Way. Wherever the proposed subdivision contains or is adjacent to a railroad right-of-way or Highway 99-E, provisions may be required for a street approximately parallel to and on each side of such right-of-way at a distance suitable for the appropriate use of the land between the streets and the railroad or Highway 99-E. The distances shall be determined with due consideration of cross streets at a minimum distance required for approach grades to a future grade separation and to provide sufficient depth to allow screen planting along the railroad right-of-way. (Ord. 740 section 10.4.40(C)(1), 1984; Ord. 1043 section 3, 2000; Ord 1237, 2007; Ord. 1338, 2010)*

Applicant Response: Not applicable. No development is proposed adjacent to 99E or a railroad right-of-way.

#### *16.64.015 Access*

*A. Any application that involves access to the State Highway System shall be reviewed by the Oregon Department of Transportation for conformance with state access management standards (See appendix G of the Transportation System Plan).*

Applicant Response: Not applicable. No access to a State Highway is proposed.

*B. All proposed roads shall follow the natural topography and preserve natural features of the site as much as possible. Alignments shall be planned to minimize grading.*

Applicant Response: The proposed street system is located on land that is generally flat. No topographic issues will impede the street design.

C. *Access shall be properly placed in relation to sight distance, driveway spacing, and other related considerations, including opportunities for joint and cross access.*

Applicant Response: There is adequate sight distance at all proposed intersections. Driveway locations will be reviewed at the time of building permit application.

D. *The road system shall provide adequate access to buildings for residents, visitors, deliveries, emergency vehicles, and garbage collection.*

Applicant Response: The proposed road system is a grid and provides adequate access to all lots within the subdivision.

E. *Streets shall have sidewalks on both sides. Pedestrian linkages should also be provided to the peripheral street system.*

Applicant Response: As shown on the preliminary plan, sidewalks are proposed on both sides of all streets in the subdivision.

F. *Access shall be consistent with the access management standards adopted in the Transportation System Plan. (Ord. 1043 section 3, 2000)*

Applicant Response: Proposed accesses will comply with these standards.

#### 16.64.020 Blocks.

A. *Generally. The lengths, widths and shapes of blocks shall be designed with due regard to providing adequate building sites suitable to the special needs of the type of use contemplated, needs for access, circulation, control and safety of street traffic and limitations and opportunities of topography.*

Applicant Response: The proposed blocks provide for convenient access to all lots. The block depths are appropriate for the lot depths typical in the R-1 zone. Block lengths are relatively short so that connectivity is maintained.

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

Applicant Response: Blocks are less than 600 feet in length.

#### 16.64.030 Easements.

A. *Utility Lines. Easements for electric lines or other public utilities are required, subject to the recommendations of the utility providing agency. Utility easements twelve feet in width shall*

*be required along all street lot lines unless specifically waived. The commission may also require utility easements along side or rear lot lines when required for utility provision. The construction of buildings or other improvements on such easements shall not be permitted unless specifically allowed by the affected utility providing agency.*

Applicant Response: Easements will be provided along all streets and where needed for utility lines.

*B. Watercourses. Where a subdivision is traversed by a watercourse, drainage way, channel or stream, there shall be provided a storm water easement or drainage right-of-way conforming substantially with the lines of such watercourse, and such further width as will be adequate for the purpose of assuring adequate flood control. Streets parallel to watercourses may be required.*

Applicant Response: Not applicable. The site is not traversed by a watercourse, drainageway, channel, or stream.

*C. Pedestrian Ways. In any block over six hundred feet in length, a pedestrian way or combination pedestrian way and utility easement shall be provided through the middle of the block. If unusual conditions require blocks longer than one thousand two hundred feet, two pedestrian ways may be required. When essential for public convenience, such ways may be required to connect to cul-de-sacs, or between streets and other public or semipublic lands or through green way systems. Sidewalks to city standards may be required in easements where insufficient right-of-way exists for the full street surface and the sidewalk. All pedestrian ways shall address the following standards to provide for the safety of users:*

- 1. Length should be kept to a minimum and normally not in excess of two hundred feet;*
- 2. Width should be maximized and shall not be below ten feet. For pathways over one hundred feet long, pathway width shall increase above the minimum by one foot for every twenty feet of length;*
- 3. A minimum of three foot-candles illumination shall be provided. Lighting shall minimize glare on adjacent uses consistent with the outdoor lighting provisions in section 16.43 of this code;*
- 4. Landscaping, grade differences, and other obstructions should not hinder visibility into the pedestrian way from adjacent streets and properties. Fencing along public pedestrian ways shall conform with the standards in Section 16.08.110;*
- 5. Surrounding land uses should be designed to provide surveillance opportunities from those uses into the pedestrian way, such as with the placement of windows;*
- 6. Exits shall be designed to maximize safety of users and traffic on adjacent streets; and*
- 7. Use of permeable surfacing materials for pedestrian ways and sidewalks is encouraged whenever site and soil conditions make permeable surfacing feasible. Permeable surfacing includes, but is not limited to: paving blocks, turf block, pervious concrete, and*

*porous asphalt All permeable surfacing shall be designed, constructed, and maintained in accordance with the Canby Public Works Design Standards and the manufacturer's recommendations. Maintenance of permeable surfacing materials located on private property are the responsibility of the property owner.*

Applicant Response: A pedestrian way is proposed to provide a connection from NE 16<sup>th</sup> Ct. to N. Pine Street. The length is approximately 112 feet and the width proposed is 15 feet, in compliance with C.1 and C2. Lighting will be provided to meet the required illumination standard. Landscaping will be maintained to avoid blocking views along the pathway from the abutting streets. Adjacent homes will have windows that allow for viewing the pathway. The final design of the pathway will be included in the construction plans prior to final plat and will include measures for safety at the street intersections. Permeable paving will be considered and discussed with City staff while developing the engineering plans.

*D. Developments that abut the Molalla Forest Road multi-use path shall provide a pedestrian/bicycle access to the path. The city may determine the development to be exempt from this standard if there is an existing or planned access to the path within 300 feet of the development.*

Applicant Response: Not applicable. The site does not abut the Molalla Forest Road.

*E. Solar Easements. Subdividers shall be encouraged to establish solar easements and utilize appropriate solar design in their development proposals. Solar easements shall be shown on the final plat and in the deed restrictions of the subdivision. The Planning Commission may require the recordation of special easements or other documents intended to protect solar access. (Ord. 740 section 10.4.40(C)(3), 1984; Ord. 1043 section 3, 2000; Ord 1237, 2007; Ord. 1338, 2010; Ord. 1340, 2011)*

Applicant Response: The applicant does not envision including solar easements.

*Lots.*

*A. Size and Shape. The lot size, width, shape and orientation shall be appropriate for the location of the subdivision and for the type of development and use contemplated. To provide for proper site design and prevent the creation of irregularly shaped parcels, the depth of any lot or parcel shall not exceed three times its width (or four times its width in rural areas) unless there is a topographical or environmental constraint or an existing man-made feature such as a railroad line.*

Applicant Response: The proposed lots are regularly configured to provide for reasonable building envelopes for single-family homes.

*B. Minimum Lot Sizes:*

*1. Lot sizes shall conform with requirements of Division III unless the applicant chooses to use an alternative lot layout per subsection (3) below to accommodate interconnected and continuous open space and or other natural resources. In this case, the average minimum lot size may be reduced by 5,000 square feet after subtracting access tracts.*

*Overall development densities shall comply with the underlying maximum density allowed by the zone.*

Applicant Response: All lots comply with the 7,000 sq. ft. minimum lot size of the R-1 zone.

2. *In areas that cannot be connected to sewer trunk lines, minimum lot sizes shall be greater than the minimum herein specified if necessary because of adverse soil structure for sewage disposal by septic systems. Such lot sizes shall conform to the requirements of Clackamas County for sewage disposal unless provisions are made for sanitary sewers.*

Applicant Response: Not applicable. The lots will be connected to City sewer.

3. *Alternative lot layout. Applicants may deviate from standard lot setbacks and dimensions to accommodate dedicated interconnected open space or other natural areas. Clustered housing, lot-size averaging, and a mixture of approaches where building lots can be grouped into a smaller portion of the total development, reserving the remainder for open space or other natural areas. Alternative development layouts shall not exceed the underlying maximum density allowed by the zone.*

Applicant Response: Not applicable. The applicant does not propose an alternative lot layout.

4. *When using the alternative lot layout option, the following must be met:*
  - a. *The arrangement of the alternative lot layout shall be designed to avoid development forms commonly known as linear, straight-line or highway strip patterns.*
  - b. *To the maximum extent possible, open space and natural areas, where used, shall be continuous, interconnected, and concentrated in large usable areas.*
  - c. *Where possible, open space shall be connected to adjacent off-site open space areas.*
  - d. *Open space and natural areas shall be maintained permanently by the property owner or the property owner's association.*

Applicant Response: Not applicable. The applicant does not propose an alternative lot layout.

- C. *Lot Frontage. All lots shall meet the requirements specified in Division III for frontage on a public street, except that the Planning Commission may allow the creation of flag lots, cul-de-sac lots and other such unique designs upon findings that access and building areas are adequate. Lots that front on more than one major street shall be required to locate motor vehicle accesses on the street with the lower functional classification.*

Applicant Response: Lots 19 and 20 are proposed as flag lots. Technically, Lot 20 has frontage on N. Pine Street, but a flag configuration is proposed to allow access from a shared driveway with Lot 19 so as to minimize driveways onto N. Pine Street (which is a collector street).

*D. Double Frontage. Double frontage or through lots should be avoided except where essential to provide separation of residential development from traffic arteries or to overcome specific disadvantages of topography and orientation.*

Applicant Response: No double frontage lots are proposed.

*E. Lot Side Lines. The side lines of lots shall run at right angles to the street upon which the lots face, or on curved streets they shall be radial to the curve, unless there is some recognizable advantage to a different design.*

Applicant Response: To the maximum extent practicable, the lots in this subdivision are designed with side lines at right angles to the streets onto which they front.

*F. Resubdivision. In subdividing tracts into large lots which at some future time are likely to be resubdivided, the location of lot lines and other details of the layout shall be such that resubdivision may readily take place without violating the requirements of these regulations and without interfering with the orderly development of streets. Restriction of building locations in relationship to future street rights-of-way shall be made a matter of record if the commission considers it necessary.*

Applicant Response: No lots are proposed that are capable of being re-subdivided.

*G. Building Lines. If special building setback lines are to be established in the subdivision plat, they shall be shown on the subdivision plat or included in the deed restrictions. This includes lots where common wall construction is to be permitted between two single-family dwellings.*

Applicant Response: No special building setback lines are proposed.

*H. Potentially Hazardous Lots or Parcels. The commission shall utilize its prerogative to modify or deny a tentative plat or partition map where it is found that a proposed lot or parcel is potentially hazardous due to flooding or soil instability.*

Applicant Response: No potentially hazardous lots are proposed.

*I. Flag Lots or Panhandle-shaped Lots. The commission may allow the creation of flag lots provided that the following standards are met:*

- 1. Not more than one flag lot shall be created to the rear of any conventional lot and having frontage on the same street unless it is found that access will be adequate and that multiple flag lots are the only reasonable method to allow for development of the site. Every flag lot shall have access to a public street.*

Comment: Lots 19 is the only lot to the rear of Lot 18 and Lot 20 is the only lot to the rear of Lots 21 and 22. This criterion is met.

- 2. The access strip is to be a minimum of twenty feet in width and shall be paved for its full width from its connection with the public street to the main body of the lot. Except, however, that the width requirement may be reduced to twelve feet, for accessing a single*



*flag lot, where the total length of the access strip does not exceed one hundred feet. Access strips not less than ten feet in width may be permitted where two such drives abut and are provided with reciprocal easements for use. For drives accessing more than two flag lots, the access strip shall be a minimum of twenty feet with reciprocal access and maintenance agreements for all lots.*

Comment: Lots 19 and 20 have access strips 10 feet wide, each, for a shared width of 20 feet. The required reciprocal access easement will be provided on the plat and a maintenance agreement will be recorded.

- 3. For residential flag lots, a minimum building setback of five feet from the access strip shall be maintained where such buildings exist prior to the creation of the flag lot.*

Comment: Not applicable. No existing buildings abut the access strip.

- 4. Design and locations of buildings on flag lots shall be such that normal traffic will have sufficient area to turn around, rather than necessitating backing motions down the access strip. The commission may establish special setback requirements at the time of approving the creation of flag lots.*

Comment: The layout of the homes on Lots 19 and 20 will be designed to meet this standard. Compliance will be demonstrated with the building permit applications.

- 5. Flag lots shall not be permitted when the result would be to increase the number of properties requiring direct and individual access connections to the State Highway System or other arterials.*

Comment: Not applicable. No State Highways or arterial streets are present in this area.

- 6. The area of a panhandle shaped or flag lot shall be considered to be the rear or buildable portion of the lot and shall not include the driveway or access strip.*

Comment: The lot areas shown on the Preliminary Plan do not include the access strip. Both lots conform to the minimum 7,000 sq. ft. lot size of the R-1 zone.

- 7. For the purposes of defining setbacks, flag lots shall have three side yards and one rear yard. The rear yard may be placed on any side of the main dwelling.*

Comment: Proposed homes on the flag lots will comply with the modified setbacks of this subsection. The Site Plans submitted with the building permit application will demonstrate compliance.

- J. Designation of Lots as 'Infill Home' Sites. The Planning Commission may require that homes built on one or more lots adjacent to existing development be subject to any or all of the requirements of 16.21.050 - Infill Homes. Furthermore, for subdivisions where the parent parcel(s) is less than two acres in size, the Planning Commission may require that all homes built on lots in the subdivision be subject to any or all of the requirements of 16.21.050. These requirements are to be shown on the subdivision plat or included in the deed*

restrictions. (Ord. 740 section 10.3.05(F) and 10.4.40(C)(4), 1984; Ord. 890 section 54, 1993; Ord. 1043 section 3, 2000; Ord. 1107, 2002; Ord. 1111 section 6, 2003; Ord. 1338, 2010)

Applicant Response: Not applicable. The lots are not infill home sites.

*16.64.050 Parks and recreation.*

*Subdivisions shall meet the requirements for park, open space and recreation as specified in Division VI.*

Applicant Response: The lots in the proposed development will be subject to SDCs in lieu of land dedication for park purposes, as allowed in 16.120.020.A.2.

## **COMPLIANCE WITH COMPREHENSIVE PLAN**

The City of Canby Comprehensive Plan Map designates the subject property Low Density Residential. This plan designation is implemented by the R1 zoning district that is applied to the property. The proposed site plan has been designed at a density consistent with this designation and the proposed land use, single-family residential, is a use permitted in this designation.

## **CITIZEN INVOLVEMENT ELEMENT**

The proposed project will be reviewed in a manner that is consistent with the Citizen Involvement Element of the Comprehensive Plan. A neighborhood meeting was held in accordance with City standards prior to the submittal of the subdivision application. This meeting allowed the applicant to present the proposed development and to answer questions and take citizen comments that were used in formulating the final application. The City of Canby will provide public notice prior to the public hearing before the Planning Commission. Citizens will be allowed to present testimony regarding the proposal prior to the Planning Commission making a decision on the application.

## **URBAN GROWTH ELEMENT**

Applicant Response: The subject property is within the Urban Growth Boundary and has been annexed to the City of Canby. Development of the property, therefore, is consistent with the Urban Growth Element.

## **LAND USE ELEMENT**

**POLICY NO. 1: CANBY SHALL GUIDE THE COURSE OF GROWTH AND DEVELOPMENT SO AS TO SEPARATE CONFLICTING OR INCOMPATIBLE USES WHILE GROUPING COMPATIBLE USES.**

Applicant Response: The City has designated the subject property for Low Density Residential Development, which is implemented by the R-1 zoning district and which allows for single-family residential development. The proposed subdivision is consistent with the R-1 zone.

POLICY NO. 2: CANBY SHALL ENCOURAGE A GENERAL INCREASE IN THE INTENSITY AND DENSITY OF PERMITTED DEVELOPMENT AS A MEANS OF MINIMIZING URBAN SPRAWL.

Applicant Response: The density of the proposed subdivision is consistent with the Low Density Residential designation. The City has designed the R-1 zoning district that implements the LDR designation to provide sufficient density to accommodate anticipated population growth.

POLICY NO. 3: CANBY SHALL DISCOURAGE ANY DEVELOPMENT WHICH WILL RESULT IN OVERBURDENING ANY OF THE COMMUNITY'S PUBLIC FACILITIES OR SERVICES.

Applicant Response: The subject property is served with all required public facilities and services need for the proposed development. Sanitary sewer is available in N. Pine Street. City water is available in abutting streets surrounding this site. Storm water will be accommodated with drywells. Police and fire protection are provided by the City of Canby.

POLICY NO. 4: CANBY SHALL LIMIT DEVELOPMENT IN AREAS IDENTIFIED AS HAVING AN UNACCEPTABLE LEVEL OF RISK BECAUSE OF NATURAL HAZARDS.

Applicant Response: There are no natural hazard areas identified on this site.

POLICY NO. 5: CANBY SHALL UTILIZE THE LAND USE MAP AS THE BASIS OF ZONING AND OTHER PLANNING OR PUBLIC FACILITY DECISIONS.

Applicant Response: The City has implemented the Low Density Residential designation of the subject property on the Comprehensive Plan Map through the adoption of R-1 zoning.

POLICY NO. 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.

Applicant Response: The subject property is not identified on the Areas of Special Concern Map in this section of the Comprehensive Plan.

## ENVIRONMENTAL CONCERNS ELEMENT

POLICY NO. 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.

Applicant Response: The subject property is not in farm use and does not appear to have been used for such purpose in the recent past.

POLICY NO. 1-R-B: CANBY SHALL ENCOURAGE THE URBANIZATION OF THE LEAST PRODUCTIVE AGRICLUTURAL AREA WITHIN THE URBAN GROWTH BOUNDARY AS A FIRST PRIORITY.

Applicant Response: As noted above, the subject property is not productive farm land. Urbanization does not conflict with this policy.

POLICY NO. 2-R: CANBY SHALL MAINTAIN AND PROTECT SURFACE WATER AND GROUNDWATER RESOURCES.

Applicant Response: There are no streams or drainageways on this site. The geotechnical report for the property indicates that subsurface conditions will support the use of drywells for storm water management.

POLICY NO. 3-R: CANBY SHALL REQUIRE THAT ALL EXISTING AND FUTURE DEVELOPMENT ACTIVITIES MEET THE PRESCRIBED STANDARDS FOR AIR, WATER, AND LAND POLLUTION.

Applicant Response: The proposed development will comply with all applicable standards relating to air, water and land pollution.

POLICY NO. 4-R: CANBY SHALL SEEK TO MITIGATE, WHEREVER POSSIBLE, NOISE POLLUTION GENERATED FROM NEW PROPOSALS OR EXISTING ACTIVITIES.

Applicant Response: Not applicable. There are no significant noise pollution impacts associated with residential development.

POLICY NO. 5-R: CANBY SHALL SUPPORT LOCAL SAND AND GRAVEL OPERATIONS AND WILL COOPERATE WITH COUNTY AND STATE AGENCIES IN THE REVIEW OF AGGREGATE REMOVAL APPLICATIONS.

Applicant Response: Not applicable. The site plan does not include proposals for sand or gravel operations.

POLICY NO. 6-R: CANBY SHALL PRESERVE AND, WHERE POSSIBLE, ENCOURAGE RESTORATION OF HISTORIC SITES AND BUILDINGS.

Applicant Response: Not applicable. No identified historic resources are present on this site.

POLICY NO. 7-R: CANBY SHALL SEEK TO IMPROVE THE OVERALL SCENIC AND AESTHETIC QUALITIES OF THE CITY.

Applicant Response: The proposed development will provide for single-family development that includes street trees as a means of improving the aesthetic qualities of residential neighborhoods.

POLICY NO. 8-R: CANBY SHALL SEEK TO PRESERVE AND MAINTAIN OPEN SPACE WHERE APPROPRIATE AND WHERE COMPATIBLE WITH OTHER LAND USES.

Applicant Response: No open space resources exist in this area. The development will pay SDCs for off-site park acquisition.

POLICY NO. 9-R: CANBY SHALL ATTEMPT TO MINIMIZE THE ADVERSE IMPACTS OF NEW DEVELOPMENTS ON FISH AND WILDLIFE HABITATS.

Applicant Response: The proposed storm sewer system will be accommodated by drywells so that there will be no adverse impacts on fish and wildlife habitats from surface runoff.

POLICY NO. 10-R: CANBY SHALL ATTEMPT TO MINIMIZE THE ADVERSE IMPACTS OF NEW DEVELOPMENTS ON WETLANDS.

Applicant Response: There are no wetlands on the site or on adjoining properties.

POLICY NO. 1-H: CANBY SHALL RESTRICT URBANIZATION IN AREAS OF IDENTIFIED STEEP SLOPES.

Applicant Response: The subject property does not contain any areas of steep slope.

POLICY NO. 2-H: CANBY SHALL CONTINUE TO PARTICIPATE IN AND SHALL ACTIVELY SUPPORT THE FEDERAL FLOOD INSURANCE PROGRAM.

Applicant Response: No wetlands are located on the subject property.

## TRANSPORTATION ELEMENT

POLICY NO. 1: CANBY SHALL PROVIDE THE NECESSARY IMPROVEMENT TO CITY STREETS, AND WILL ENCOURAGE THE COUNTY TO MAKE THE SAME COMMITMENT TO LOCAL COUNTY ROADS, IN AN EFFORT TO KEEP PACE WITH GROWTH.

Applicant Response: The proposed development will improve its frontage on N. Pine and N. Oak Streets. It will also provide for the connection of NE 15<sup>th</sup> Avenue through the site. These improvements will help traffic circulation in this area. There are significant improvements needed to N. Pine at the southern end of the street. The City is aware of this issue and has identified this area for a future street improvement project.

POLICY NO. 2: CANBY SHALL WORK COOPERATIVELY WITH DEVELOPERS TO ASSURE THAT NEW STREETS ARE CONSTRUCTED IN A TIMELY FASHION TO MEET THE CITY'S GROWTH NEEDS.

Applicant Response: All streets proposed in this subdivision will be improved or bonded prior to recording of the final plat for the subdivision.

POLICY NO. 3: CANBY SHALL ATTEMPT TO IMPROVE ITS PROBLEM INTERSECTIONS, IN KEEPING WITH ITS POLICIES FOR UPGRADING OR NEW CONSTRUCTION OF ROADS.

Applicant Response: A traffic study for the proposed development was conducted by the City's traffic engineering consultants, DKS Associates. The study found that impacted intersections will continue to operate within accepted design parameters and that no improvements to the intersections are required.

POLICY NO. 4: CANBY SHALL WORK TO PROVIDE AN ADEQUATE SIDEWALK AND PEDESTRIAN PATHWAY SYSTEM TO SERVE ALL RESIDENTS.

Applicant Response: Sidewalks will be provided along all streets within the proposed development. A pedestrian/bicycle pathway will be provided to connect NE 16<sup>th</sup> Ct. with N. Pine Street.

POLICY NO. 6: CANBY SHALL CONTINUE IN ITS EFFORTS TO ASSURE THAT ALL NEW DEVELOPMENTS PROVIDE ADEQUATE ACCESS FOR EMERGENCY RESPONSE VEHICLES AND FOR THE SAFETY AND CONVENIENCE OF THE GENERAL PUBLIC.

Applicant Response: The proposed street system will be developed to City standards. It provides for a grid circulation system which will facilitate emergency response vehicles.

POLICY NO. 7: CANBY SHALL PROVIDE APPROPRIATE FACILITIES FOR BICYCLES AND, IF FOUND TO BE NEEDED, FOR OTHER SLOW MOVING ENERGY EFFICIENT VEHICLES.

Applicant Response: The local street system will provide for bicycle traffic.

## PUBLIC FACILITIES AND SERVICES ELEMENT

GOAL 1: TO ASSURE THE ADEQUATE PROVISION OF WATER SERVICES TO MEET THE NEEDS OF THE RESIDENTS AND PROPERTY OWNERS OF CANBY.

Applicant Response: According to information provided at the pre-application conference, adequate public water service is available in adjacent streets to service the proposed development. The project will tap into these water mains to provide a looped system. New water lines within the project will provide for service to all lots within the subdivision. Please refer to the preliminary utility plan.

GOAL 2: TO ASSURE THE ADEQUATE PROVISION OF WASTE WATER SERVICES TO MEET THE NEEDS OF THE RESIDENTS AND PROPERTY OWNERS OF CANBY.

Applicant Response: Sanitary sewer service is available in N. Pine Street to service this project. Sewer lines will be extended in the new streets within the proposed subdivision to provide sewer service to all lots. Please refer to the preliminary utility plan.

GOAL 3: TO ASSURE THE ADEQUATE PROVISION OF STORM DRAINAGE SERVICES TO MEET THE NEEDS OF THE RESIDENTS AND PROPERTY OWNERS OF CANBY.

Applicant Response: Storm water will be accommodated by collecting drainage from street areas and draining it to drywells as shown on the preliminary utility plan. Storm water from roofs will be handled with on-site infiltration.

GOAL 4: TO ASSURE THE ADEQUATE PROVISION OF TRANSPORTATION SERVICES TO MEET THE NEEDS OF RESIDENTS AND PROPERTY OWNERS OF CANBY.

Applicant Response: As discussed above, the traffic study completed for this project demonstrates that the existing transportation system is adequate to handle traffic generated by the proposed subdivision.

GOAL 5: TO ASSURE THE ADEQUATE PROVISION OF PARKS AND RECREATION SERVICES TO MEET THE NEEDS OF THE RESIDENTS AND PROPERTY OWNERS OF CANBY.

Applicant Response: The proposed development will provide SDCs for future park and recreation sites within Canby.

GOAL 6: TO ASSURE THE PROVISION OF A FULL RANGE PUBLIC FACILITIES AND SERVICES TO MEET THE NEEDS OF THE RESIDENTS AND PROPERTY OWNERS OF CANBY.

Applicant Response: All necessary public facilities and services will be provided to the proposed subdivision.

## ECONOMIC ELEMENT

Applicant Response: The proposed residential development will provide short term jobs during development of the site and construction of homes. As a residential project, however, it is not directly relevant to the City's economic goals.

## HOUSING ELEMENT

POLICY NO. 1: CANBY SHALL ADOPT AND IMPLEMENT AN URBAN GROWTH BOUNDARY WHICH WILL ADEQUATELY PROVIDE SPACE FOR NEW HOUSING STARTS TO SUPPORT AN INCREASE IN POPULATION TO A TOTAL OF 20,000 PERSONS.

Applicant Response: The subject property is within the UGB and the city limits. Development for residential purposes is consistent with helping to meet the housing need for projected population growth.

POLICY NO. 2: CANBY SHALL ENCOURAGE A GRADUAL INCREASE IN HOUSING DENSITY AS A RESPONSE TO THE INCREASE IN HOUSING COSTS AND THE NEED FOR MORE RENTAL HOUSING.

Applicant Response: The site is zoned R-1 and the proposed development is consistent with the densities allowed by that zone.

## ENERGY CONSERVATION ELEMENT

POLICY NO. 1: CANBY SHALL ENCOURAGE ENERGY CONSERVATION AND EFFICIENCY MEASURES IN CONSTRUCTION PRACTICES.

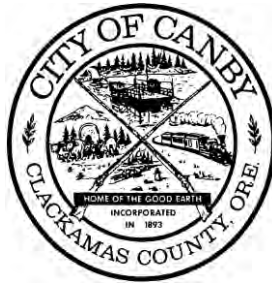
Applicant Response: The homes to be built on this site will comply with adopted building code energy conservation measures.

POLICY NO. 4: CANBY SHALL ATTEMPT TO REDUCE WASTEFUL PATTERNS OF ENERGY CONSUMPTION IN TRANSPORTATION SYSTEMS.

Applicant Response: This is achieved in residential development primarily by providing for connectivity so that there are few out-of-direction trips needed. The Hamilton Acres project is designed with this in mind. Streets are interconnected to provide for direct traffic to adjacent neighborhoods.

**Conclusion:** The proposed application for the Hamilton Acres subdivision meets the requirements of applicable development code and comprehensive plan policies. This report demonstrates that the proposal conforms to these applicable approval criteria and requests approval of this application.





## **Pre-Construction Meeting**

**1467 N Pine Street**

**April 4, 2018**

**10:30 am**

### **Attended by:**

Tim Gettel, Wave Broadband, 503-307-0029  
Gary Stockwell, CU Electric, 503-263-4307  
Rick Givens, Planning Consultant, 503-479-0097  
Jennifer Cline, Public Works, 503-266-0780

Bryan Brown, Planning Department, 503-266-0702  
Jim R Stuart, Canby Utility, 503-263-4322  
Darren Gusdorf, ICON Construction, 503-481-4450  
Hassan Ibrahim, Curran-McLeod Engineering, 503-684-3478

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

### **PLANNING CONSULTANT, Rick Givens**

- This piece of property is an island surrounded by the City of Canby and it will need to be annexed. ICON Construction is looking at the piece of property to develop and has been talking to the landowners. This is an R-1 zone and we will be also looking at doing a preliminary plat process.

### **CANBY UTILITY, WATER DEPARTMENT, Jim R Stuart**

- We do not have a lot of information and we have 6 inch water lines on both the east and west side of the proposed development. Without more information that is about all, we give you at the time.
- Rick asked if there were any pressure issues in this area and Jim said we do not have any pressure issues in Canby. Rick asked if there would be any problems with supply on the 6 inch lines and Jim said no. Darren said you would probably want the water looped together and Jim said yes and we will work with your engineering group as far as looping the system.
- There is a well on the property somewhere located between proposed lots 36 and 37. Rick asked if they needed to decommission it and Jim said yes and we will need documentation showing it. Gary said we have an old electrical service we call disconnected, but the panel is still energized. When you get to the point where you start scraping and breaking ground you will need to have that disconnected, whether it is you or the landowner calling us to have it done, we do not want to have any surprises. Jerry said there was another well at 1575 N Pine Street and wanted the developers to know there was a water well and they need to be at a 267 ft radius away for placement any drywells.

### **CANBY UTILITY, ELECTRIC DEPARTMENT, Gary Stockwell**

- Electrically, it is a pretty straight forward project for us and we have tie-ins at three locations for you. When the plan is approved by the planning commission and the lots will not change

I will put together an electrical plan and it will also show street lighting. We will submit a cost to you at that time.

- Gary asked if they were planning to do both the annexation and subdivision application together and both Rick and Darren said they thought they would do them together.

### **WAVE BROADBAND, Tim Gettel**

- Tim asked Gary when he got his electrical design plan completed if he could get a copy.
- Let me know when the trench line will be open.
- Do you know when you will be starting and Darren said once all the approvals and the annexation are complete we are looking at spring/summer of 2019.

### **CURRAN-MCLEOD ENGINEERING, Hassan Ibrahim**

- On the annexation perspective for the sanitary sewer, there is adequate capacity to serve the site.
- We will need a traffic study completed to see if there will be any mitigation.
- N Pine Street is a collector street per the City of Canby Transportation System Plan (TSP). On the other side of N Pine Street, it is built to a 20 ft half street improvement and will be 40 ft wide curb to curb and you will need to dedicate 10 ft on your side of the property. We have allowed on the other side a 6 ft curb tight sidewalk and Hassan asked Bryan if we wanted to do the same on this side or do a planter strip. Bryan said this will be a 60 ft right-of-way (ROW) and does not allow bike lanes and parking on both sides, so one side will not have parking. Hassan said correct, we have the bike line on the east side. It looks like we will be looking at a 6 ft curb tight sidewalk and Bryan said if we do not do a curb tight sidewalk we will be sacrificing any on street parking, but we may not even need on street parking and Hassan agreed.
- To discuss the interior streets, they will be classified as local streets at 28 ft wide and it will only give you parking on one side of the street if you do a 34 ft wide street you have parking on both sides.
- The horizontal curves need to be a minimum of 165 ft and Rick agreed.
- The cul-de-sac bubble radius is 48 ft and the minimum ROW radius is 54 ft and includes the eyebrow.
- To mimic what they did before with Clackamas County on N Pine Street you will need to do dual ADA ramps at each corner. On our local streets, you can do only one ADA ramp.
- I believe we built N Oak Street to be a 40 ft wide street and this is a local street, do we want it that wide? Bryan said we have it established here in this section of N Oak Street and we have it established at NE 16<sup>th</sup> Avenue. We received an easement from this property owner for 10 ft when Caitlyn Place was being accepted and Hassan said correct. Bryan said they did not pave the whole thing and Hassan said they paved 28 ft. Hassan said we need to make a decision on whether we continue the 40 ft along that section and Bryan asked if we know if the two lots from Caitlyn Place facing N Oak Street if they have a separated sidewalk. Hassan brought the plans showing the street profile of N Oak in front of Caitlyn Place subdivision. Discussion ensued. Jerry asked if you necked down the roadway would the sewer main still remain in the ROW and Hassan said it will be in the street. Hassan said the sidewalks are 6 ft and curb tight and when we get farther down the process, we could narrow it down. Bryan said it looks like you are planning a 52 ft wide local streets when I measured

it and maybe you were planning 34 ft wide streets. Rick said yes we were planning on doing 34 ft wide streets throughout and Bryan said I would encourage you to do it because the planning commission will have problems with the neighbors with no on-street parking on one side with the narrower lot frontages. Hassan said our standard for local streets has a range of ROW and what they have done on the other side is they have dedicated 57 ft of ROW and Rick said the other subdivisions and Hassan said yes. They did 34 ft paved street with 6 ft sidewalks and 4-1/2 ft planter strip with 1/2 ft curb and it left them 1/2 ft from the property line.

- Is this existing house on its own tax lot and separate from yours? Rick said yes, this is a conceptual drawing and Jerry said this presents a problem and Hassan said yes. Bryan said this house has the new sewer service because their septic failed and Jerry said when they planned on developing this property the sewer main was supposed to go through and the owners of 1575 N Pine were supposed to annex by a certain date so we could put our sewer main through because we do not have depth anywhere else. Bryan said there was a two year follow up on the annexation which is getting close. Rick said he can talk to them and see if they will join the annexation. Bryan said the property owner has an obligation to follow up with an annexation and I do not think it has been two years yet. Jerry said I do not think they will have depth at NE 15<sup>th</sup> Avenue and you will need to look at all different scenarios for the sewer. Hassan said they might have to come from different directions to serve the site. Darren asked if there was an easement put on the property for the stub and Bryan said it went directly into the manhole and Jerry said when the sewer was going to continue the property owner was going hook into it from there. Right now the property owner has a private line going into the manhole because their septic failed. Discussion ensued on placing an easement on the property. Jennifer said she would prefer to have a pedestrian path and not have an easement through lot 1's property.
- Your layout looks like you are encroaching on his property and Rick said he showed a future dedication just to make the eyebrow be in the right spot, but we can move it further away and not have it there.
- What do you plan on doing for your storm drainage and Rick said we are planning on doing a LID, swale system, but it is so flat it may not work. Hassan said drywells are an option as long as there are no conflicts with existing wells in the area and you need to be outside the 267 ft radius. Rick asked if there were any other wells in the area and Jerry said just this well. Hassan said you could use a conveyance system to bypass the 267 ft radius. Darren said we will have to do a percolation test.
- There is a large telephone duct run on the west side of N Pine Street. Jerry said there is not much room around there and if you have to reconnect to the manhole you will have to dig around the duct run again. It is doable and they can get through it and just for your information if they dig around there I placed pea gravel around it.

#### **PUBLIC WORKS DEPARTMENT, Jennifer Cline**

- Jennifer has a question about the continuance of N Oak Street heading north. Bryan said Rick is working on the layout of the property to the north and he has a possibility of the layout. Bryan showed (3) alternative plans for connecting N Oak Street. Pat Sisul did these plans and Rick has chosen one of them. Gary said this is the one I chose for my plans and it was the plan depicting an offset street. Discussion ensued. Hassan said when you decide on

what connecting plan to go with we would like you to do a profile to ensure the street grades work. Rick said do you want Oak Street to be a through street and Bryan said we do want N Oak Street to connect and whether it is with or without the jogs, which is slightly better not to have the jogs. Hassan said if we do not do the jog then we are over the 400 maximum block length. Bryan said there 660 ft across here which is not allowed and we have to have an intervening street, but he has that and it just has a jog in it. Rick said we are over the 400 ft and Bryan said if you go over the 600 ft you need to have a pedestrian path.

#### **CITY OF CANBY, PUBLIC WORKS DEPARTMENT, Jerry Nelzen**

- There is a sewer stubbed to the back of N Oak Street and Jennifer asked how deep is the sewer and the answer was 5 ft to 6 ft deep. Hassan said at NE 15<sup>th</sup> Avenue it was deeper along with NE 17<sup>th</sup> Avenue. Hassan said the sewer needs to be as deep as possible.

#### **CITY OF CANBY, PLANNING DEPARTMENT, Bryan Brown**

- I have not had a lot of time into this project, but this subdivision looks fine on its own and the question is what to do with the next property to the north because if you do not interconnect a street then you have the block length of issues. I was more concerned we were not adversely affecting water, sewer, electric and the other services and we need to keep in mind the next property that connects and how it all fits together.
- Darren asked if it matters if we do them separately or together and Bryan said you are never guaranteed an annexation will pass. I think they would be hard pressed not to annex it and I think you should use the island information because of the lot need and if you feel pretty confident that you can still demonstrate that we are not going to have a three-year supply of R-1 lots. If for some reason the annexation gets denied or slowed down then you would have wasted all of the extra engineering time developing the final aspects of your subdivision and that is the risk. Rick said as far as the annexation goes and we were to separate them and were not developing until next year we would probably have enough time to do a two-step process. Jennifer asked if they did a concept plan through Planning and Bryan stated this one does not need a concept plan for the area, it needs an understanding of the infrastructure for a 3-lot area than just that lot. If we want to make this design conform and in some way it will guarantee where we need streets and utilities to connect we have to come to a development agreement, we are required by the ordinance to develop the development agreement, but the only thing that needs to be in it, is what we want the proposed subdivision has in it after the annexation. If we want the pedestrian easement we can put it in the development agreement and if we wanted to make sure N Oak Street connects and/or does not have to be contiguous and have a 150 ft separation, these are just a few examples.
- My other questions were are they planning on bringing both applications in at the same time or not and it looks like they will be together. Darren said Rick and I have the general criteria for the annexation for this amount of land available, do you see the city council or planning commission having any concerns giving this type of an island. Bryan said he does not think it matters that it is an island and I think it is a criterion because it does not really talk about it.
- Rick asked Bryan if he could send him the fees.

# NOTICE OF NEIGHBORHOOD MEETING

## FOR A PROPOSED ANNEXATION

You are invited to attend a neighborhood meeting regarding a proposed annexation of properties located at 1467 and 1575 N Pine Street in Canby. The property is described as Tax Lots 3100, 3200 & 3201 of Clackamas County Assessor's Map 31E28DD. The purpose of the meeting is to present the proposed application and to receive neighborhood comments and suggestions prior to the submittal of the application to the City of Canby for processing. The meeting is scheduled for:

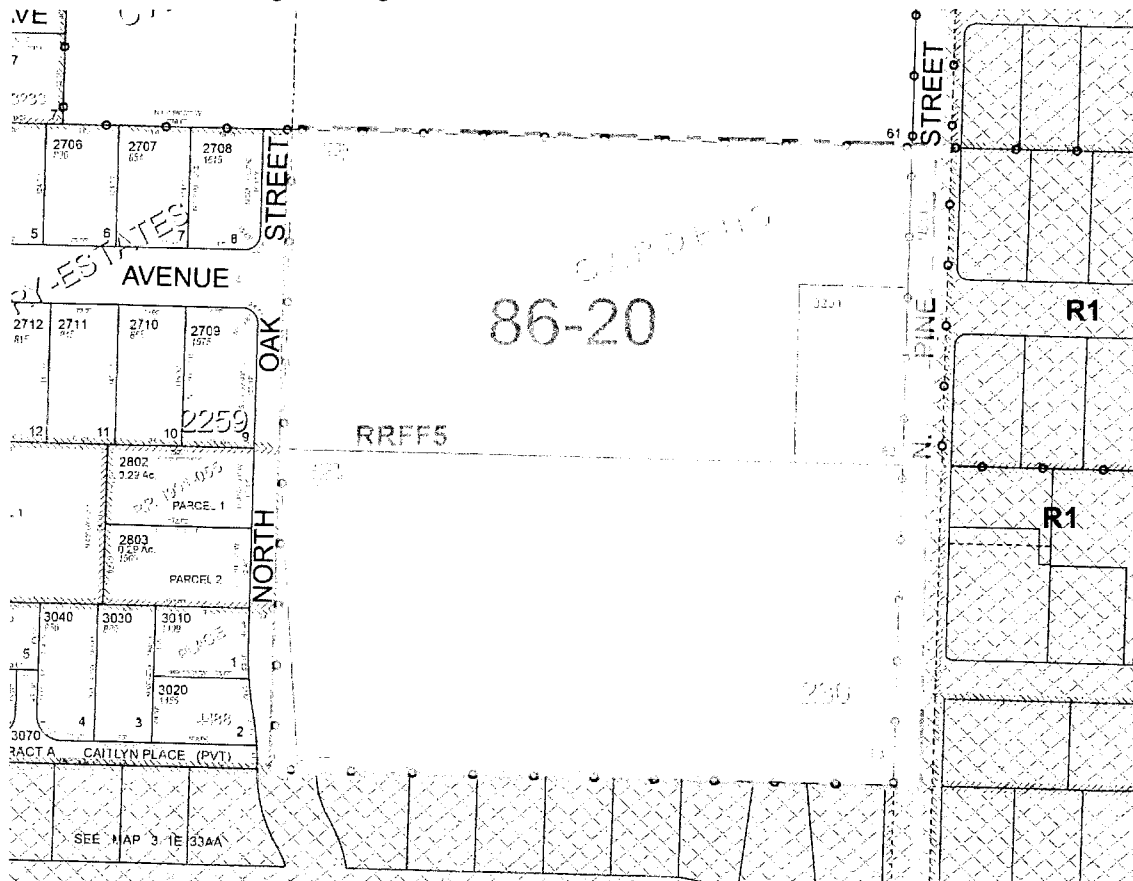
Date: Wednesday, July 18, 2018

Time: 6:45 to 7:45 PM

Location: Canby United Methodist Church

1520 N. Holly Street, Canby, OR

If you cannot attend and have questions or comments, please contact the project planner, Rick Givens, via email at [rickgivens@gmail.com](mailto:rickgivens@gmail.com).



# N Pine Street Subdivision

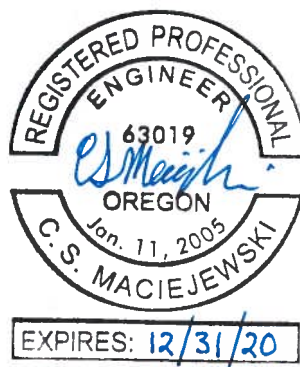
## Transportation Impact Analysis

December 13, 2018

Prepared by:



720 SW Washington St.  
Suite 500  
Portland, OR 97205  
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[www.dksassociates.com](http://www.dksassociates.com)



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## SECTION 1. INTRODUCTION

The purpose of this transportation impact analysis is to identify potential transportation system needs triggered by the proposed N Pine Street Subdivision. The proposed site is located at 1467 N Pine Street in Canby, Oregon. It currently includes one existing single-family house that will be removed and will consist of 40 new single-family housing units<sup>1</sup>. The site is zoned R1 – Low Density Residential.

Access to the site will be provided by three new public roadways. These new accesses will connect to N Pine Street and N Oak Street.

Included in the following sections is an existing operating conditions analysis, a summary of the assumptions and methodologies utilized to forecast transportation conditions with the proposed project, a detail of traffic operating conditions with the proposed project, and a summary of recommendations related to the proposed project.

### Study Area

The study area is generally bounded by Territorial Road to the north, NE 14<sup>th</sup> Avenue to the south, N Pine Street to the east, and N Oak Street to the west. The following intersections were evaluated as study intersections (see Figure 1), with their intersection control listed:

- N Pine Street / NE 15th Avenue (unsignalized)
- N Pine Street / Territorial Road (unsignalized)



Figure 1: Study Area

<sup>1</sup> Canby N Pine Street site plan, May 15, 2018.

## SECTION 2. EXISTING CONDITIONS

This section provides documentation of existing transportation conditions in the study area, including an inventory of the existing transportation network, an operational analysis of the study intersections, and a safety evaluation of the study area. Supporting details are provided in the appendix.

### **Pedestrian and Bicycle Facilities**

An inventory of the existing pedestrian and bicycle facilities was conducted to determine the current location of sidewalks and bicycle lanes within the study area. A sidewalk is available on the east side of N Pine Street between Territorial Road and NE 14<sup>th</sup> Avenue, and along the west side of N. Oak Street. Intermittent sidewalks are available along portions of Territorial Road.

There is currently a striped bike lane on the east side of N Pine Street near NE 16<sup>th</sup> Avenue adjacent to new development. Bike lanes are also provided along Territorial Road. There are no other bike facilities within the study area.

The Logging Road Trail is located just east of the proposed site. Trail users will access it by crossing N. Pine Street and using N. 14<sup>th</sup> Place or NE 15<sup>th</sup> Avenue/N. Plum Court to connect to the trail.

Pedestrian and bicycle count data during the morning and evening peak periods was also collected at the study intersections<sup>2</sup>. The count data shows that most of the pedestrian activity observed within the study area occurred at the N Pine Street / NE 15<sup>th</sup> Avenue intersection (10 crossings during the p.m. peak period). Bicycle activity within the study area is minimal. The bicycle count data indicates that only one movement per study intersection occurred during the peak periods.

### **Transit**

Transit service is provided in the vicinity of the study area by Canby Area Transit (CAT) via Route 99X to Oregon City and Woodburn. This route connects Canby to the Oregon City Transit Center where riders can transfer to several additional TriMet bus lines. The nearest bus stop to the project site is located approximately 0.60 miles to the south, near the OR 99E / NE 4<sup>th</sup> Avenue intersection.

CAT also provides general public Dial-A-Ride service for anyone traveling to or from destinations within the Canby Urban Growth Boundary (UGB). Service is provided between 8 a.m. and 6 p.m., Monday through Friday.

### **Motor Vehicle Facilities**

Characteristics of the key roadways in the study area are summarized in Table 1. Territorial Road provides for higher capacity east-to-west motor vehicle movement through the study area. It maintains a continuous two-lane cross-section (i.e. one through lane in each direction) and connects OR 99E with areas to the west of the

<sup>2</sup> Based on traffic counts conducted during November 2018.

study area. Drivers can access Territorial Road via N Pine Street. It is classified as a collector and run north-to-south between Territorial Road and NE 4<sup>th</sup> Avenue (just north of OR 99E).

**Table 1: Study Area Roadway Characteristics (within the Study Area)**

Roadway	Jurisdiction	Classification*	No. of Lanes	Posted Speed	Sidewalks	Bike Lanes
<b>NE Territorial Road</b>	Canby	Collector	2	30 mph	Intermittent	Yes
<b>N Pine Street</b>	Clackamas County	Collector	2	25 mph	One side	No
<b>N Oak Street</b>	Canby	Local	2	25 mph	One side	No
<b>NE 15<sup>th</sup> Avenue</b>	Canby	Local	2	25 mph	No	No

\* Source: Canby Transportation System Plan. Adopted December 2010.

### Existing Travel Conditions

To determine intersection operations, turn movement counts were conducted at study area intersections during the weekday morning peak period (7 to 9 a.m.) and evening peak period (4 to 6 p.m.). The raw traffic count data is included in the Appendix. The existing peak period traffic volumes developed for the study intersections are displayed in Figure 2.

#### **Motor Vehicle Volumes and Speeds**

Motor vehicle count data was collected along N. Pine Street near the proposed site<sup>3</sup>. The count data indicates that approximately 1,327 vehicles pass the proposed site along N. Pine Street during an average weekday. These vehicles are distributed evenly northbound and southbound. The highest number of trips along N. Pine Street occurs during the p.m. peak hour, with 144 vehicles passing the proposed site (66 northbound and 78 southbound).

Nearly 75 percent of vehicles in the northbound and southbound directions are traveling at speeds greater than the posted 25 miles per hour speed limit. However, approximately 65 percent of these vehicles are within five miles per hour of the posted speed. The 85<sup>th</sup> percentile speed is 32 miles per hour northbound and 31 miles per hour southbound.

#### **Intersection Operations**

This section discusses the existing conditions for motor vehicles in the study area, including an analysis of traffic operations.

<sup>3</sup> Count data collected on November 13, 2018 along N. Pine Street near the proposed site.

## Intersection Performance Measures

Level of service (LOS) ratings and volume-to-capacity (v/c) ratios are two commonly used performance measures that provide a good picture of intersection operations. Agencies often incorporate these performance measures into their mobility standards. Descriptions are given below:

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



Figure 2: Existing Peak Hour Traffic Volumes

## Jurisdictional Mobility Standards

The mobility standards for the study intersections vary according to the agency of jurisdiction for each roadway. One of the study intersections is under County jurisdiction (N Pine Street / NE 15th Avenue), while the remaining study intersections is under the jurisdiction of the City of Canby.

Clackamas County requires a volume to capacity ratio of 0.95 or less<sup>4</sup>, and the City of Canby operating standards require that a level of service "E" or better and a volume to capacity ratio of 0.90 or less to be maintained for all unsignalized intersections<sup>5</sup>.

## Existing Operating Conditions

The motor vehicle performance evaluation utilized the 2016 Highway Capacity Manual methodology for unsignalized intersections<sup>6</sup>. During the peak hours, both study intersections operate well within the adopted mobility standards (see Table ).

**Table 2: Existing 2018 Study Intersection Operations**

Intersection	Traffic Control	Jurisdiction	Mobility Standard	AM Peak			PM Peak		
				Delay	v/c	LOS	Delay	v/c	LOS
N Pine Street/NE Territorial Road	TWSC	City	LOS E; 0.90 v/c	10.5	0.09	B	12.4	0.11	B
N Pine Street/NE 15 <sup>th</sup> Avenue	TWSC	County	0.95 v/c	9.1	0.00	A	9.0	0.01	A

**Two-Way Stop Controlled (TWSC) intersections:**

v/c = Volume-to-Capacity Ratio of Worst Movement

Delay = Critical Movement Approach Delay (sec)

LOS = Level of Service of Major Street/Minor Street

## Safety Analysis

The most recent three years of available collision data (2015 – 2017) for the study area was obtained from Oregon Department of Transportation (ODOT) and used to evaluate the collision history<sup>7</sup>. Only one crash was recorded at the N Pine Street / Territorial Road intersection in the three-year time period (see Table 3). No crashes were recorded at the N Pine Street/ NE 15<sup>th</sup> Avenue intersection.

Crash rates at study intersections were calculated to identify problem areas in need of mitigation. The total number of crashes experienced at an intersection is typically proportional to the number of vehicles entering it, therefore, a crash rate describing the frequency of crashes per million entering vehicles (MEV) is used to determine if the number of crashes should be considered high. Using this technique, a collision rate of 1.0 MEV

<sup>4</sup> Clackamas County Comprehensive Plan, Chapter 5. Retrieved November 2018.

<sup>5</sup> Canby Transportation System Plan, December 2010. Retrieved November 2018.

<sup>6</sup> 2016 Highway Capacity Manual 6<sup>th</sup> Edition, Transportation Research Board, Washington DC, 2016.

<sup>7</sup> ODOT reported collisions for January 1, 2015 through December 31, 2017.

or greater is commonly used to identify when collision occurrences are higher than average and should be further evaluated. As shown in Table 3, crash rates calculated at all study intersections are well below this threshold, indicating the frequency of collisions is typical for the volume of traffic served.

**Table 3: Crash Data Summary (2015 - 2017)**

Intersection	Total Crashes	Crash Type			Crash Severity			Collision Rate
		Rear End	Turn	Fixed Object	PDO*	Minor Injury	Major Injury	
N Pine Street/NE Territorial Road	1	0	0	1	0	1	0	0.09
N Pine Street/NE 15 <sup>th</sup> Avenue	0	0	0	0	0	0	0	0.00

\*PDO = Property Damage Only

# SECTION 3. ASSUMPTIONS AND METHODOLOGIES

This section outlines key assumptions and methodologies that were used to analyze future conditions and identify any potential impacts at study intersections. Areas of interest covered in this section are trip generation, trip distribution, and background traffic growth.

## Project Description

The proposed project will construct 40 single-family housing units between N Pine Street and N Oak Street, north of NE 14<sup>th</sup> Avenue. The proposed site currently includes one existing single-family house that will be removed. The site plan can be seen in Figure 3.



Figure 3: Site Plan



## **Site Access**

The three proposed access roads connect to N Pine Street and N Oak Street. N Pine Street is classified as a collector, while N Oak Street is a local street. According to the City of Canby TSP, the minimum spacing between roadways on a collector and a local street are 250 feet and 150 feet respectively<sup>8</sup>. The proposed NE 15<sup>th</sup> Avenue access on N Pine Street will be approximately 375 feet south of NE 16<sup>th</sup> Avenue and 250 feet north of NE 14<sup>th</sup> Avenue, complying with the City standard for roadway spacing. The proposed NE 16<sup>th</sup> Avenue access on N Oak Street will be approximately 375 feet north of the proposed NE 15<sup>th</sup> Avenue access, while the proposed NE 15<sup>th</sup> Avenue access on N Oak Street will be approximately 250 feet north of NE 14<sup>th</sup> Avenue, complying with the City standard for roadway spacing.

Single-family residential driveways along local streets must be located 30 feet from intersections<sup>9</sup>, and must have spacing between individual driveways of 10 feet. The location of individual driveways are not shown on the current site plan and could not be verified.

## ***Sight Distance Review***

The sight triangle at intersections should be clear of objects (large signs, landscaping, parked cars, etc.) that could potentially limit vehicle sight distance. In addition, all proposed accesses should meet AASHTO sight distance requirements as measured from 15 feet back from the edge of pavement<sup>10</sup>. The proposed intersections to N Pine Street and N Oak Street would require a minimum of 280 feet of sight distance based on a 25-mph posted speed.

Preliminary sight distance evaluation indicated that the proposed roadway connections would provide adequate sight distance looking to the north and south (i.e., over 350 feet). Prior to occupancy, sight distance at all access points will need to be verified, documented, and stamped by a registered professional Civil or Traffic Engineer licensed in the State of Oregon.

## ***Internal Sight Circulation***

The proposed site plan (shown earlier in Figure 3) shows three local street connections to N Pine Street and N Oak Street. These access roads are proposed to connect to a new north-south oriented local street (i.e., N Persimmon Street). These roadways will provide motor vehicle access to individual lots. The proposed roadways will provide adequate circulation to the surrounding existing roadway network, and internally within the site.

The proposed site will also provide frontage improvements along N Pine Street and N Oak Street. This will include sidewalks on both roadways and a bike lane on N Pine Street. Internal streets will include six-foot sidewalks on both sides and will provide a sidewalk connection to both N Pine Street and N Oak Street. Bicyclists

<sup>8</sup> Canby Municipal Code 16.46.030. Retrieved November 2018.

<sup>9</sup> Canby Municipal Code 16.10.070.B.10. Retrieved November 2018.

<sup>10</sup> AASHTO – *Geometric Design of Highways and Streets*, 6<sup>th</sup> edition, 2011.

will share the roadways with motor vehicles along the internal local streets. The proposed internal pedestrian and bicycle facilities are consistent with the City of Canby local street standard and are adequate for the site.

### Trip Generation

Trip generation is the method used to estimate the number of vehicles that are added to the surrounding roadway network as a result of proposed project. The trip generation analysis for the N Pine Street Subdivision was estimated using similar land uses as reported by the Institute of Transportation Engineers (ITE)<sup>11</sup>. The potential trip generation was conducted for the a.m. and p.m. peak hours using the Single-Family Detached Housing (ITE Code 210) land use.

**Error! Reference source not found.** summarizes the expected trip generation for the proposed project. As shown, the proposed site is expected to generate approximately 33 (8 in, 25 out) a.m. peak hour trips, 42 (26 in, 16 out) p.m. peak hour trips, and 75 daily trips.

**Table 4: Trip Generation for the Proposed N Pine Street Subdivision**

Land Use (ITE Code)	Dwelling Units	AM Peak			PM Peak			Daily Trips
		In	Out	Total	In	Out	Total	
Single-Family Detached Housing (210)	40	8	25	33	26	16	42	75

### Trip Distribution

Trip distribution involves estimating how project generated traffic will leave and arrive at the proposed site and what roads those trips will take. The trip distribution for the proposed N Pine Street Subdivision was estimated based on the City of Canby travel demand model<sup>12</sup>. It is estimated that 50 percent of the trips will originate or end from the south on N Pine Street, 35 percent from the east along Territorial Road and 15 percent from the west along NE 16<sup>th</sup> Avenue . The assumed trip distribution for the proposed project can be seen in Figure 4.

<sup>11</sup> *Trip Generation Manual*, Institute of Transportation Engineers, 10<sup>th</sup> Edition, Land use code 210 (Single-Family Detached Housing).

<sup>12</sup> *City of Canby Travel Forecast Tool*, Select zone model run for Traffic Analysis Zone 113.

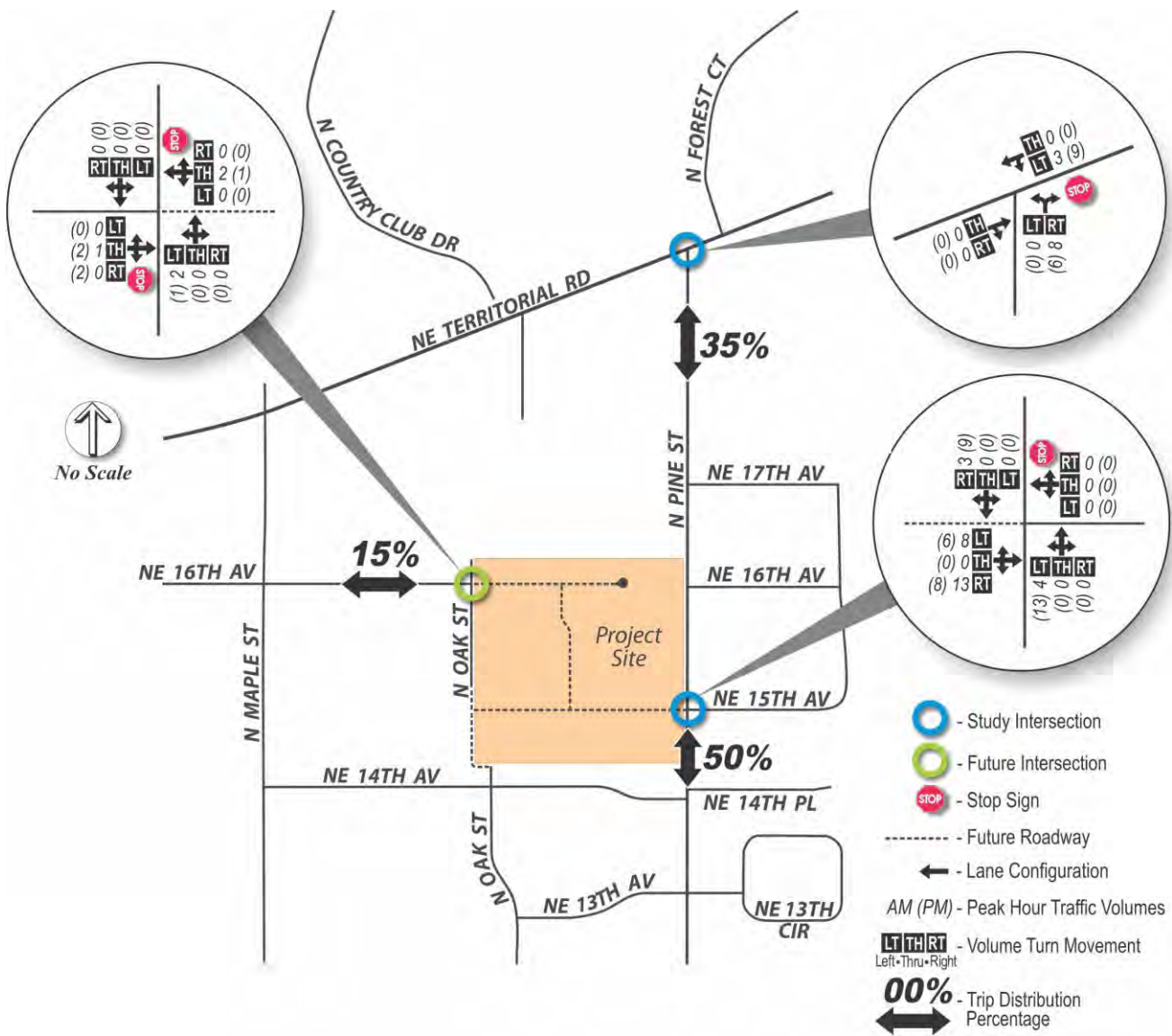


Figure 4: Trip Distribution

## Background Traffic

In addition to the trips generated from the proposed N Pine Street Subdivision, trips from nearby approved but unconstructed developments were added as background traffic. Trips added as background traffic included those from the following developments:

1. Alpha Scents: 7,500 square foot corporate headquarters building including warehouse/ shipping area
2. Canby Active Water Sports: 25,000 square foot building including boat sales, display, and warehousing plus 35,000 square foot outdoor display area
3. BBC Steel Expansion: 31,050 square foot building including storage, office, and manufacturing space
4. BE Group: 72,800 square foot building including manufacturing, distribution, and office
5. Clark Warehouse: 12,000 square foot warehouse
6. Reimers Industrial: 17,400 and 24,000 square foot buildings including flexible industrial space
7. Project Shakespeare: 514,500 square foot warehouse, which includes supporting office space

## Planning Horizons

The planning horizon year selected for analysis is 2019. The planning horizon year will allow for the identification of capacity constraints associated with expected build-out of the N Pine Street Subdivision. Two scenarios were evaluated within the horizon year with the following assumptions:

- **2019 Background Conditions** – Existing traffic volumes plus background traffic growth.
- **2019 Project Conditions** – Existing traffic volumes plus background traffic growth, with the added traffic associated with the proposed N Pine Street Subdivision.

Figures 5 and 6 summarize the traffic volumes for the a.m. and p.m. peak hours at study area intersections.

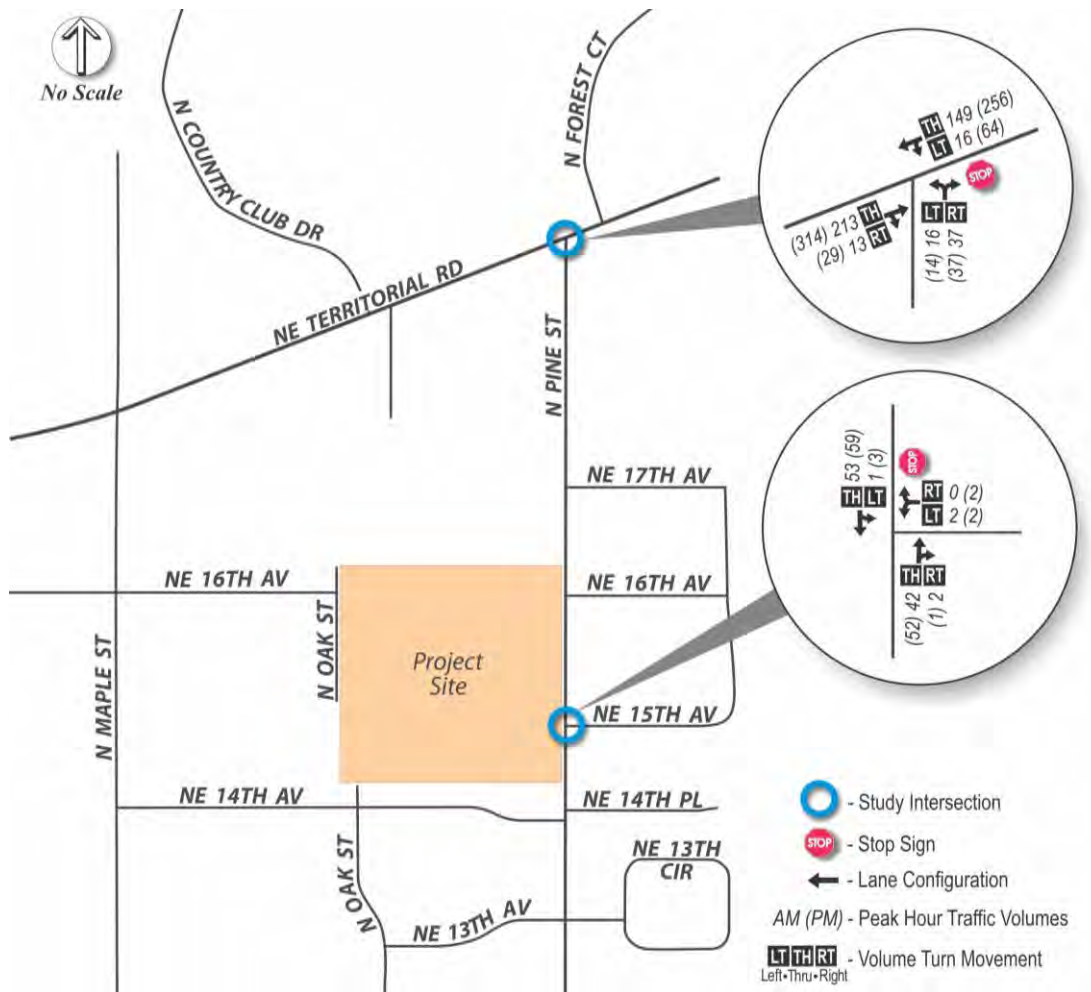


Figure 5: Background Conditions Traffic Volumes

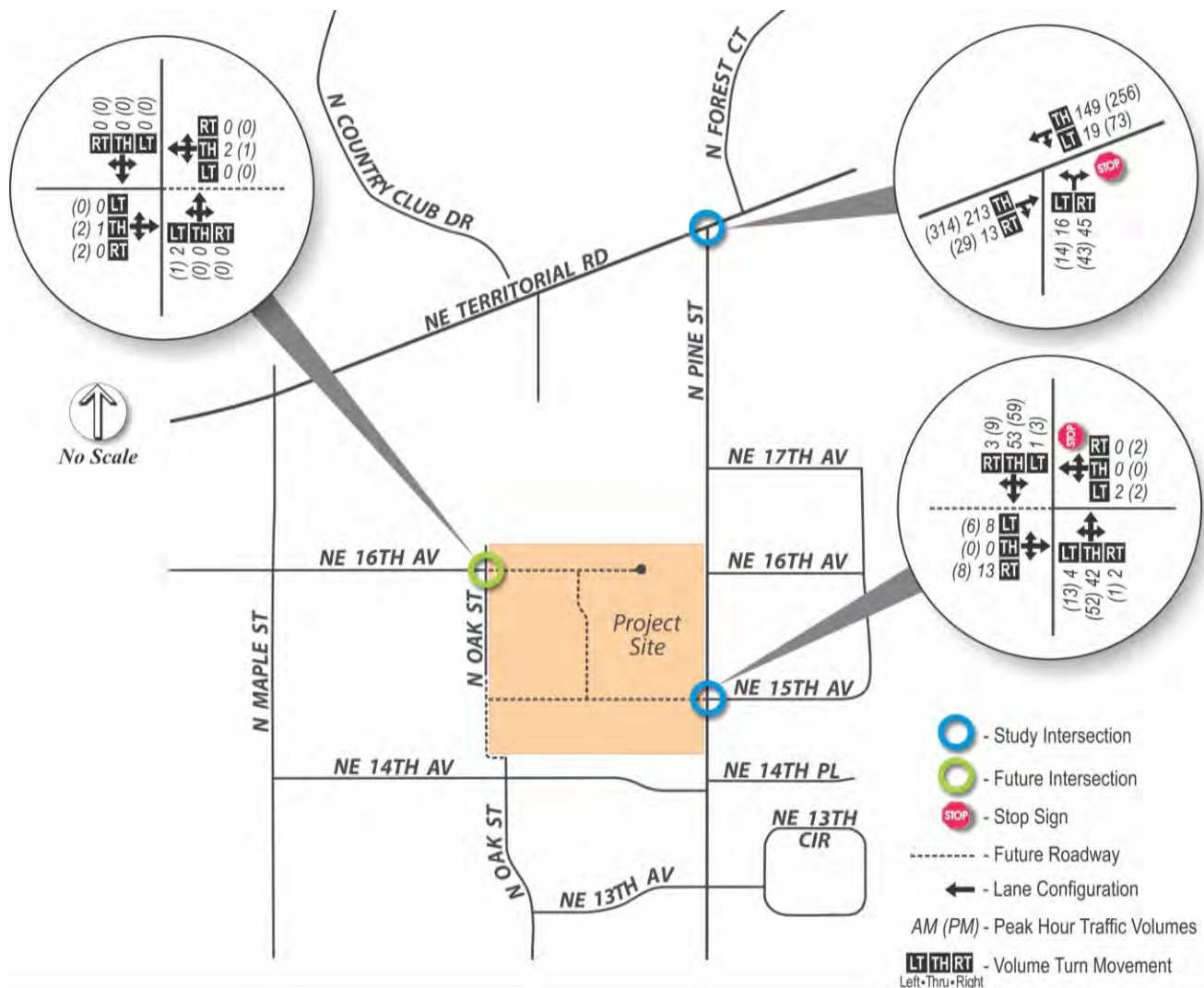


Figure 6: Project Conditions Traffic Volumes

## SECTION 4. FUTURE CONDITIONS

The following section summarizes the peak hour transportation operating conditions for the planning horizon year of 2019. Future traffic operating conditions were analyzed at the study intersections to determine if the transportation network can support traffic generated by the proposed project. If intersection mobility standards are not met, then mitigations may be necessary to improve network performance.

### 2019 Background Conditions Intersection Operations

Table 5 shows the future 2019 intersection operations at study area intersections, without the N Pine Street Subdivision. As shown, the background traffic growth is expected to have little impact on traffic operations. All study intersections are still expected to operate with a level of service "B" or better and a v/c ratio of 0.11 or better.

**Table 5: Background Conditions Intersection Operations**

Intersection	Traffic Control	Jurisdiction	Mobility Standard	AM Peak			PM Peak		
				Delay	v/c	LOS	Delay	v/c	LOS
N Pine Street/NE Territorial Road	TWSC	City	LOS E; 0.90 v/c	10.8	0.09	B	12.8	0.11	B
N Pine Street/NE 15 <sup>th</sup> Avenue	TWSC	County	0.95 v/c	9.1	0.00	A	9.0	0.01	A

**Two-Way Stop Controlled (TWSC) intersections:**

v/c = Volume-to-Capacity Ratio of Worst Movement

Delay = Critical Movement Approach Delay (sec)

LOS = Level of Service of Major Street/Minor Street

### 2019 Project Conditions Intersection Operations

The 2019 project conditions peak hour study intersection operations are shown in Table 6. As shown, the added traffic associated with the proposed N Pine Street Subdivision is expected to have little impact on traffic operations when compared to the 2019 operations without the project (see Table 5 earlier in this document). All study intersections are still expected to operate with a level of service "B" or better and a v/c ratio of 0.12 or better.

**Table 6: Project Conditions Intersection Operations**

Intersection	Traffic Control	Jurisdiction	Mobility Standard	AM Peak			PM Peak		
				Delay	v/c	LOS	Delay	v/c	LOS
N Pine Street/NE Territorial Road	TWSC	City	LOS E; 0.90 v/c	10.8	0.10	B	12.9	0.12	B
N Pine Street/NE 15 <sup>th</sup> Avenue	TWSC	County	0.95 v/c	9.5	0.03	A	9.2	0.02	A

**Two-Way Stop Controlled (TWSC) intersections:**

v/c = Volume-to-Capacity Ratio of Worst Movement

Delay = Critical Movement Approach Delay (sec)

LOS = Level of Service of Major Street/Minor Street

## Transportation System Context

The traffic volumes resulting from the proposed project on N. Pine Street were compared to existing traffic volumes, as well as the projected volumes from the City’s Transportation System Plan (TSP) to provide an evaluation of growth on the roadway compared to planned conditions. A 24-hour weekday traffic volume was collected on N. Pine Street near the proposed site<sup>13</sup>. A comparison of the traffic volumes along this segment can be seen in Table 7. As shown, the annual growth that has occurred on N. Pine Street between 2009 and 2018 is roughly equivalent to the annual growth that was projected in the City’s TSP through 2030.

N. Pine Street does not currently meet the City’s cross-section requirements for standard collector streets, but once improved it should safely accommodate additional vehicle traffic consistent with the TSP forecast. Planned projects along key corridors in the area will also help serve growth. These projects include:

- Realigning the NE 4th Avenue / N. Pine Street intersection
- Improvements at the OR 99E / NE 4th Avenue intersection and adjacent railroad crossing

**Table 7: Volume Growth Comparison along N. Pine Street**

Period	Estimated Site Trips	Current Volume (2018)	TSP Volume (2009) *	TSP Estimated Future Volume (2030) *	TSP Forecasted Annual Growth Rate (2030-2009)	Realized Annual Growth Rate (2018-2009)
Daily	75	1,327	--	--	--	--
AM Peak Hour	33	101	--	--	--	--
PM Peak Hour	42	144	100	170	3%	5%

\* Year 2009 and 2030 volumes are from 2010 City of Canby Transportation System Plan

<sup>13</sup> Count data collected on November 13, 2018 along N. Pine Street near the proposed site.



## SECTION 5. RECOMMENDATIONS

The following section summarizes the key findings and recommendations related to the proposed N Pine Street Subdivision.

### **Motor Vehicle Improvements**

None of the study intersections were identified as having an impact based on projected growth from the proposed project. However, a few improvements are recommended to support the proposed project.

#### ***Site Access Recommendations***

Access to the site will be provided by three new public roadways. These new accesses will connect to N Pine Street (classified as a collector roadway) and N Oak Street (classified as a local roadway). Although N Pine Street is under County jurisdiction, it should be constructed to the urban City collector standard. It does not currently meet the City's cross-section requirements for standard collector streets (34-50 feet paved with 50-80 feet of ROW). N Oak Street does not currently meet the City's cross-section requirements for standard local streets (34 feet paved with 50-62 feet of ROW). It is assumed that the City and the developer will work together to address the facility gaps along N Pine Street and N Oak Street and determine required frontage improvements and right-of-way dedications.

The three access roads are proposed to connect to a new north-south oriented local street (i.e., N Persimmon Street). These internal roadways should be constructed according to the City of Canby local street roadway standard.

#### ***Sight Distance Recommendations***

Preliminary sight distance evaluation indicated that the proposed roadway connections would provide adequate sight distance looking to the north and south. Prior to occupancy, sight distance at all access points will need to be verified, documented, and stamped by a registered professional Civil or Traffic Engineer licensed in the State of Oregon.

### **Pedestrian/Bicycle Improvements**

There are no existing sidewalks or bike lanes along the site frontage. The proposed site will provide frontage improvements along N Pine Street and N Oak Street. This will include sidewalks on both roadways and a bike lane on N Pine Street. Internal streets will include six-foot sidewalks on both sides. Bicyclists will share the roadways with motor vehicles along the internal local streets.

The N. Pine Street intersection with NE 15<sup>th</sup> Avenue will likely be the main crossing for pedestrian and bicycle users from the proposed site to access the Logging Road Trail. The potential pedestrian crossing location was evaluated using the National Cooperative Highway Research Program (NCHRP) Report 562 to determine potential enhanced crossing treatments. Given the relatively low hourly pedestrian crossing volumes (less than ten at the location) and low motor vehicle volumes, no enhanced crossing treatments would be warranted.

## **Appendix**

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**Existing Peak Hour Traffic Counts**

**Existing 24-Hour Tube Counts**

**Crash Data from ODOT's Crash Data System**

**HCM Analysis Reports**

**Site Plan**

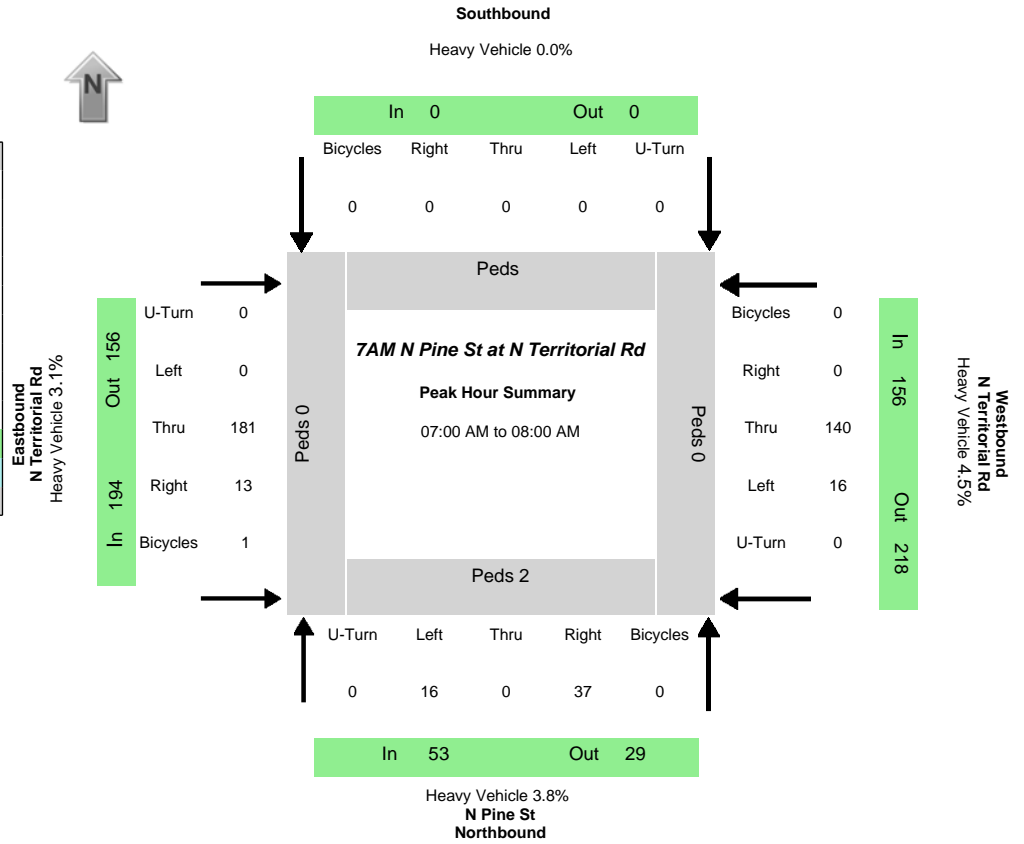


## **Existing Peak Hour Traffic Counts**

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Data Provided by K-D-N.com 503-594-4224

N/S street	N Pine St
E/W street	N Territorial Rd
City, State	Canby OR
Site Notes	
Location	45.278187 - -122.681693
Start Date	Thursday, November 08, 2018
Start Time	07:00:00 AM
Weather	
Study ID #	
Peak Hour Start	07:00:00 AM
Peak 15 Min Start	07:25:00 AM
PHF (15-Min Int)	0.85



Peak-Hour Volumes (PHV)

Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
16	0	37	0	0	0	0	0	0	181	13	0	16	140	0	0	53	0	194	156	29	0	156	218
Percent Heavy Vehicles																							
12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	0.0%	0.0%	6.3%	4.3%	0.0%	0.0%	3.8%	0.0%	3.1%	4.5%	3.4%	0.0%	5.1%	2.8%

PHV- Bicycles

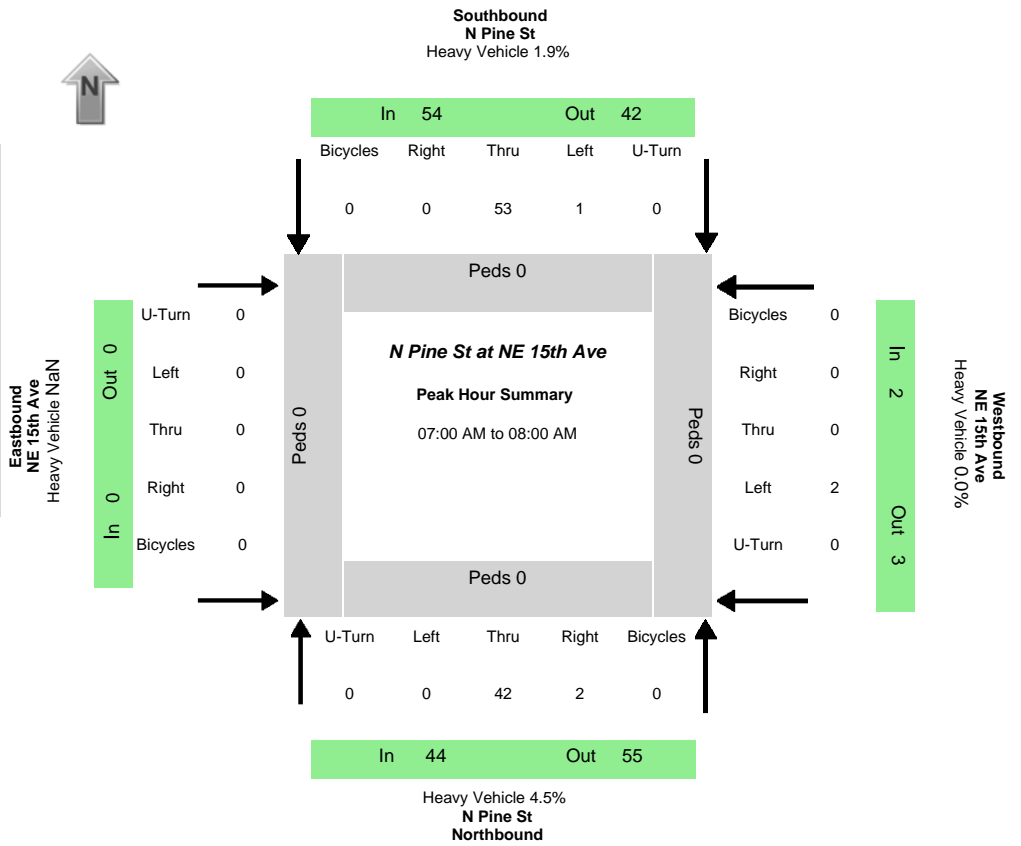
PHV- Bicycles																PHV- Pedestrians					
Northbound				Southbound				Eastbound				Westbound				Sum	in Crosswalk				Sum
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		NB	SB	EB	WB	
0		0	0					1	0	0	0	0	0	0	0	1	2	0	0	0	2

All Vehicle Volumes

Time	Northbound N Pine St				Southbound				Eastbound N Territorial Rd				Westbound N Territorial Rd				15 Min Sum	1 HR Sum
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		
07:00:00 AM	3		7	0					22	0	0	0	1	8		0		
07:05:00 AM	0		3	0					7	1	0	0	3	11		0		
07:10:00 AM	2		1	0					15	1	0	0	2	15		0		102
07:15:00 AM	0		5	0					18	2	0	0	0	9		0		95
07:20:00 AM	1		4	0					13	1	0	0	0	15		0		104
07:25:00 AM	2		5	0					13	3	0	0	0	10		0		101
07:30:00 AM	0		4	0					23	2	0	0	2	13		0		111
07:35:00 AM	2		1	0					17	1	0	0	1	20		0		119
07:40:00 AM	3		1	0					17	1	0	0	0	7		0		115
07:45:00 AM	2		2	0					15	0	0	0	2	14		0		106
07:50:00 AM	1		3	0					11	1	0	0	3	7		0		90
07:55:00 AM	0		1	0					10	0	0	0	2	11		0		85 403
08:00:00 AM	3		3	0					11	2	0	0	1	8		0		78 390
08:05:00 AM	0		3	0					12	1	0	0	0	11		0		79 392
08:10:00 AM	2		3	0					8	0	0	0	2	8		0		78 379
08:15:00 AM	2		0	0					12	0	0	0	0	6		0		70 365
08:20:00 AM	1		3	0					6	1	0	0	0	11		0		65 353
08:25:00 AM	0		1	0					11	2	0	0	3	9		0		68 346
08:30:00 AM	0		1	0					9	1	0	0	1	17		0		77 331
08:35:00 AM	3		3	0					17	1	0	0	1	8		0		88 322
08:40:00 AM	2		3	0					6	1	0	0	1	24		0		99 330
08:45:00 AM	4		0	0					17	0	0	0	3	13		0		107 332
08:50:00 AM	3		0	0					14	3	0	0	0	16		0		110 342
08:55:00 AM	0		2	0					6	1	0	0	1	13		0		96 341

Data Provided by K-D-N.com 503-594-4224

N/S street	N Pine St
E/W street	NE 15th Ave
City, State	Canby OR
Site Notes	
Location	45.274274 - -122.681636
Start Date	Thursday, November 08, 2018
Start Time	07:00:00 AM
Weather	
Study ID #	
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Peak 15 Min Start	07:00:00 AM
PHF (15-Min Int)	0.78



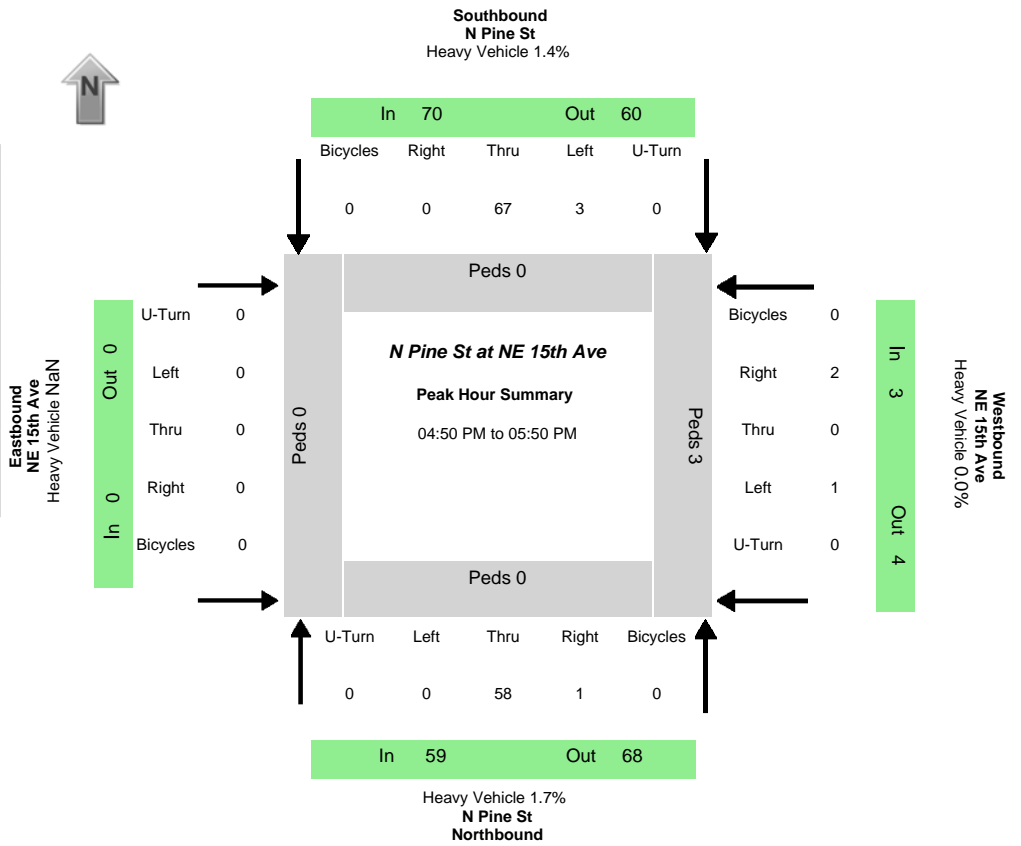
Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
0	42	2	0	1	53	0	0	0	0	0	0	2	0	0	0	44	54	0	2	55	42	0	3
Percent Heavy Vehicles																							
0.0%	2.4%	50.0%	0.0%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.5%	1.9%	NaN	0.0%	1.8%	2.4%	NaN	33.3%

PHV- Bicycles														PHV- Pedestrians							
Northbound				Southbound				Eastbound				Westbound				in Crosswalk					
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	NB	SB	EB	WB	Sum
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Time	Northbound N Pine St				Southbound N Pine St				Eastbound NE 15th Ave				Westbound NE 15th Ave				15 Min Sum	1 HR Sum			
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn					
07:00:00 AM	0	7	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:05:00 AM	0	2	0	0	0	6	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:10:00 AM	0	3	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32
07:15:00 AM	0	1	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	23
07:20:00 AM	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
07:25:00 AM	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
07:30:00 AM	0	6	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
07:35:00 AM	0	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25
07:40:00 AM	0	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
07:45:00 AM	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
07:50:00 AM	0	4	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24
07:55:00 AM	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22 100
08:00:00 AM	0	6	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24 94
08:05:00 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17 88
08:10:00 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14 82
08:15:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8 79
08:20:00 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9 75
08:25:00 AM	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12 74
08:30:00 AM	0	4	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	18 71
08:35:00 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	19 69
08:40:00 AM	0	3	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23 71
08:45:00 AM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19 69
08:50:00 AM	0	3	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	0	0	0	23 68
08:55:00 AM	0	3	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	19 68

Data Provided by K-D-N.com 503-594-4224

N/S street	N Pine St
E/W street	NE 15th Ave
City, State	Canby OR
Site Notes	
Location	45.274274 - -122.681636
Start Date	Wednesday, November 07, 2018
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:50:00 PM
Peak 15 Min Start	04:50:00 PM
PHF (15-Min Int)	0.77



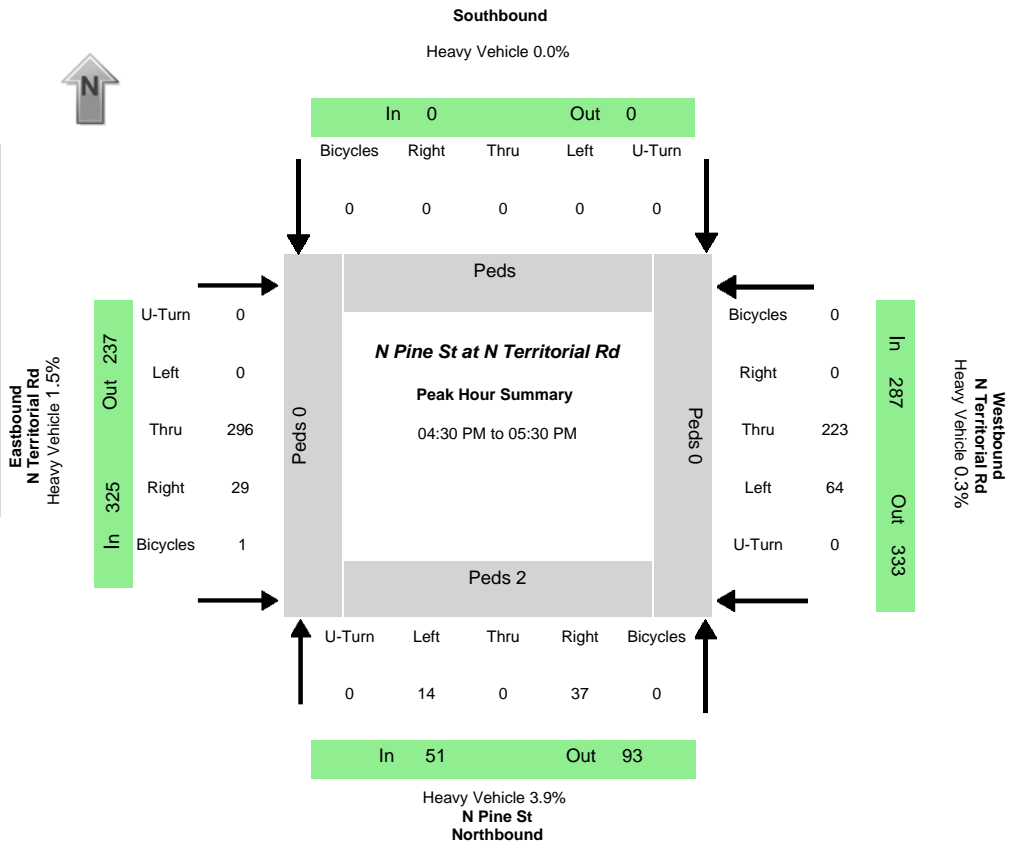
Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
0	58	1	0	3	67	0	0	0	0	0	0	1	0	2	0	59	70	0	3	68	60	0	4
Percent Heavy Vehicles																							
0.0%	1.7%	0.0%	0.0%	0.0%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%	1.4%	NaN	0.0%	1.5%	1.7%	NaN	0.0%

PHV - Bicycles														PHV - Pedestrians							
Northbound				Southbound				Eastbound				Westbound				in Crosswalk					
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	NB	SB	EB	WB	Sum
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3

All Vehicle Volumes																							
Time	Northbound N Pine St				Southbound N Pine St				Eastbound NE 15th Ave				Westbound NE 15th Ave				15 Min Sum	1 HR Sum					
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn							
04:00:00 PM	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:05:00 PM	0	4	1	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
04:10:00 PM	0	6	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	
04:15:00 PM	0	3	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	
04:20:00 PM	0	4	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	
04:25:00 PM	0	4	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	27	
04:30:00 PM	0	4	0	0	0	6	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	29	
04:35:00 PM	0	6	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	
04:40:00 PM	0	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	
04:45:00 PM	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	
04:50:00 PM	0	7	0	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	26	
04:55:00 PM	0	7	0	0	0	10	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	37	117
05:00:00 PM	0	7	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	123
05:05:00 PM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	120
05:10:00 PM	0	1	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	116
05:15:00 PM	0	2	0	0	1	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	18	114
05:20:00 PM	0	6	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	115
05:25:00 PM	0	3	0	0	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	119
05:30:00 PM	0	5	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	119
05:35:00 PM	0	5	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	121
05:40:00 PM	0	8	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	127
05:45:00 PM	0	4	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	132
05:50:00 PM	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	128
05:55:00 PM	0	3	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	117

Data Provided by K-D-N.com 503-594-4224

N/S street	N Pine St
E/W street	N Territorial Rd
City, State	Canby OR
Site Notes	
Location	45.278187 - -122.681693
Start Date	Wednesday, November 07, 2018
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:30:00 PM
Peak 15 Min Start	04:40:00 PM
PHF (15-Min Int)	0.89



Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
14	0	37	0	0	0	0	0	0	296	29	0	64	223	0	0	51	0	325	287	93	0	237	333
Percent Heavy Vehicles																							
0.0%	0.0%	5.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	3.9%	0.0%	1.5%	0.3%	0.0%	0.0%	0.4%	2.1%

PHV- Bicycles														PHV- Pedestrians							
Northbound				Southbound				Eastbound				Westbound				Sum	in Crosswalk				Sum
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		NB	SB	EB	WB	
0		0	0					1	0	0	0	0	0	0	0	1	2	0	0	0	2

Time	Northbound N Pine St				Southbound				Eastbound N Territorial Rd				Westbound N Territorial Rd				15 Min Sum	1 HR Sum
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		
04:00:00 PM	0		6	0					19	2	0	0	1	15	0	0		
04:05:00 PM	1		4	0					22	2	0	0	2	24	0	0		
04:10:00 PM	3		3	0					22	0	0	0	2	16	0	0	144	
04:15:00 PM	1		0	0					19	5	0	0	3	15	0	0	144	
04:20:00 PM	1		3	0					30	0	0	0	5	24	0	0	152	
04:25:00 PM	1		3	0					25	0	0	0	2	17	0	0	154	
04:30:00 PM	2		3	0					31	3	0	0	7	16	0	0	173	
04:35:00 PM	2		3	0					20	2	0	0	4	14	0	0	155	
04:40:00 PM	2		3	0					27	5	0	0	6	21	0	0	171	
04:45:00 PM	2		1	0					23	1	0	0	8	22	0	0	166	
04:50:00 PM	2		5	0					26	4	0	0	8	21	0	0	187	
04:55:00 PM	0		5	0					25	4	0	0	6	16	0	0	179	648
05:00:00 PM	1		7	0					20	2	0	0	4	14	0	0	170	653
05:05:00 PM	1		3	0					23	3	0	0	3	16	0	0	153	647
05:10:00 PM	0		2	0					32	2	0	0	2	19	0	0	154	658
05:15:00 PM	1		1	0					16	1	0	0	3	24	0	0	152	661
05:20:00 PM	0		4	0					31	0	0	0	6	18	0	0	162	657
05:25:00 PM	1		0	0					22	2	0	0	7	22	0	0	159	663
05:30:00 PM	0		3	0					23	1	0	0	3	19	0	0	162	650
05:35:00 PM	1		1	0					21	1	0	0	5	21	0	0	153	655
05:40:00 PM	1		2	0					13	3	0	0	3	22	0	0	143	635
05:45:00 PM	0		1	0					25	1	0	0	4	23	0	0	148	632
05:50:00 PM	1		2	0					15	1	0	0	1	8	0	0	126	594
05:55:00 PM	0		1	0					19	4	0	0	4	20	0	0	130	586



## **Existing 24-Hour Tube Counts**

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# Key Data Network K-D-N.com

N Pine St North of NE 15th Ave  
Latitude: 0' 0.0000 Undefined  
Longitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
11/13/18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4
	0	1	3	0	1	0	0	0	0	0	0	0	0	0	5
05:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
05:15	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
05:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6
	0	11	3	0	2	0	0	0	0	0	0	0	0	0	16
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
06:30	0	2	3	0	1	0	0	0	0	0	0	0	0	0	6
06:45	0	3	2	0	1	0	0	0	0	0	0	0	0	1	7
	0	13	5	0	2	0	0	0	0	0	0	0	0	1	21
07:00	0	6	1	0	4	0	0	0	0	0	0	0	0	1	12
07:15	0	12	2	0	1	0	0	0	0	0	0	0	0	0	15
07:30	0	10	0	0	1	0	0	0	0	0	0	0	0	2	13
07:45	0	12	1	0	0	0	0	1	0	0	0	0	0	0	14
	0	40	4	0	6	0	0	1	0	0	0	0	0	3	54
08:00	0	4	0	0	3	0	0	0	0	0	0	0	0	0	7
08:15	0	5	1	1	1	0	0	0	0	0	0	0	0	0	8
08:30	0	6	1	1	2	0	0	0	0	0	0	0	0	3	13
08:45	0	10	4	0	1	0	0	0	0	0	0	0	0	0	15
	0	25	6	2	7	0	0	0	0	0	0	0	0	3	43
09:00	0	2	0	0	0	0	0	0	0	0	0	0	0	1	3
09:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
09:30	0	2	1	0	2	0	0	0	0	0	0	0	0	0	5
09:45	0	9	5	0	0	0	0	0	0	0	0	0	0	1	15
	0	14	7	0	2	0	0	0	0	0	0	0	0	2	25
10:00	0	5	1	0	0	0	0	1	0	0	0	0	0	1	8
10:15	0	3	0	0	0	0	0	0	0	0	0	0	0	1	4
10:30	0	3	1	0	0	0	0	0	0	0	0	0	0	2	6
10:45	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
	0	16	5	0	0	0	0	1	0	0	0	0	0	4	26
11:00	0	7	1	0	2	0	0	0	0	0	0	0	0	0	10
11:15	0	9	3	0	1	0	0	0	0	0	0	0	0	1	14
11:30	0	8	0	0	2	0	0	0	0	0	0	0	0	1	11
11:45	0	7	3	0	2	0	0	1	0	0	0	0	0	1	14
	0	31	7	0	7	0	0	1	0	0	0	0	0	3	49
Total	0	153	41	2	27	0	0	3	0	0	0	0	0	16	242
Percent	0.0%	63.2%	16.9%	0.8%	11.2%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	6.6%	

# Key Data Network K-D-N.com

N Pine St North of NE 15th Ave  
Latitude: 0' 0.0000 Undefined  
Longitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	4	4	0	3	0	0	0	0	0	0	0	0	1	12
12:15	0	4	0	0	2	0	0	1	0	0	0	0	0	1	8
12:30	0	9	2	0	0	0	0	1	0	0	0	0	0	0	12
12:45	0	8	5	0	0	0	0	0	0	0	0	0	0	2	15
	0	25	11	0	5	0	0	2	0	0	0	0	0	4	47
13:00	0	4	2	1	2	0	0	0	0	0	0	0	0	0	9
13:15	0	4	1	0	1	0	0	0	0	0	0	0	0	2	8
13:30	0	4	2	0	0	0	0	0	0	0	0	0	0	1	7
13:45	0	6	1	0	2	0	0	0	0	0	0	0	0	0	9
	0	18	6	1	5	0	0	0	0	0	0	0	0	3	33
14:00	0	6	1	0	0	0	0	0	0	0	0	0	0	2	9
14:15	0	10	1	0	1	0	0	0	0	0	0	0	0	2	14
14:30	0	7	1	0	2	0	0	0	0	0	0	0	0	0	10
14:45	1	4	1	0	0	0	0	0	0	0	0	0	0	1	7
	1	27	4	0	3	0	0	0	0	0	0	0	0	5	40
15:00	0	9	5	1	1	0	0	0	0	0	0	0	0	0	16
15:15	0	10	5	0	2	0	0	0	0	0	0	0	0	3	20
15:30	0	4	1	0	1	0	0	0	0	0	0	0	0	2	8
15:45	0	6	1	0	5	0	0	0	0	0	0	0	0	4	16
	0	29	12	1	9	0	0	0	0	0	0	0	0	9	60
16:00	0	8	2	0	2	0	0	0	0	0	0	0	0	4	16
16:15	0	10	4	0	2	0	0	0	0	0	0	0	0	3	19
16:30	0	10	2	0	0	1	0	0	0	0	0	0	0	2	15
16:45	0	13	5	0	4	0	0	0	0	0	0	0	0	5	27
	0	41	13	0	8	1	0	0	0	0	0	0	0	14	77
17:00	0	10	2	0	2	0	0	0	0	0	0	0	0	3	17
17:15	0	5	0	0	3	0	0	0	0	0	0	0	0	0	8
17:30	0	7	0	0	0	0	0	0	0	0	0	0	0	2	9
17:45	0	12	1	0	0	0	0	0	0	0	0	0	0	3	16
	0	34	3	0	5	0	0	0	0	0	0	0	0	8	50
18:00	0	5	3	0	2	0	0	0	0	0	0	0	0	0	10
18:15	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
18:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
18:45	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
	0	26	7	0	2	0	0	0	0	0	0	0	0	0	35
19:00	0	9	2	0	1	0	0	0	0	0	0	0	0	1	13
19:15	0	3	1	0	2	0	0	0	0	0	0	0	0	0	6
19:30	1	4	2	0	0	0	0	0	0	0	0	0	0	1	8
19:45	0	2	0	0	1	0	0	0	0	0	0	0	0	1	4
	1	18	5	0	4	0	0	0	0	0	0	0	0	3	31
20:00	0	7	1	0	1	0	0	0	0	0	0	0	0	0	9
20:15	0	4	2	0	0	0	0	0	0	0	0	0	0	1	7
20:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
20:45	0	3	2	0	0	0	0	0	0	0	0	0	0	1	6
	0	15	5	0	1	0	0	0	0	0	0	0	0	2	23
21:00	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	3	0	0	0	0	0	0	0	0	0	0	0	1	4
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	7	0	0	1	0	0	0	0	0	0	0	0	1	9
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
22:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
22:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
23:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	248	68	2	44	1	0	2	0	0	0	0	0	49	416
Percent	0.5%	59.6%	16.3%	0.5%	10.6%	0.2%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	11.8%	
Grand Total	2	401	109	4	71	1	0	5	0	0	0	0	0	65	658
Percent	0.3%	60.9%	16.6%	0.6%	10.8%	0.2%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	9.9%	

# Key Data Network K-D-N.com

N Pine St North of NE 15th Ave  
Latitude: 0' 0.0000 Undefined  
Longitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
11/13/18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
05:30	0	2	0	0	2	0	0	0	0	0	0	0	0	0	4
05:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	8	2	0	2	0	0	0	0	0	0	0	0	0	12
06:00	0	5	2	0	1	0	0	0	0	0	0	0	0	0	8
06:15	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
06:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
06:45	0	6	1	1	2	0	0	0	0	0	0	0	0	0	10
	0	22	5	1	3	0	0	0	0	0	0	0	0	0	31
07:00	0	8	3	0	1	0	0	0	0	0	0	0	0	2	14
07:15	0	9	1	0	3	0	0	0	0	0	0	0	0	2	15
07:30	0	6	0	0	0	0	0	1	0	0	0	0	0	1	8
07:45	1	4	1	0	1	0	0	0	0	0	0	0	0	0	7
	1	27	5	0	5	0	0	1	0	0	0	0	0	5	44
08:00	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
08:15	1	2	1	0	1	0	0	0	0	0	0	0	0	1	6
08:30	0	9	2	1	2	1	0	0	0	0	0	0	0	1	16
08:45	0	5	0	0	2	0	0	0	0	0	0	0	0	0	7
	1	19	3	1	6	1	0	0	0	0	0	0	0	2	33
09:00	0	9	4	0	2	0	0	0	0	0	0	0	0	2	17
09:15	0	3	2	0	1	0	0	0	0	0	0	0	0	1	7
09:30	1	3	1	0	0	0	0	0	0	0	0	0	0	1	6
09:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	1	17	7	0	3	0	0	0	0	0	0	0	0	4	32
10:00	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6
10:15	1	4	0	0	3	0	0	0	0	0	0	0	0	0	8
10:30	0	6	1	0	1	0	0	0	0	0	0	0	0	2	10
10:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
	1	20	2	0	5	0	0	0	0	0	0	0	0	2	30
11:00	0	3	2	0	3	0	0	0	0	0	0	0	0	0	8
11:15	0	5	2	0	1	0	0	0	0	0	0	0	0	1	9
11:30	0	5	3	0	2	0	0	0	0	0	0	0	0	0	10
11:45	0	10	3	0	3	0	0	0	0	0	0	0	0	1	17
	0	23	10	0	9	0	0	0	0	0	0	0	0	2	44
<b>Total</b>	<b>4</b>	<b>145</b>	<b>37</b>	<b>2</b>	<b>33</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>238</b>
<b>Percent</b>	<b>1.7%</b>	<b>60.9%</b>	<b>15.5%</b>	<b>0.8%</b>	<b>13.9%</b>	<b>0.4%</b>	<b>0.0%</b>	<b>0.4%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>6.3%</b>	

# Key Data Network K-D-N.com

N Pine St North of NE 15th Ave  
Latitude: 0' 0.0000 Undefined  
Longitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	8	3	0	2	0	0	0	0	0	0	0	0	0	13
12:15	0	6	2	0	2	0	0	0	0	0	0	0	0	0	10
12:30	0	5	2	0	0	0	0	0	0	0	0	0	0	1	8
12:45	0	3	2	0	2	0	0	0	0	0	0	0	0	1	8
	0	22	9	0	6	0	0	0	0	0	0	0	0	2	39
13:00	0	5	4	0	1	0	0	1	0	0	0	0	0	0	11
13:15	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
13:30	0	3	1	0	2	0	0	0	0	0	0	0	0	0	6
13:45	0	4	1	0	2	0	0	0	0	0	0	0	0	0	7
	0	16	6	0	6	0	0	1	0	0	0	0	0	0	29
14:00	0	7	1	0	3	0	0	0	0	0	0	0	0	2	13
14:15	0	5	2	0	1	0	0	0	0	0	0	0	0	0	8
14:30	0	8	2	0	2	0	0	0	0	0	0	0	0	0	12
14:45	0	7	5	0	2	0	0	1	0	0	0	0	0	1	16
	0	27	10	0	8	0	0	1	0	0	0	0	0	3	49
15:00	1	10	2	0	1	0	0	0	0	0	0	0	0	0	14
15:15	0	11	0	0	8	0	0	0	0	0	0	0	0	1	20
15:30	1	5	2	0	4	0	0	0	0	0	0	0	0	0	12
15:45	0	7	2	1	1	0	0	0	0	0	0	0	0	2	13
	2	33	6	1	14	0	0	0	0	0	0	0	0	3	59
16:00	0	7	4	0	4	0	0	0	0	0	0	0	0	2	17
16:15	0	7	5	0	0	0	0	0	0	0	0	0	0	0	12
16:30	1	3	6	0	1	0	0	0	0	0	0	0	0	1	12
16:45	0	10	2	0	2	0	0	0	0	0	0	0	0	2	16
	1	27	17	0	7	0	0	0	0	0	0	0	0	5	57
17:00	2	17	3	0	3	0	0	0	0	0	0	0	0	1	26
17:15	0	5	2	0	1	0	0	0	0	0	0	0	0	0	8
17:30	0	5	4	0	1	0	0	0	0	0	0	0	0	0	10
17:45	0	8	0	0	3	0	0	0	0	0	0	0	0	3	14
	2	35	9	0	8	0	0	0	0	0	0	0	0	4	58
18:00	0	9	3	0	1	0	0	0	0	0	0	0	0	2	15
18:15	0	12	4	0	2	0	0	0	0	0	0	0	0	0	18
18:30	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
18:45	0	6	2	0	1	0	0	0	0	0	0	0	0	0	9
	0	29	12	0	4	0	0	0	0	0	0	0	0	2	47
19:00	0	4	1	0	3	0	0	0	0	0	0	0	0	1	9
19:15	0	6	1	0	2	0	0	0	0	0	0	0	0	0	9
19:30	0	5	1	0	1	0	0	0	0	0	0	0	0	1	8
19:45	0	3	2	0	2	0	0	0	0	0	0	0	0	1	8
	0	18	5	0	8	0	0	0	0	0	0	0	0	3	34
20:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
20:15	0	7	1	0	1	0	0	0	0	0	0	0	0	1	10
20:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
20:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	14	3	0	1	0	0	0	0	0	0	0	0	1	19
21:00	0	5	2	0	0	0	0	0	0	0	0	0	0	1	8
21:15	0	12	2	0	1	0	0	0	0	0	0	0	0	0	15
21:30	1	3	2	0	0	0	0	0	0	0	0	0	0	2	8
21:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	1	22	6	0	1	0	0	0	0	0	0	0	0	3	33
22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	6	248	85	1	63	0	0	2	0	0	0	0	0	26	431
Percent	1.4%	57.5%	19.7%	0.2%	14.6%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	6.0%	
Grand Total	10	393	122	3	96	1	0	3	0	0	0	0	0	41	669
Percent	1.5%	58.7%	18.2%	0.4%	14.3%	0.1%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	6.1%	

# Key Data Network K-D-N.com

N Pine St North of NE 15th Ave  
Latitude: 0' 0.0000 Undefined  
Longitude: 0' 0.0000 Undefined

SB, NB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
11/13/18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4
	0	5	4	0	1	0	0	0	0	0	0	0	0	0	10
05:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
05:15	0	6	3	0	1	0	0	0	0	0	0	0	0	0	10
05:30	0	4	0	0	2	0	0	0	0	0	0	0	0	0	6
05:45	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
	0	19	5	0	4	0	0	0	0	0	0	0	0	0	28
06:00	0	6	2	0	1	0	0	0	0	0	0	0	0	0	9
06:15	0	14	1	0	0	0	0	0	0	0	0	0	0	0	15
06:30	0	6	4	0	1	0	0	0	0	0	0	0	0	0	11
06:45	0	9	3	1	3	0	0	0	0	0	0	0	0	1	17
	0	35	10	1	5	0	0	0	0	0	0	0	0	1	52
07:00	0	14	4	0	5	0	0	0	0	0	0	0	0	3	26
07:15	0	21	3	0	4	0	0	0	0	0	0	0	0	2	30
07:30	0	16	0	0	1	0	0	1	0	0	0	0	0	3	21
07:45	1	16	2	0	1	0	0	1	0	0	0	0	0	0	21
	1	67	9	0	11	0	0	2	0	0	0	0	0	8	98
08:00	0	7	0	0	4	0	0	0	0	0	0	0	0	0	11
08:15	1	7	2	1	2	0	0	0	0	0	0	0	0	1	14
08:30	0	15	3	2	4	1	0	0	0	0	0	0	0	4	29
08:45	0	15	4	0	3	0	0	0	0	0	0	0	0	0	22
	1	44	9	3	13	1	0	0	0	0	0	0	0	5	76
09:00	0	11	4	0	2	0	0	0	0	0	0	0	0	3	20
09:15	0	4	3	0	1	0	0	0	0	0	0	0	0	1	9
09:30	1	5	2	0	2	0	0	0	0	0	0	0	0	1	11
09:45	0	11	5	0	0	0	0	0	0	0	0	0	0	1	17
	1	31	14	0	5	0	0	0	0	0	0	0	0	6	57
10:00	0	10	1	0	1	0	0	1	0	0	0	0	0	1	14
10:15	1	7	0	0	3	0	0	0	0	0	0	0	0	1	12
10:30	0	9	2	0	1	0	0	0	0	0	0	0	0	4	16
10:45	0	10	4	0	0	0	0	0	0	0	0	0	0	0	14
	1	36	7	0	5	0	0	1	0	0	0	0	0	6	56
11:00	0	10	3	0	5	0	0	0	0	0	0	0	0	0	18
11:15	0	14	5	0	2	0	0	0	0	0	0	0	0	2	23
11:30	0	13	3	0	4	0	0	0	0	0	0	0	0	1	21
11:45	0	17	6	0	5	0	0	1	0	0	0	0	0	2	31
	0	54	17	0	16	0	0	1	0	0	0	0	0	5	93
Total	4	298	78	4	60	1	0	4	0	0	0	0	0	31	480
Percent	0.8%	62.1%	16.3%	0.8%	12.5%	0.2%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	6.5%	

# Key Data Network K-D-N.com

N Pine St North of NE 15th Ave  
Latitude: 0' 0.0000 Undefined  
Longitude: 0' 0.0000 Undefined

SB, NB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	12	7	0	5	0	0	0	0	0	0	0	0	1	25
12:15	0	10	2	0	4	0	0	1	0	0	0	0	0	1	18
12:30	0	14	4	0	0	0	0	1	0	0	0	0	0	1	20
12:45	0	11	7	0	2	0	0	0	0	0	0	0	0	3	23
	0	47	20	0	11	0	0	2	0	0	0	0	0	6	86
13:00	0	9	6	1	3	0	0	1	0	0	0	0	0	0	20
13:15	0	8	1	0	2	0	0	0	0	0	0	0	0	2	13
13:30	0	7	3	0	2	0	0	0	0	0	0	0	0	1	13
13:45	0	10	2	0	4	0	0	0	0	0	0	0	0	0	16
	0	34	12	1	11	0	0	1	0	0	0	0	0	3	62
14:00	0	13	2	0	3	0	0	0	0	0	0	0	0	4	22
14:15	0	15	3	0	2	0	0	0	0	0	0	0	0	2	22
14:30	0	15	3	0	4	0	0	0	0	0	0	0	0	0	22
14:45	1	11	6	0	2	0	0	1	0	0	0	0	0	2	23
	1	54	14	0	11	0	0	1	0	0	0	0	0	8	89
15:00	1	19	7	1	2	0	0	0	0	0	0	0	0	0	30
15:15	0	21	5	0	10	0	0	0	0	0	0	0	0	4	40
15:30	1	9	3	0	5	0	0	0	0	0	0	0	0	2	20
15:45	0	13	3	1	6	0	0	0	0	0	0	0	0	6	29
	2	62	18	2	23	0	0	0	0	0	0	0	0	12	119
16:00	0	15	6	0	6	0	0	0	0	0	0	0	0	6	33
16:15	0	17	9	0	2	0	0	0	0	0	0	0	0	3	31
16:30	1	13	8	0	1	1	0	0	0	0	0	0	0	3	27
16:45	0	23	7	0	6	0	0	0	0	0	0	0	0	7	43
	1	68	30	0	15	1	0	0	0	0	0	0	0	19	134
17:00	2	27	5	0	5	0	0	0	0	0	0	0	0	4	43
17:15	0	10	2	0	4	0	0	0	0	0	0	0	0	0	16
17:30	0	12	4	0	1	0	0	0	0	0	0	0	0	2	19
17:45	0	20	1	0	3	0	0	0	0	0	0	0	0	6	30
	2	69	12	0	13	0	0	0	0	0	0	0	0	12	108
18:00	0	14	6	0	3	0	0	0	0	0	0	0	0	2	25
18:15	0	21	6	0	2	0	0	0	0	0	0	0	0	0	29
18:30	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
18:45	0	13	4	0	1	0	0	0	0	0	0	0	0	0	18
	0	55	19	0	6	0	0	0	0	0	0	0	0	2	82
19:00	0	13	3	0	4	0	0	0	0	0	0	0	0	2	22
19:15	0	9	2	0	4	0	0	0	0	0	0	0	0	0	15
19:30	1	9	3	0	1	0	0	0	0	0	0	0	0	2	16
19:45	0	5	2	0	3	0	0	0	0	0	0	0	0	2	12
	1	36	10	0	12	0	0	0	0	0	0	0	0	6	65
20:00	0	10	1	0	1	0	0	0	0	0	0	0	0	0	12
20:15	0	11	3	0	1	0	0	0	0	0	0	0	0	2	17
20:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
20:45	0	4	3	0	0	0	0	0	0	0	0	0	0	1	8
	0	29	8	0	2	0	0	0	0	0	0	0	0	3	42
21:00	0	9	2	0	1	0	0	0	0	0	0	0	0	1	13
21:15	0	12	2	0	1	0	0	0	0	0	0	0	0	0	15
21:30	1	6	2	0	0	0	0	0	0	0	0	0	0	3	12
21:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	1	29	6	0	2	0	0	0	0	0	0	0	0	4	42
22:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
22:15	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
22:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
	0	7	4	0	1	0	0	0	0	0	0	0	0	0	12
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
23:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	8	496	153	3	107	1	0	4	0	0	0	0	0	75	847
Percent	0.9%	58.6%	18.1%	0.4%	12.6%	0.1%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	8.9%	
Grand Total	12	794	231	7	167	2	0	8	0	0	0	0	0	106	1327
Percent	0.9%	59.8%	17.4%	0.5%	12.6%	0.2%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	8.0%	

# Key Data Network K-D-N.com

N Pine St North of NE 15th Ave  
Latitude: 0' 0.0000 Undefined  
Longitude: 0' 0.0000 Undefined

SB

Start Time	1	4	7	10	13	16	19	22	25	28	31	34	37	40	999	Total
	3	6	9	12	15	18	21	24	27	30	33	36	39			
11/13/18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	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
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	1	2	0	0	1	0	0	4
	0	0	0	0	0	0	0	0	1	2	0	1	1	0	0	5
05:00	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	4
05:15	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	4
05:30	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
05:45	0	0	0	0	0	0	0	0	0	5	0	0	1	0	0	6
	0	0	0	0	0	0	0	1	4	7	3	0	1	0	0	16
06:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
06:15	0	0	0	0	0	0	0	0	3	3	1	0	0	0	0	7
06:30	0	0	0	0	0	0	0	1	1	1	2	1	0	0	0	6
06:45	1	0	0	0	0	0	0	1	2	1	1	1	0	0	0	7
	1	0	0	0	0	0	0	3	6	5	4	2	0	0	0	21
07:00	1	0	0	0	0	0	0	1	4	4	2	0	0	0	0	12
07:15	0	0	0	0	0	0	0	1	4	7	3	0	0	0	0	15
07:30	2	0	0	0	0	0	0	1	3	5	2	0	0	0	0	13
07:45	0	0	0	0	0	0	1	4	4	3	1	1	0	0	0	14
	3	0	0	0	0	1	7	15	19	8	1	0	0	0	0	54
08:00	0	0	0	0	1	0	0	2	1	1	1	0	0	1	0	7
08:15	0	0	0	0	0	0	2	2	1	0	2	1	0	0	0	8
08:30	3	0	0	0	2	1	2	1	1	2	1	0	0	0	0	13
08:45	0	0	0	0	0	0	1	3	2	6	2	1	0	0	0	15
	3	0	0	0	3	1	5	8	5	9	6	2	0	1	0	43
09:00	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	3
09:15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
09:30	0	0	0	0	0	0	0	1	0	2	2	0	0	0	0	5
09:45	1	0	0	0	0	0	1	2	6	4	1	0	0	0	0	15
	2	0	0	0	0	0	1	4	7	6	3	1	0	1	0	25
10:00	1	0	0	0	0	0	0	2	2	1	0	1	1	0	0	8
10:15	1	0	0	0	0	0	1	1	0	1	0	0	0	0	0	4
10:30	2	0	0	0	0	0	0	0	3	0	0	1	0	0	0	6
10:45	0	0	0	0	0	0	1	1	1	2	2	1	0	0	0	8
	4	0	0	0	0	0	2	4	6	4	2	3	1	0	0	26
11:00	0	0	0	0	0	0	0	1	3	3	1	1	1	0	0	10
11:15	1	0	0	0	0	0	0	3	4	4	1	1	0	0	0	14
11:30	1	0	0	0	0	0	1	5	1	1	0	1	0	1	0	11
11:45	1	0	0	0	1	0	0	1	3	4	1	3	0	0	0	14
	3	0	0	0	1	0	1	10	11	12	3	6	1	1	0	49
Total	16	0	0	0	4	1	11	37	56	64	30	16	4	3	0	242



# Key Data Network K-D-N.com

N Pine St North of NE 15th Ave  
Latitude: 0' 0.0000 Undefined  
Longitude: 0' 0.0000 Undefined

SB

Start Time	1	4	7	10	13	16	19	22	25	28	31	34	37	40	Total
Time	3	6	9	12	15	18	21	24	27	30	33	36	39	999	
12 PM	1	0	0	0	0	0	0	2	3	3	3	0	0	0	12
12:15	1	0	0	0	0	0	0	1	3	1	2	0	0	0	8
12:30	0	0	0	0	0	0	3	0	3	3	1	2	0	0	12
12:45	2	0	0	0	0	0	1	0	6	3	3	0	0	0	15
	4	0	0	0	0	0	4	3	15	10	9	2	0	0	47
13:00	0	0	0	0	0	0	0	1	4	3	1	0	0	0	9
13:15	2	0	0	0	0	0	0	1	1	2	2	0	0	0	8
13:30	1	0	0	0	0	0	0	1	2	1	2	0	0	0	7
13:45	0	0	0	0	0	0	0	2	2	4	0	0	0	1	9
	3	0	0	0	0	0	0	5	9	10	5	0	0	1	33
14:00	2	0	0	0	0	1	0	1	1	2	2	0	0	0	9
14:15	2	0	0	0	0	0	3	3	1	2	2	0	0	1	14
14:30	0	0	0	0	0	0	1	1	2	3	1	1	0	1	10
14:45	1	0	0	0	0	1	0	0	2	1	2	0	0	0	7
	5	0	0	0	0	2	4	5	6	8	7	1	0	2	40
15:00	0	0	0	0	0	0	0	4	4	2	6	0	0	0	16
15:15	3	0	0	0	0	0	0	3	5	5	4	0	0	0	20
15:30	2	0	0	0	0	0	0	0	2	1	3	0	0	0	8
15:45	4	0	0	0	0	1	0	3	5	1	1	1	0	0	16
	9	0	0	0	0	1	0	10	16	9	14	1	0	0	60
16:00	4	0	0	0	1	0	1	1	3	4	1	1	0	0	16
16:15	3	0	0	0	0	0	0	1	6	4	4	1	0	0	19
16:30	2	0	0	0	0	0	2	0	2	6	2	1	0	0	15
16:45	5	0	0	0	0	1	0	4	10	6	1	0	0	0	27
	14	0	0	0	1	1	3	6	21	20	8	3	0	0	77
17:00	3	0	0	0	0	0	0	0	8	3	2	1	0	0	17
17:15	0	0	0	0	1	0	0	2	2	2	1	0	0	0	8
17:30	2	0	0	0	0	0	1	1	2	1	2	0	0	0	9
17:45	3	0	0	0	0	0	0	2	1	4	6	0	0	0	16
	8	0	0	0	1	0	1	5	13	10	11	1	0	0	50
18:00	0	0	0	0	0	0	0	3	2	0	3	1	0	1	10
18:15	0	0	0	0	0	0	0	2	0	3	3	3	0	0	11
18:30	0	0	0	0	0	0	0	2	0	2	0	1	0	0	5
18:45	0	0	0	0	0	0	0	1	2	5	1	0	0	0	9
	0	0	0	0	0	0	0	8	4	10	7	5	0	1	35
19:00	1	0	0	0	0	0	0	1	2	5	2	2	0	0	13
19:15	0	0	0	0	0	2	0	2	0	1	0	0	1	0	6
19:30	1	0	0	0	0	0	1	1	1	3	0	1	0	0	8
19:45	1	0	0	0	0	0	0	0	1	1	1	0	0	0	4
	3	0	0	0	0	2	1	4	4	10	3	3	1	0	31
20:00	0	0	0	0	0	0	0	1	4	3	0	0	0	1	9
20:15	1	0	0	0	0	0	0	2	1	2	1	0	0	0	7
20:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
20:45	1	0	0	0	0	0	0	0	4	1	0	0	0	0	6
	2	0	0	0	0	0	0	3	9	7	1	0	0	1	23
21:00	0	0	0	0	0	0	0	1	3	0	1	0	0	0	5
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	1	0	0	0	0	0	0	1	1	0	0	0	1	0	4
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1	0	0	0	0	0	0	2	4	0	1	0	1	0	9
22:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
22:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
22:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
22:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
	0	0	0	0	0	0	0	2	1	3	0	0	0	0	6
23:00	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
23:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
23:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	3	1	0	1	0	0	5
Total	49	0	0	0	2	6	13	53	105	98	66	17	2	5	416
Grand Total	65	0	0	0	6	7	24	90	161	162	96	33	6	8	658

15th Percentile : 20 MPH  
50th Percentile : 26 MPH  
85th Percentile : 31 MPH  
95th Percentile : 33 MPH

Stats  
Mean Speed(Average) : 25 MPH  
10 MPH Pace Speed : 24-33 MPH  
Number in Pace : 449  
Percent in Pace : 68.2%  
Number of Vehicles > 25 MPH : 412  
Percent of Vehicles > 25 MPH : 62.7%

# Key Data Network K-D-N.com

N Pine St North of NE 15th Ave  
Latitude: 0' 0.0000 Undefined  
Longitude: 0' 0.0000 Undefined

NB

Start Time	1 3	4 6	7 9	10 12	13 15	16 18	19 21	22 24	25 27	28 30	31 33	34 36	37 39	40 999	Total
11/13/18	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
00:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	1	1	1	1	0	0	0	0	4
04:15	0	0	0	0	0	0	0	0	1	2	0	0	0	0	3
04:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	2	2	0	0	0	1	5
05:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
05:30	0	0	0	0	0	0	0	0	1	4	0	1	0	0	6
05:45	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4
06:00	0	0	0	0	0	0	0	2	1	4	3	2	0	0	12
06:15	0	0	0	0	0	0	0	0	1	2	3	2	0	0	8
06:30	0	0	0	0	0	0	0	1	3	2	1	1	0	0	8
06:45	0	0	0	0	0	0	0	1	0	1	1	1	0	1	5
07:00	0	0	0	0	0	0	0	1	1	6	2	0	0	0	10
07:15	2	0	0	0	0	0	3	5	11	7	4	0	1	0	31
07:30	2	0	0	0	0	0	1	3	4	2	1	0	0	0	14
07:45	2	0	0	0	0	0	0	2	5	4	1	1	1	0	15
08:00	1	0	0	0	0	0	0	2	2	2	1	2	0	0	8
08:15	0	0	1	0	0	0	1	1	1	2	2	0	0	0	7
08:30	5	0	1	0	0	0	2	8	13	9	4	1	0	0	44
08:45	0	0	0	0	0	0	0	0	2	2	2	0	0	0	4
09:00	1	1	0	0	0	0	0	1	2	0	1	0	0	0	6
09:15	1	0	0	0	0	3	0	3	0	2	4	3	0	0	16
09:30	0	0	0	0	0	0	0	0	1	3	1	2	0	0	7
09:45	2	1	0	0	0	3	0	3	2	9	7	6	0	0	33
10:00	2	0	0	0	0	0	1	0	2	5	4	2	1	0	17
10:15	1	0	0	0	0	0	0	0	3	2	1	0	0	0	7
10:30	1	1	0	0	0	0	1	0	0	0	2	0	1	0	6
10:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
11:00	4	1	0	0	0	0	2	0	6	8	7	2	2	0	32
11:15	0	0	0	0	0	0	0	2	2	1	1	0	0	0	6
11:30	0	0	1	0	0	0	1	2	0	3	1	0	0	0	8
11:45	2	0	0	0	0	0	2	0	3	1	1	1	0	0	10
Total	2	0	0	0	0	0	3	5	5	7	3	3	1	0	30
	15	2	2	0	0	3	8	19	34	78	43	26	6	2	238

# Key Data Network K-D-N.com

N Pine St North of NE 15th Ave  
Latitude: 0' 0.0000 Undefined  
Longitude: 0' 0.0000 Undefined

**NB**

Start Time	1	4	7	10	13	16	19	22	25	28	31	34	37	40	Total
	3	6	9	12	15	18	21	24	27	30	33	36	39	999	
12 PM	0	0	0	0	0	0	0	1	5	2	4	1	0	0	13
12:15	0	0	0	0	0	0	0	0	1	5	2	2	0	0	10
12:30	1	0	0	0	0	0	0	1	2	3	0	0	1	0	8
12:45	1	0	0	0	0	0	1	2	0	3	1	0	0	0	8
	2	0	0	0	0	0	1	4	8	13	7	3	1	0	39
13:00	0	0	0	0	0	0	1	1	1	4	2	2	0	0	11
13:15	0	0	0	0	0	0	0	2	0	2	1	0	0	0	5
13:30	0	0	0	0	0	0	1	0	2	1	1	1	0	0	6
13:45	0	0	0	0	0	0	1	1	0	4	0	1	0	0	7
	0	0	0	0	0	0	3	4	3	11	4	4	0	0	29
14:00	2	0	0	0	1	0	0	1	2	5	0	1	0	1	13
14:15	0	0	0	0	0	1	0	1	1	4	1	0	0	0	8
14:30	0	0	0	0	0	0	0	0	2	4	5	1	0	0	12
14:45	1	0	0	1	0	0	0	1	4	5	4	0	0	0	16
	3	0	0	1	1	1	0	3	9	18	10	2	0	1	49
15:00	0	1	0	0	0	0	2	1	3	5	1	1	0	0	14
15:15	1	0	0	0	0	0	1	3	3	7	3	1	0	1	20
15:30	0	0	0	0	0	0	0	1	2	4	2	3	0	0	12
15:45	2	0	0	0	0	1	1	4	4	1	0	0	0	0	13
	3	1	0	0	0	1	4	9	12	17	6	5	0	1	59
16:00	2	0	0	0	0	0	1	2	5	2	3	2	0	0	17
16:15	0	0	0	0	0	0	0	0	1	6	4	1	0	0	12
16:30	1	0	1	0	0	0	1	0	2	2	3	2	0	0	12
16:45	2	0	0	0	0	0	0	0	4	3	6	0	1	0	16
	5	0	1	0	0	0	2	2	12	13	16	5	1	0	57
17:00	1	1	1	0	0	1	0	2	6	6	7	0	1	0	26
17:15	0	0	0	0	0	0	1	0	2	4	1	0	0	0	8
17:30	0	0	0	0	0	0	0	0	1	4	5	0	0	0	10
17:45	3	0	0	0	0	0	0	1	2	2	4	1	1	0	14
	4	1	1	0	0	1	1	3	11	16	17	1	2	0	58
18:00	2	0	0	0	0	0	0	2	2	6	3	0	0	0	15
18:15	0	0	0	0	0	0	1	1	7	3	3	2	1	0	18
18:30	0	0	0	0	0	0	0	1	0	0	1	2	1	0	5
18:45	0	0	0	0	0	0	0	0	2	1	4	2	0	0	9
	2	0	0	0	0	0	1	4	11	10	11	6	2	0	47
19:00	1	0	0	0	0	0	1	0	5	2	0	0	0	0	9
19:15	0	0	0	0	0	0	1	1	1	2	4	0	0	0	9
19:30	1	0	0	0	0	0	0	0	0	0	2	3	2	0	8
19:45	1	0	0	0	0	0	0	0	4	3	0	0	0	0	8
	3	0	0	0	0	0	2	1	10	7	6	3	2	0	34
20:00	0	0	0	0	0	0	0	0	1	1	1	0	0	0	3
20:15	1	0	0	0	0	0	0	1	2	3	1	2	0	0	10
20:30	0	0	0	0	0	0	0	1	1	2	0	0	0	0	4
20:45	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2
	1	0	0	0	0	0	0	2	4	6	3	3	0	0	19
21:00	1	0	0	0	0	0	0	2	2	1	2	0	0	0	8
21:15	0	0	0	0	0	0	0	1	1	4	7	2	0	0	15
21:30	2	0	1	0	0	0	0	0	3	1	0	0	1	0	8
21:45	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2
	3	0	1	0	0	0	0	4	6	6	9	2	2	0	33
22:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
22:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
22:30	0	0	0	0	0	0	0	0	1	2	0	1	0	0	4
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	2	3	0	1	0	0	6
23:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Total	26	2	3	1	1	3	14	36	88	120	89	36	10	2	431
Grand Total	41	4	5	1	1	6	22	55	122	198	132	62	16	4	669

15th Percentile : 22 MPH  
 50th Percentile : 28 MPH  
 85th Percentile : 32 MPH  
 95th Percentile : 35 MPH

Stats  
 Mean Speed(Average) : 27 MPH  
 10 MPH Pace Speed : 25-34 MPH  
 Number in Pace : 473  
 Percent in Pace : 70.7%  
 Number of Vehicles > 25 MPH : 493  
 Percent of Vehicles > 25 MPH : 73.7%

# Key Data Network K-D-N.com

N Pine St North of NE 15th Ave  
Latitude: 0' 0.0000 Undefined  
Longitude: 0' 0.0000 Undefined

Start Time	13-Nov-18 Tue	SB	NB	Total						
12:00 AM		0	1	1						
12:15		1	1	2						
12:30		0	0	0						
12:45		1	0	1						
01:00		0	0	0						
01:15		0	0	0						
01:30		0	1	1						
01:45		0	0	0						
02:00		0	0	0						
02:15		0	0	0						
02:30		0	0	0						
02:45		0	0	0						
03:00		0	1	1						
03:15		1	1	2						
03:30		0	1	1						
03:45		0	1	1						
04:00		0	1	1						
04:15		1	3	4						
04:30		0	1	1						
04:45		4	0	4						
05:00		4	1	5						
05:15		4	6	10						
05:30		2	4	6						
05:45		6	1	7						
06:00		1	8	9						
06:15		7	8	15						
06:30		6	5	11						
06:45		7	10	17						
07:00		12	14	26						
07:15		15	15	30						
07:30		13	8	21						
07:45		14	7	21						
08:00		7	4	11						
08:15		8	6	14						
08:30		13	16	29						
08:45		15	7	22						
09:00		3	17	20						
09:15		2	7	9						
09:30		5	6	11						
09:45		15	2	17						
10:00		8	6	14						
10:15		4	8	12						
10:30		6	10	16						
10:45		8	6	14						
11:00		10	8	18						
11:15		14	9	23						
11:30		11	10	21						
11:45		14	17	31						
<b>Total</b>		<b>242</b>	<b>238</b>	<b>480</b>						
<b>Percent</b>		<b>50.4%</b>	<b>49.6%</b>							
Peak	-	07:00	06:45	-	-	-	-	-	-	07:00
Vol.	-	54	47	-	-	-	-	-	-	98
P.H.F.		0.900	0.783							0.817

# Key Data Network K-D-N.com

N Pine St North of NE 15th Ave  
Latitude: 0' 0.0000 Undefined  
Longitude: 0' 0.0000 Undefined

Start Time	13-Nov-18 Tue	SB	NB							Total
12:00 PM		12	13							25
12:15		8	10							18
12:30		12	8							20
12:45		15	8							23
01:00		9	11							20
01:15		8	5							13
01:30		7	6							13
01:45		9	7							16
02:00		9	13							22
02:15		14	8							22
02:30		10	12							22
02:45		7	16							23
03:00		16	14							30
03:15		20	20							40
03:30		8	12							20
03:45		16	13							29
04:00		16	17							33
04:15		19	12							31
04:30		15	12							27
04:45		27	16							43
05:00		17	26							43
05:15		8	8							16
05:30		9	10							19
05:45		16	14							30
06:00		10	15							25
06:15		11	18							29
06:30		5	5							10
06:45		9	9							18
07:00		13	9							22
07:15		6	9							15
07:30		8	8							16
07:45		4	8							12
08:00		9	3							12
08:15		7	10							17
08:30		1	4							5
08:45		6	2							8
09:00		5	8							13
09:15		0	15							15
09:30		4	8							12
09:45		0	2							2
10:00		1	1							2
10:15		1	1							2
10:30		2	4							6
10:45		2	0							2
11:00		2	1							3
11:15		2	0							2
11:30		1	0							1
11:45		0	0							0
Total		416	431							847
Percent		49.1%	50.9%							
Peak	-	16:15	16:15	-	-	-	-	-	-	16:15
Vol.	-	78	66	-	-	-	-	-	-	144
P.H.F.		0.722	0.635							0.837
Grand Total		658	669							1327
Percent		49.6%	50.4%							
ADT		ADT 1,327	AADT 1,327							

# Crash Data from ODOT's Crash Data System

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OREGON.. DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION  
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT  
URBAN NON-SYSTEM CRASH LISTING

CITY OF CANBY, CLACKAMAS COUNTY

PINE ST and Intersectional Crashes at PINE ST, City of Canby, Clackamas County, 01/01/2015 to 12/31/2017

12 - 16 of 16 Crash records shown.

SER#	P	R	S	W	DATE	CLASS	CITY STREET	RD CHAR	INT-TYPE	SPCL USE	MOVE	A	S																	
INVEST	E	A	U	C	O	DIST	FIRST STREET	RD CHAR	(MEDIAN)	INT-REL	OFFRD	WTHR	CRASH	TRLR QTY	MOVE															
RD DPT	E	L	G	H	R	TIME	SECOND STREET	DIRECT	LEGS	TRAF-	RNDBT	SURF	COLL	OWNER	FROM	PRTC	INJ	G	E	LICNS	PED									
UNLOC?	D	C	S	L	K	LAT	LRS	LOCTN	(#LANES)	CONTL	DRVWY	LIGHT	SVRTY	V#	TYPE	TO	P#	TYPE	SVRTY	E	X	RES	LOC	ERROR	ACT	EVENT	CAUSE			
00567	N	N	N	N	N	02/13/2015	16	NE PINE ST	INTER	3-LEG	N	Y	FOG	FIX OBJ	01	NONE	0	STRGHT									053	16		
CITY						FR	0	NE TERRITORIAL RD	N		UNKNOWN	N	WET	FIX		PRVTE		E -W								000	053	00		
N						9A			06	0		N	DAY	INJ		PSNGR CAR			01	DRVR	INJC	42	M	OR-Y	081	025		16		
N						45 16 41.5	-122 40 53.95																							
00001	N	N	N		01/01/2015	17	N PINE ST	CURVE		N	Y	CLR	FIX OBJ	01	NONE	0	STRGHT										121	16,05		
CITY						TH	357	NE 4TH AVE	NE	(NONE)	NONE	N	DRY	FIX		PRVTE		NE-SW								000	121	00		
Y						4P			07		N	DUSK	PDO		PSNGR CAR				01	DRVR	NONE	42	M	OR-Y	079	025		16,05		
N						45 15 59.95	-122 40 54.55			(02)																				
00261	N	N	N		01/21/2015	17	NE PINE ST	INTER	3-LEG	N	N	CLR	ANGL-OTH	01	NONE	0	TURN-L											02		
NONE						WE	0	NE 10TH AVE	CN		STOP SIGN	N	DRY	TURN		PRVTE		W -N								015	00			
N						1P			03	0		N	DAY	PDO		PSNGR CAR			01	DRVR	NONE	59	M	OR-Y	028	000		02		
N						45 16 13.05	-122 40 53.83																							
															02	NONE	0	STRGHT									000	00		
																PRVTE		N -S									000	00		
																PSNGR CAR			01	DRVR	NONE	22	F	OR-Y	000	000		00		
04387	N	N	N		10/21/2017	17	PINE ST	INTER	CROSS	N	Y	RAIN	FIX OBJ	01	NONE	0	STRGHT										062	10		
CITY						SA	0	NE 13TH AVE	S		NONE	N	WET	FIX		PRVTE		N -S								000	062	00		
N						5P			05	0		N	DAY	INJ		PSNGR CAR			01	DRVR	NONE	17	M	OR-Y	080	000		10		
N						45 16 21.78	-122 40 53.91																							
															01	NONE	0	STRGHT										000	062	00
																PRVTE		N -S									000	00		
																PSNGR CAR			02	PSNG	INJC	16	M		000	000		00		
04107	N	N	N	N	09/07/2016	17	SE PINE ST	INTER	3-LEG	N	N	CLD	ANGL-OTH	01	NONE	0	STRGHT											02		
CITY						WE	0	SE 3RD AVE	CN		STOP SIGN	N	DRY	TURN		PRVTE		W -E								000	00			
N						8A			04	0		N	DAY	INJ		PSNGR CAR			01	DRVR	INJB	30	F	OR-Y	000	000		00		
N						45 15 49.83	-122 40 49.35																							
															01	NONE	0	STRGHT										000	00	
																PRVTE		W -E									000	00		
																PSNGR CAR			02	PSNG	INJC	12	F		000	000		00		
															02	NONE	0	TURN-L										015	00	
																PRVTE		S -W									000	00		
																PSNGR CAR			01	DRVR	INJB	17	F	OR-Y	028	000		02		

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.

# **HCM Analysis Reports**

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HCM 6th TWSC  
1: N Pine Street & NE Territorial Road

12/12/2018

Intersection						
Int Delay, s/veh	1.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	181	13	16	140	16	37
Future Vol, veh/h	181	13	16	140	16	37
Conflicting Peds, #/hr	0	2	2	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	85	85	85	85	85	85
Heavy Vehicles, %	3	0	6	4	12	0
Mvmt Flow	213	15	19	165	19	44

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	230	0	426
Stage 1	-	-	-	-	223
Stage 2	-	-	-	-	203
Critical Hdwy	-	-	4.16	-	6.52
Critical Hdwy Stg 1	-	-	-	-	5.52
Critical Hdwy Stg 2	-	-	-	-	5.52
Follow-up Hdwy	-	-	2.254	-	3.608
Pot Cap-1 Maneuver	-	-	1315	-	567
Stage 1	-	-	-	-	791
Stage 2	-	-	-	-	808
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1312	-	557
Mov Cap-2 Maneuver	-	-	-	-	557
Stage 1	-	-	-	-	777
Stage 2	-	-	-	-	808

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	718	-	-	1312	-
HCM Lane V/C Ratio	0.087	-	-	0.014	-
HCM Control Delay (s)	10.5	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	0	42	2	1	53
Future Vol, veh/h	2	0	42	2	1	53
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	78	78	78	78	78	78
Heavy Vehicles, %	0	0	2	2	0	2
Mvmt Flow	3	0	54	3	1	68

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	126	56	0	0	57
Stage 1	56	-	-	-	-
Stage 2	70	-	-	-	-
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	874	1016	-	-	1560
Stage 1	972	-	-	-	-
Stage 2	958	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	873	1016	-	-	1560
Mov Cap-2 Maneuver	873	-	-	-	-
Stage 1	971	-	-	-	-
Stage 2	958	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	873	1560
HCM Lane V/C Ratio	-	-	0.003	0.001
HCM Control Delay (s)	-	-	9.1	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

HCM 6th TWSC  
1: N Pine Street & NE Territorial Road

12/12/2018

Intersection						
Int Delay, s/veh	1.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	296	29	64	223	14	37
Future Vol, veh/h	296	29	64	223	14	37
Conflicting Peds, #/hr	0	2	2	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	89	89	89	89	89	89
Heavy Vehicles, %	2	0	0	1	0	5
Mvmt Flow	333	33	72	251	16	42

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	368	0	747 352
Stage 1	-	-	-	-	352 -
Stage 2	-	-	-	-	395 -
Critical Hdwy	-	-	4.1	-	6.4 6.25
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.345
Pot Cap-1 Maneuver	-	-	1202	-	383 685
Stage 1	-	-	-	-	716 -
Stage 2	-	-	-	-	685 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1200	-	355 684
Mov Cap-2 Maneuver	-	-	-	-	355 -
Stage 1	-	-	-	-	664 -
Stage 2	-	-	-	-	685 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	12.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	545	-	-	1200	-
HCM Lane V/C Ratio	0.105	-	-	0.06	-
HCM Control Delay (s)	12.4	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	2	2	52	1	3	59
Future Vol, veh/h	2	2	52	1	3	59
Conflicting Peds, #/hr	0	0	0	3	3	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	77	77	77	77	77	77
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	3	3	68	1	4	77

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	157	72	0	0	72	0
Stage 1	72	-	-	-	-	-
Stage 2	85	-	-	-	-	-
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	839	996	-	-	1541	-
Stage 1	956	-	-	-	-	-
Stage 2	943	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	834	993	-	-	1537	-
Mov Cap-2 Maneuver	834	-	-	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	943	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	0.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	907	1537
HCM Lane V/C Ratio	-	-	0.006	0.003
HCM Control Delay (s)	-	-	9	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	213	13	16	149	16	37
Future Vol, veh/h	213	13	16	149	16	37
Conflicting Peds, #/hr	0	2	2	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	85	85	85	85	85	85
Heavy Vehicles, %	3	0	6	4	12	0
Mvmt Flow	251	15	19	175	19	44

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	268	0	474
Stage 1	-	-	-	-	261
Stage 2	-	-	-	-	213
Critical Hdwy	-	-	4.16	-	6.52
Critical Hdwy Stg 1	-	-	-	-	5.52
Critical Hdwy Stg 2	-	-	-	-	5.52
Follow-up Hdwy	-	-	2.254	-	3.608
Pot Cap-1 Maneuver	-	-	1273	-	531
Stage 1	-	-	-	-	760
Stage 2	-	-	-	-	799
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1271	-	521
Mov Cap-2 Maneuver	-	-	-	-	521
Stage 1	-	-	-	-	746
Stage 2	-	-	-	-	799

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	679	-	-	1271	-
HCM Lane V/C Ratio	0.092	-	-	0.015	-
HCM Control Delay (s)	10.8	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	2	0	42	2	1	53
Future Vol, veh/h	2	0	42	2	1	53
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	78	78	78	78	78	78
Heavy Vehicles, %	0	0	2	2	0	2
Mvmt Flow	3	0	54	3	1	68

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	126	56	0	0	57
Stage 1	56	-	-	-	-
Stage 2	70	-	-	-	-
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	874	1016	-	-	1560
Stage 1	972	-	-	-	-
Stage 2	958	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	873	1016	-	-	1560
Mov Cap-2 Maneuver	873	-	-	-	-
Stage 1	971	-	-	-	-
Stage 2	958	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	873	1560
HCM Lane V/C Ratio	-	-	0.003	0.001
HCM Control Delay (s)	-	-	9.1	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	314	29	64	256	14	37
Future Vol, veh/h	314	29	64	256	14	37
Conflicting Peds, #/hr	0	2	2	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	89	89	89	89	89	89
Heavy Vehicles, %	2	0	0	1	0	5
Mvmt Flow	353	33	72	288	16	42

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	388	0	804
Stage 1	-	-	-	-	372
Stage 2	-	-	-	-	432
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1182	-	355
Stage 1	-	-	-	-	702
Stage 2	-	-	-	-	659
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1180	-	328
Mov Cap-2 Maneuver	-	-	-	-	328
Stage 1	-	-	-	-	649
Stage 2	-	-	-	-	659

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	12.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	519	-	-	1180	-
HCM Lane V/C Ratio	0.11	-	-	0.061	-
HCM Control Delay (s)	12.8	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	2	52	1	3	59
Future Vol, veh/h	2	2	52	1	3	59
Conflicting Peds, #/hr	0	0	0	3	3	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	77	77	77	77	77	77
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	3	3	68	1	4	77

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	157	72	0	0	72	0
Stage 1	72	-	-	-	-	-
Stage 2	85	-	-	-	-	-
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	839	996	-	-	1541	-
Stage 1	956	-	-	-	-	-
Stage 2	943	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	834	993	-	-	1537	-
Mov Cap-2 Maneuver	834	-	-	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	943	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	0.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	907	1537
HCM Lane V/C Ratio	-	-	0.006	0.003
HCM Control Delay (s)	-	-	9	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0



HCM 6th TWSC  
1: N Pine Street & NE Territorial Road

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Intersection						
Int Delay, s/veh	1.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	213	13	19	149	16	45
Future Vol, veh/h	213	13	19	149	16	45
Conflicting Peds, #/hr	0	2	2	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	85	85	85	85	85	85
Heavy Vehicles, %	3	0	6	4	12	0
Mvmt Flow	251	15	22	175	19	53

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	268	0	480
Stage 1	-	-	-	-	261
Stage 2	-	-	-	-	219
Critical Hdwy	-	-	4.16	-	6.52
Critical Hdwy Stg 1	-	-	-	-	5.52
Critical Hdwy Stg 2	-	-	-	-	5.52
Follow-up Hdwy	-	-	2.254	-	3.608
Pot Cap-1 Maneuver	-	-	1273	-	527
Stage 1	-	-	-	-	760
Stage 2	-	-	-	-	794
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1271	-	516
Mov Cap-2 Maneuver	-	-	-	-	516
Stage 1	-	-	-	-	744
Stage 2	-	-	-	-	794

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	689	-	-	1271	-
HCM Lane V/C Ratio	0.104	-	-	0.018	-
HCM Control Delay (s)	10.8	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	0	13	2	0	0	4	42	2	1	53	3
Future Vol, veh/h	8	0	13	2	0	0	4	42	2	1	53	3
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	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	0	2	0	2	2	2	0	2	2
Mvmt Flow	10	0	17	3	0	0	5	54	3	1	68	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	138	139	70	147	140	56	72	0	0	57	0	0
Stage 1	72	72	-	66	66	-	-	-	-	-	-	-
Stage 2	66	67	-	81	74	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.52	6.2	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.1	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.1	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4.018	3.3	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	833	752	993	826	751	1016	1528	-	-	1560	-	-
Stage 1	938	835	-	950	840	-	-	-	-	-	-	-
Stage 2	945	839	-	932	833	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	831	749	993	809	748	1016	1528	-	-	1560	-	-
Mov Cap-2 Maneuver	831	749	-	809	748	-	-	-	-	-	-	-
Stage 1	935	834	-	947	837	-	-	-	-	-	-	-
Stage 2	942	836	-	915	832	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9		9.5		0.6		0.1	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1528	-	-	924	809	1560	-	-
HCM Lane V/C Ratio	0.003	-	-	0.029	0.003	0.001	-	-
HCM Control Delay (s)	7.4	0	-	9	9.5	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

HCM 6th TWSC  
1: N Pine Street & NE Territorial Road

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Intersection						
Int Delay, s/veh	1.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	314	29	73	256	14	43
Future Vol, veh/h	314	29	73	256	14	43
Conflicting Peds, #/hr	0	2	2	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	89	89	89	89	89	89
Heavy Vehicles, %	3	0	6	4	12	0
Mvmt Flow	353	33	82	288	16	48

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	388	0	824 372
Stage 1	-	-	-	-	372 -
Stage 2	-	-	-	-	452 -
Critical Hdwy	-	-	4.16	-	6.52 6.2
Critical Hdwy Stg 1	-	-	-	-	5.52 -
Critical Hdwy Stg 2	-	-	-	-	5.52 -
Follow-up Hdwy	-	-	2.254	-	3.608 3.3
Pot Cap-1 Maneuver	-	-	1149	-	330 678
Stage 1	-	-	-	-	676 -
Stage 2	-	-	-	-	620 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1147	-	301 677
Mov Cap-2 Maneuver	-	-	-	-	301 -
Stage 1	-	-	-	-	617 -
Stage 2	-	-	-	-	620 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	12.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	518	-	-	1147	-
HCM Lane V/C Ratio	0.124	-	-	0.072	-
HCM Control Delay (s)	12.9	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	0	8	2	0	2	13	52	1	3	59	9
Future Vol, veh/h	6	0	8	2	0	2	13	52	1	3	59	9
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	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	0	2	0	2	2	2	0	2	2
Mvmt Flow	8	0	10	3	0	3	17	68	1	4	77	12

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	195	194	83	199	200	69	89	0	0	69	0	0
Stage 1	91	91	-	103	103	-	-	-	-	-	-	-
Stage 2	104	103	-	96	97	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.52	6.2	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.1	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.1	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4.018	3.3	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	764	701	976	764	696	1000	1506	-	-	1545	-	-
Stage 1	916	820	-	908	810	-	-	-	-	-	-	-
Stage 2	902	810	-	916	815	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	753	690	976	747	686	1000	1506	-	-	1545	-	-
Mov Cap-2 Maneuver	753	690	-	747	686	-	-	-	-	-	-	-
Stage 1	905	818	-	897	800	-	-	-	-	-	-	-
Stage 2	889	800	-	904	813	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.2		9.2		1.5		0.3	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1506	-	-	866	855	1545	-	-
HCM Lane V/C Ratio	0.011	-	-	0.021	0.006	0.003	-	-
HCM Control Delay (s)	7.4	0	-	9.2	9.2	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

# Site Plan

---



DESIGNED: R.E.G.	DATE: 18-10-18	NO. 100	1/1
DRAWN: R.E.G.	DATE: 18-10-18	NO. 100	1/1
SCALE: 1" = 80'	DATE: 4-7-2018	NO. 100	1/1
FILE: 18-10-18	DATE: 4-7-2018	NO. 100	1/1
CLIENT: Icon Construction & Development LLC Richard E. Ghens, Planning Consultant 16680 Sunblaze Dr. Oregon City, OR 97045 PH: (503) 479-0097		SHEET 1/1 Conceptual Design 5-15-18	

# MEMORANDUM

**DATE:** September 17, 2018

**TO:** Bryan Brown, City of Canby

**FROM:** Christopher S. Maciejewski, PE, PTOE  
Jordin Kelly, EIT

**SUBJECT:** Canby ICON – Transportation Planning Rule (TPR) Analysis P#11010-102

This memorandum summarizes how the requirements of Oregon Administrative Rule (OAR) 660-012-0060, the Transportation Planning Rule (TPR), are met for a proposed annexation for properties located on tax lots 31E28DD03100, 3200, and 3201 in Canby, Oregon. There are currently two single family houses on the site, with one proposing to be demolished along with the construction of a 41 single family unit subdivision. The following section describes the consistency of the annexation request with both the City’s Comprehensive Plan and Transportation System Plan.

## Property Zoning Designation

The proposed annexation is located outside Canby’s City Limits in unincorporated Clackamas County and is currently designated Clackamas County RRFF-5: Rural Residential Farm Forest. The City’s comprehensive plan designation is LDR: Low Density Residential and the proposed zoning is R-1: Low Density Residential. Therefore, the proposed zoning is consistent with the City’s adopted Comprehensive Plan designation. Table 1 below summarizes the zone change information for these properties.

*Table 1: Designation Summary of the Proposed ICON Annexation*

Property	Tax Lots	Lot Size (acres)	Proposed Zoning	Clackamas County Zoning	City of Canby Comprehensive Plan Land Use
1467 N Pine Street	3100	4.77	R-1 (Low Density Residential)	RRFF-5 (Rural Residential Farm Forest)	LDR (Low Density Residential)
1575 N Pine Street	3200, 3201	5.1	R-1 (Low Density Residential)	RRFF-5 (Rural Residential Farm Forest)	LDR (Low Density Residential)

## Transportation Planning Rule Findings

The requirements of Oregon Administrative Rule (OAR) 660-012-0060, the Transportation Planning Rule (TPR), must be met for proposed changes in land use zoning. The intent of the TPR (OAR 660-12-0060) is to ensure that future land use and traffic growth is consistent with transportation system planning, and does not create a

significant impact on the surrounding transportation system beyond currently allowed uses. The TPR allows a change in land use zoning in the event that a zone change would make the designation consistent with both the Comprehensive Plan and the Transportation System Plan. The allowance (found in Section 9) was added to the TPR in December 2011 and fits the circumstances of the project parcel. Specifically, section 9 states:

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

- (a) The proposed zoning is consistent with the existing comprehensive plan map designation and the amendment does not change the comprehensive plan map;
- (b) The local government has an acknowledged TSP and the proposed zoning is consistent with the TSP;
- (c) The area subject to the zoning map amendment was not exempted from this rule at the time of an urban growth boundary amendment as permitted in OAR 660-024-0020(1)(d), or the area was exempted from this rule but the local government has a subsequently acknowledged TSP amendment that accounted for urbanization of the area

Each of these criteria is addressed below:

- (a) The proposed zoning is consistent with the City's Comprehensive Plan and adopted Transportation System Plan (TSP), including a review of the forecasted development types and amounts from the travel demand forecasts utilized for the TSP.<sup>1</sup>
- (b) The City of Canby has adopted the Transportation System Plan (2010) and the proposed zoning is consistent with the TSP.
- (c) This subsection applies if the area was added to the urban growth boundary (UGB). Since the parcels are already within the UGB, provisions from subsection (c) would not apply.

Based on the discussion above, all three criteria are satisfied; therefore, the proposed rezone will not have a significant effect on the transportation system. Additionally, the transportation assessment performed as part of the City's TSP accounts for the proposed uses related to redevelopment of the property, therefore the proposed rezoning is consistent with the acknowledged transportation system plan.

<sup>1</sup> This tax lot is included in TAZ 113 in the Canby Small Community Model which assumed 66 existing households and 176 future households.

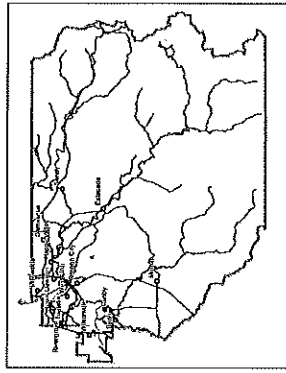


31 E 28DD  
CANBY  
S.E.1/4 S.E.1/4 SEC.28 T.3S. R.1E. W.M.  
CLACKAMAS COUNTY  
1" = 100'

Cancelled Tract(s)

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- Parcel Boundary
- Private Road ROW
- Historical Boundary
- Railroad Centerline
- Tax/Cadastral Lines
- Map Index
- Water Lines
- Land Use Zoning
- Water
- Plat
- Corner
- Section Corner
- 17 1/2' Line
- Gen. Lot Line
- DLC Line
- Meander Line
- PLSS Section Line
- Historic Corner 40'
- Historic Corner 20'



THIS MAP IS FOR ASSESSMENT  
PURPOSES ONLY

31 E 28DD  
CANBY

1/12/2018



## Trip Generation Documentation

Trip generation is the method used to estimate the number of vehicles that are added to the surrounding roadway network as a result of the proposed project. The trip generation for the proposed project was estimated using similar land uses as reported by the Institute of Transportation Engineers (ITE).<sup>2</sup>

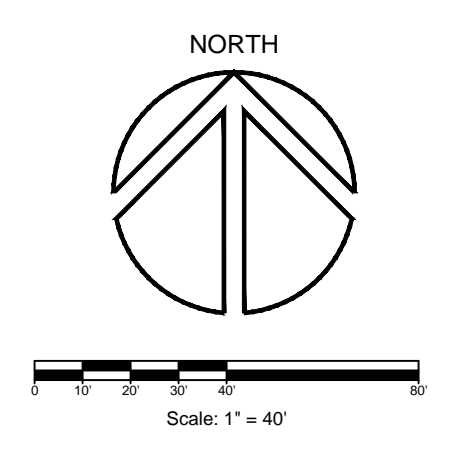
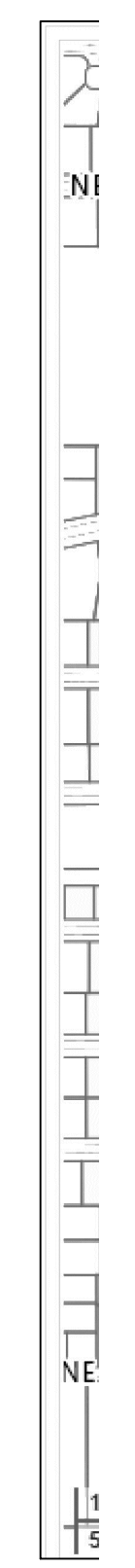
Trip generation was calculated for the proposed 41 dwelling units (ITE Land Use Code 210: Single Family Housing) as well as the existing dwelling unit (ITE Land Use Code 210) for the AM and PM peak hour, and daily trips.

As shown in Table 2 at the top of the next page, the net vehicle trips (proposed minus existing) expected to be added to the surrounding roadway network is 29 (7 in, 22 out) AM peak hour trips, 40 (25 in, 15 out) new PM peak hour trips, and 378 daily trips.

*Table 2: Net Trip Generation Summary*

ITE Land Use	ITE Code	Daily Trips	AM Peak Hour			PM Peak Hour		
			IN	OUT	TOTAL	IN	OUT	TOTAL
<b>Proposed: 41</b> Dwelling Units	210 (Single Family Detached Housing)	387	7	23	30	26	15	41
<b>Existing: 1</b> Dwelling Unit	210 (Single Family Detached Housing)	9	0	1	1	1	0	1
<b>Net Vehicle Trips Added (Proposed – Existing)</b>		<b>378</b>	<b>7</b>	<b>22</b>	<b>29</b>	<b>25</b>	<b>15</b>	<b>40</b>

<sup>2</sup> Institute of Transportation Engineers (ITE) manual, Trip Generation, 10th Edition.



DESIGNED: REG	DATE	NO.	REVISION
DRAWN: REG			
SCALE: 1" = 40'			
DATE: December 2018			
FILE: 18-ICN-101			

Richard E. Givens, Planning Consultant  
 18680 Sunblaze Dr.  
 Oregon City, OR 97045  
 PH: (503) 479-0097

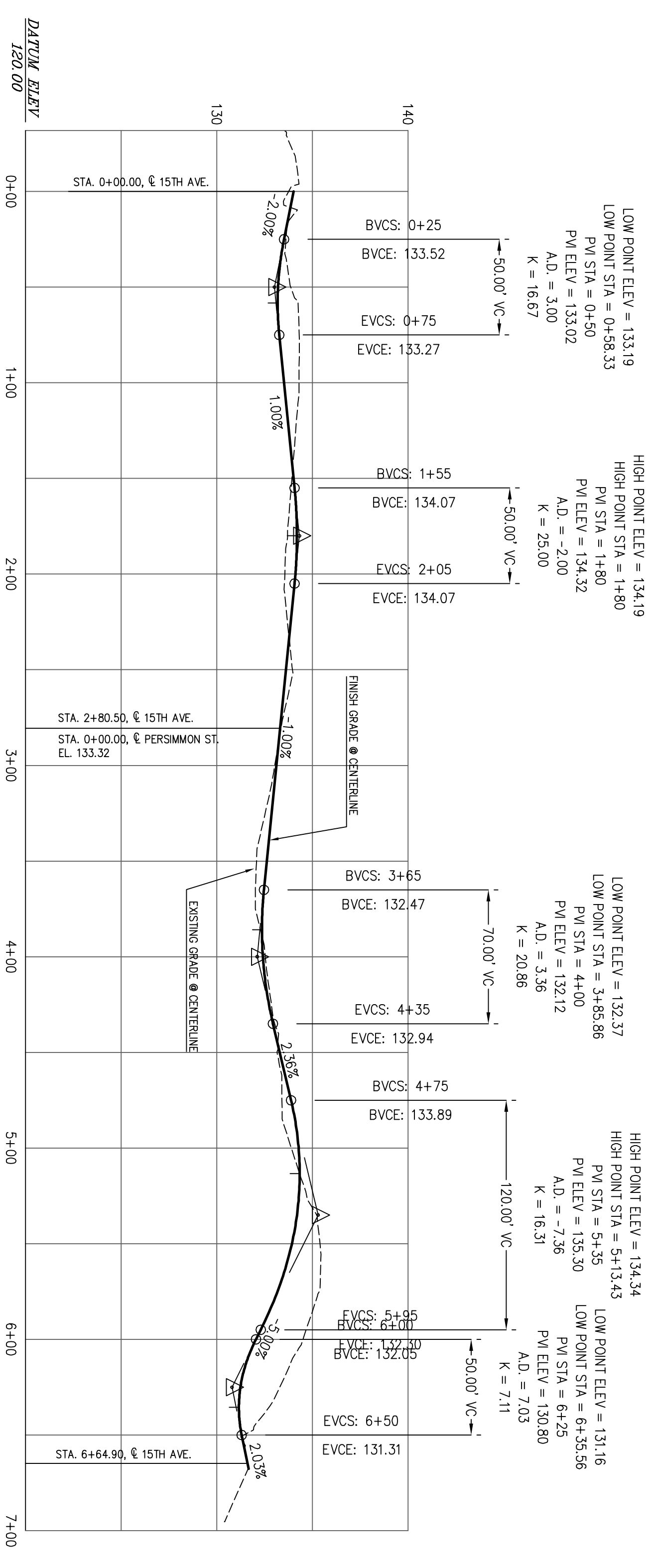
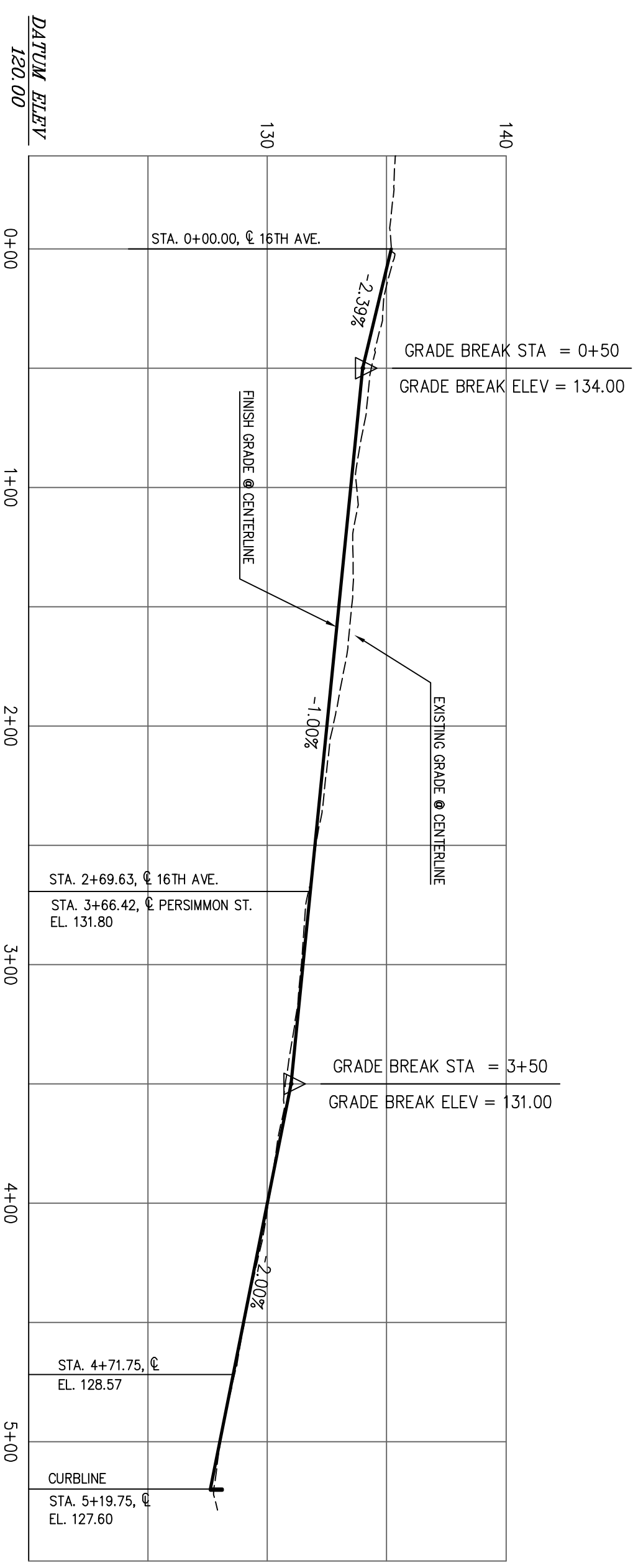
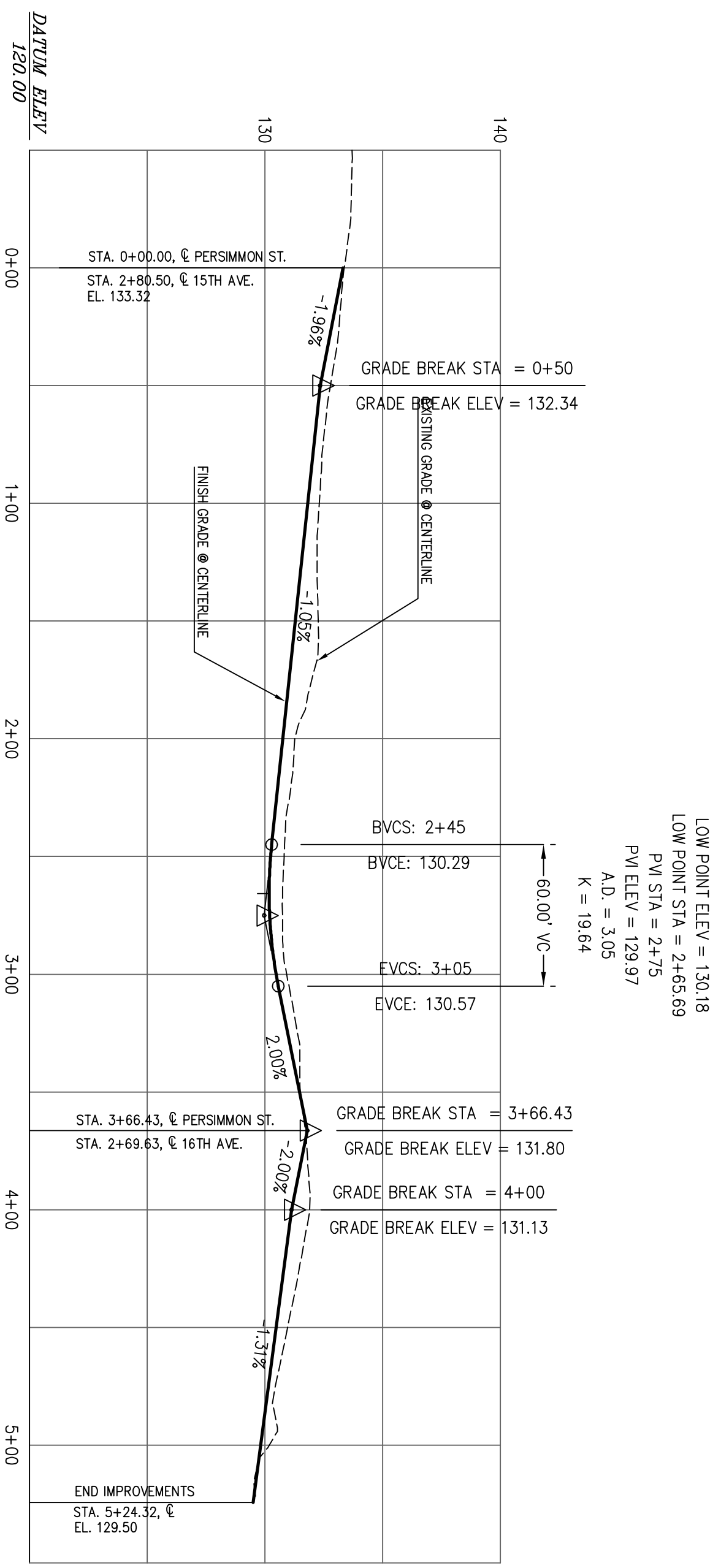
APPLICANT: Icon Construction & Development, LLC  
 1980 Willamette Falls Drive, Suite 200  
 West Linn, OR 97068  
 PH: (503) 657-0406



DESIGNED:	R.E.G.			
DRAWN:	R.E.G.			
SCALE:	1" = 100'			
DATE:	12-12-2018			
FILE:	18-HOM-100	DATE	NO.	REVISION

Richard E. Givens, Planning Consultant  
 18680 Sunblaze Dr.  
 Oregon City, OR 97045  
 PH: (503) 479-0097

**Future Streets Plan**  
 CLIENT: Icon Construction & Dev. LLC



2018-129R

DESIGNED:	BDG
DRAWN:	BJS
SCALE:	1" = 50'
DATE:	April, 2018
FILE:	P15as Prelim3

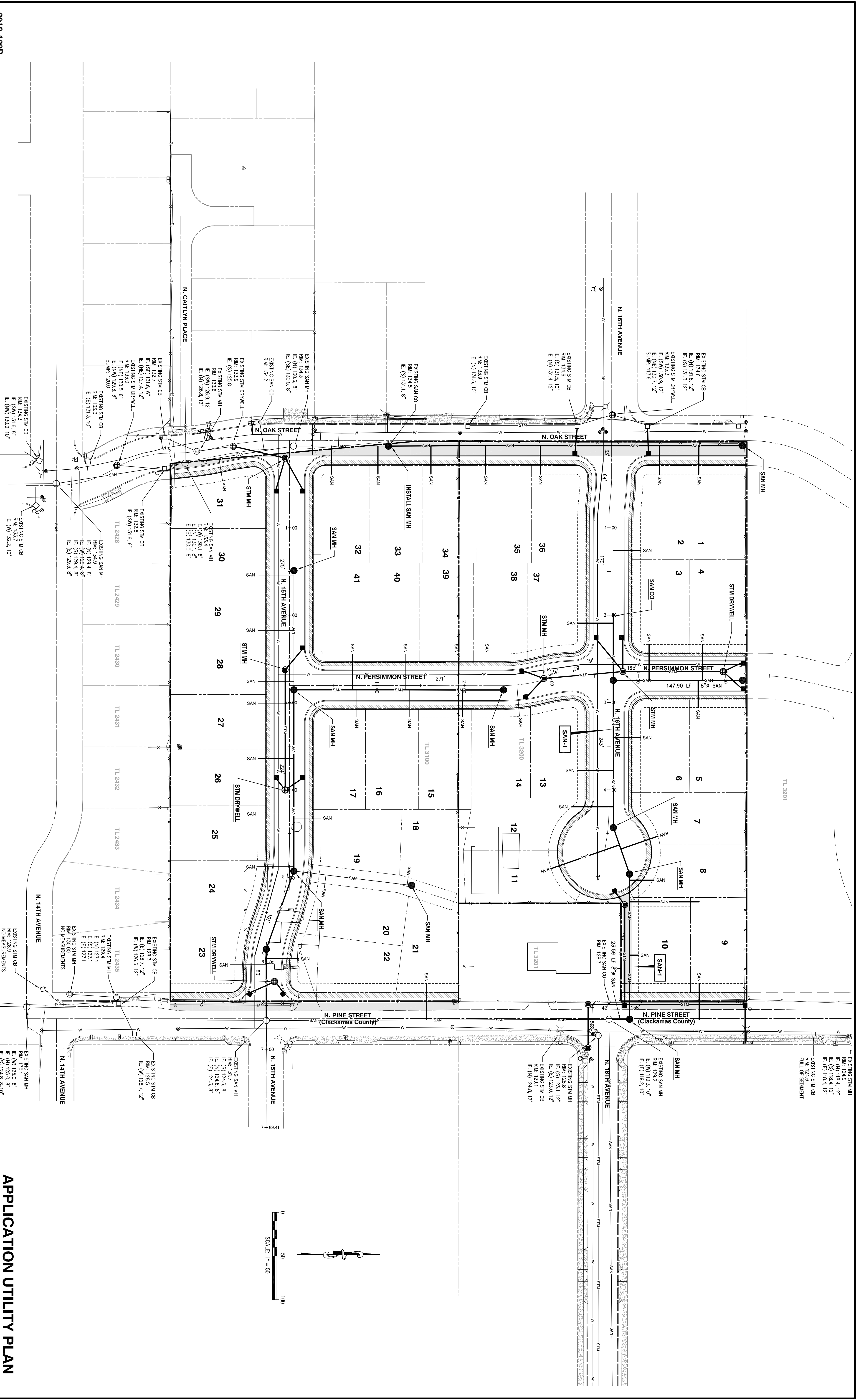
**THE HAMILTON GROUP**  
ENGINEERING - SURVEYING - PLANNING  
PO Box 1345  
Lake Oswego, Oregon 97035  
503/481-8822  
email: thehamp@comcast.net

Icon Constructors & Development, LLC  
1580 Timberline Drive, Suite 200  
Vancouver, Oregon 97038  
PH: (503) 657-3408

**HAMILTON ACRES**  
Canby, Oregon

SHEET: **2**

**APPLICATION STREET PROFILES**



**2018-129R**

DESIGNED:	BDG	
DRAWN:	BJS	
SCALE:	1" = 50'	
DATE:	April, 2018	
FILE:	Pipes Prelim3	
	DATE	NO.
		REVISION

**THE**  
**ENGINEERING - SURVEYING - PLANNING**

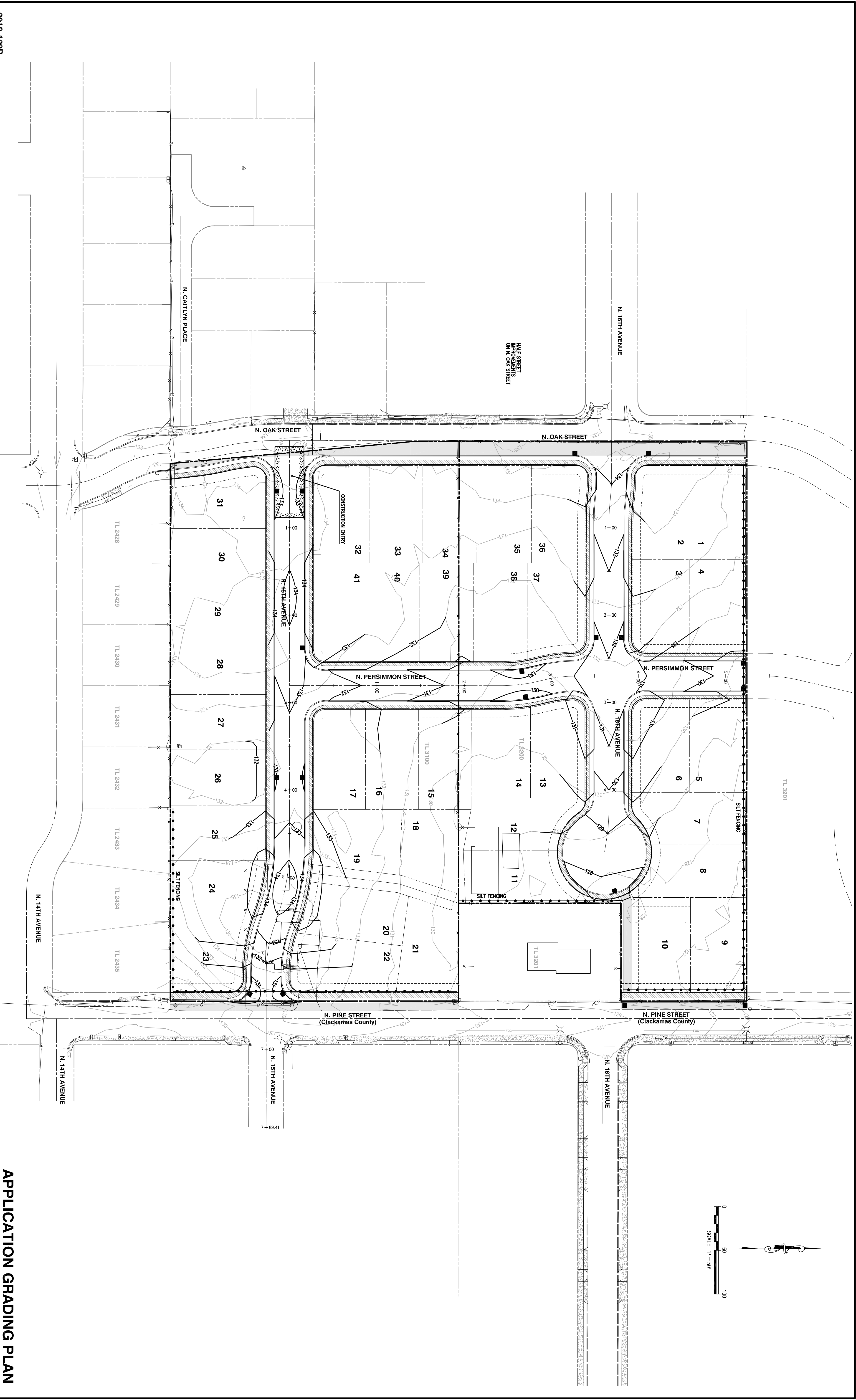
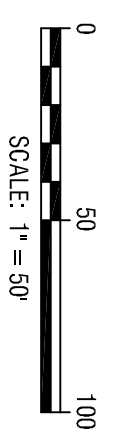
PO Box 1345  
Lake Oswego, Oregon 97035

**Icon** Constructor & Development, LLC  
1580 Miller OR 97248  
PH: (503) 657-5408

**APPLICATION UTILITY PLAN**

**HAMILTON ACRES**  
Canby, Oregon

SHEET:  
**3**



2018-129R

DESIGNED:	BDG	DATE:	
DRAWN:	BJS	NO.	
SCALE:	1" = 50'	REVISION	
DATE:	April, 2018		
FILE:	Plains Prelim3		

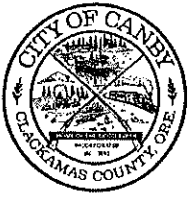
**THE HAMILTON GROUP**  
ENGINEERING - SURVEYING - PLANNING  
PO Box 1345  
Lake Oswego, Oregon 97035  
503/481-8822  
email: theh@hmg.com

Icon Constructor & Development, LLC  
1590 Miller Oaks Drive, Suite 200  
Vancouver, OR 97048  
PH: (503) 657-2408

**HAMILTON ACRES**  
Canby, Oregon

APPLICATION GRADING PLAN

SHEET: 4

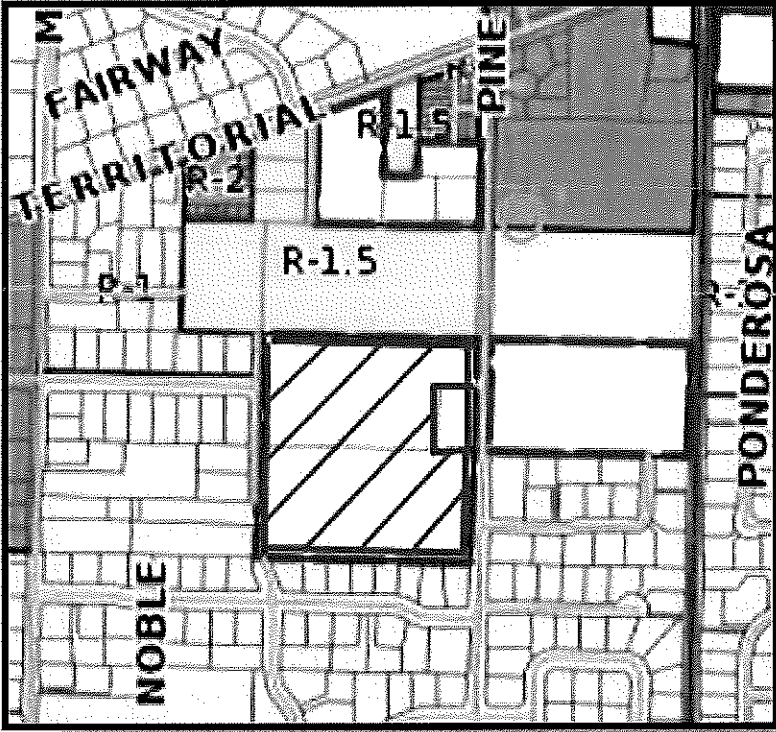


# City of Canby

**PUBLIC HEARING NOTICE & REQUEST FOR COMMENTS**  
City File #: SUB 18-06  
Project Name: Hamilton Acres Subdivision  
**PUBLIC HEARING DATE: MONDAY, February 11, 2019**  
**AT 7 PM, COUNCIL CHAMBERS, 1<sup>st</sup> Floor**

## NOTICE OF PUBLIC HEARING & REQUEST FOR COMMENTS

The purpose of this Notice is to invite you to a Public Hearing at a Planning Commission meeting on Monday, February 11, 2019 at 7 pm, City Council Chambers, 222 NE 2<sup>nd</sup> Ave. The applicant proposes to divide two existing parcels into a 41-lot subdivision for single-family residential development located on N Pine St between NE 15<sup>th</sup> & NE 16<sup>th</sup> Avenues.



**Comments due**– If you would like your comments to be incorporated into the City’s Staff Report, please return the Comment Form by Wednesday, January 30, 2019

**Location:** On the west side of N. Pine Street approximately 840 feet south of NE Territorial Road and addressed as 1467 N. Pine Street.

**Tax Lots:** 31E33DD03100, 31E33DD03200

**Lot Size and Zoning:** 9.14 acres, R-1 Low Density Residential

**Owner:** CNS Acres

**Representative:** Rick Givens

**Application Type:** Subdivision (Type III)

**City File Number:** SUB 18-06

**Contact:** David Epling, Associate Planner at 503-266-0686 or email [eplingd@canbyoregon.gov](mailto:eplingd@canbyoregon.gov)

**What is the Decision Process?** The Planning Commission will make a decision after the Public Hearing. The Planning Commission’s decision is final unless appealed to the City Council.

**Where can I send my comments?** Written comments can be submitted up to the time of the Public Hearing and may also be delivered in person to the Planning Commission during the Public Hearing on Monday, February 11, 2019. (Please see *Comment Form*). Comments can be mailed to the Canby Planning Department, PO Box 930, Canby, OR 97013; dropped off at 222 NE 2<sup>nd</sup> Ave; or emailed to [PublicComments@canbyoregon.gov](mailto:PublicComments@canbyoregon.gov)

**How can I review the documents and staff report?** Weekdays from 8 AM to 5 PM at the Canby Planning Department. The staff report to the Planning Commission will be available for inspection starting Friday, February 1, 2019 and can be viewed on the City’s website: <http://www.canbyoregon.gov> . Copies are available at \$0.25 per page or can be emailed to you upon request.

**Applicable Criteria:** City of Canby Comprehensive Plan and Canby Municipal Code Chapters:

- |  |  |
|--|--|
| 16.08 General Provisions               | 16.64 Subdivisions – Design Standards      |
| 16.10 Off-Street Parking and Loading   | 16.86 Street Alignments                    |
| 16.16 R 1 Low Density Residential Zone | 16.88 General Standards & Procedures       |
| 16.46 Access Standards                 | 16.89 Application & Review Procedures      |
| 16.62 Subdivisions – Applications      | 16.120 Parks, Open Space & Recreation Land |

*Note: Failure of an issue to be raised in a hearing, in person or by letter, or failure to provide statements or evidence sufficient to afford the decision maker an opportunity to respond to the issue precludes appeal to the board based on that issue.*



# CITY OF CANBY –COMMENT FORM

If you are unable to attend the Public Hearing, you may submit written comments on this form or in a letter addressing the Planning Commission. Please send comments to the City of Canby Planning Department:

**By mail:** Planning Department, PO Box 930, Canby, OR 97013  
**In person:** Planning Department at 222 NE 2<sup>nd</sup> Ave, Canby, OR 97013  
**E-mail:** [PublicComments@canbyoregon.gov](mailto:PublicComments@canbyoregon.gov)

Written comments to be included in the Planning Commission's meeting packet are due by Noon on Wednesday, January 30, 2019. Written comments can also be submitted up to the time of the Public Hearing on Monday, February 11, 2019, and may be delivered in person to the Planning Commission during the Public Hearing at 7 pm in the City Council Chambers, 222 NE 2<sup>nd</sup> Avenue, 1<sup>st</sup> Floor.

**Application: SUB 18-06 HAMILTON ACRES**

**COMMENTS:**

See attached letter

NAME: Doug Onion  
EMAIL: onionpatchkield@canby.com  
ADDRESS: 1132 NE 15th Ave.  
PHONE # (optional): (503) 266-7878  
DATE: 1/25/19

PLEASE EMAIL COMMENTS TO  
[PublicComments@canbyoregon.gov](mailto:PublicComments@canbyoregon.gov)  
  
Thank You!

**AGENCIES: Please check one box and fill in your Name/Agency/Date below:**

- Adequate Public Services (of your agency) are available
- Adequate Public Services will become available through the development
- Conditions are needed, as indicated
- Adequate public services are not available and will not become available
- No Comments

NAME: \_\_\_\_\_  
AGENCY: \_\_\_\_\_  
DATE: \_\_\_\_\_

January 25, 2019

To: City of Canby Planning Commission

From: Doug Onion

Resident at 1132 NE 15<sup>th</sup> Ave

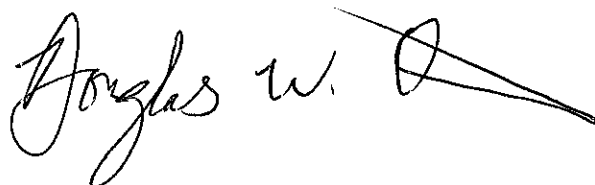
Re: SUB 18-06

I must object to the proposed 41 new homes to be built near 15<sup>th</sup> and 16<sup>th</sup> Avenues on North Pine St. The main issue I have is the condition of the main arterial road into the development (N. Pine St) is in horrible condition and cannot be allowed to have even more traffic on it. I've owned my house at 1132 NE 15<sup>th</sup> Ave for 18 years and North Pine St has always been in terrible condition. I've damaged my automobiles and property because of the potholes and bumpiness of the road. It simply cannot be allowed to have any more daily traffic on it. The previous new developments north of 15<sup>th</sup> Ave have already added too much strain on the road.

I realize that Pine St is considered a Clackamas County road and is supposed to be maintained by them. However, it used to be a rural road years ago. It is now a City street and is surrounded by houses that are in the City limits. The City needs to take over the maintenance of this road and repair it. Where are my City road maintenance fees going when I drive to my house in the City on such a horrible road? I've heard you've offered to take over the maintenance of the road if Clackamas County fixes the road first. The County doesn't want to use their funds because the bad portions of the road are in the City. I see their point. The road needs to be fixed because all of the residents that live off this street are suffering and have been suffering for years. Enough is enough. No more traffic until this is done.

Additional issues to this new development are over-crowded classrooms, a Fire Department that is always stretched to the maximum and asks for more funds every year it seems, 99E that is clogged during rush hour and can be backed up 50 cars at the intersection of 99E/Ivy St., and overcrowding of our once great little community. The other new developments that have already been approved off Redwood and SE 13<sup>th</sup> Ave are already too much. We don't need any more people moving into our community.

I've lived in Canby my entire life and seen it grow from a nice rural farming town of 6000 residents where everyone knew everyone to a large, crammed, metropolis. Canby is unrecognizable to me. The City doesn't need any more residents in this town. We're full.

A handwritten signature in black ink that reads "Douglas W. Onion". The signature is written in a cursive style with a long, sweeping horizontal line extending to the right.

372 ARCO  
This instrument filed for record by LEX/  
Fidelity National Title as an accommodation  
only. It has not been examined as to its  
execution or as to its effect upon the title.

AFTER RECORDING RETURN TO:  
Attn: City Recorder  
City of Canby  
P O Box 930  
Canby OR 97013

UNTIL REQUESTED OTHERWISE,  
SEND TAX STATEMENTS TO:

CNS Acres, LLC  
9925 S. Carriage Lane  
Canby, OR 97013

Scott Vandecoevering  
1575 N. Pine Street  
Canby, OR 97013

Clackamas County Official Records  
Sherry Hall, County Clerk

**2018-069405**

11/14/2018 02:05:00 PM

D-DEVA      Cnt=1 Stn=7 BARBARA  
\$35.00 \$16.00 \$10.00 \$62.00

**\$123.00**

### DEVELOPMENT AGREEMENT (ANNEXATION)

#### RECITALS:

1. CNS Acres, LLC and Scott Vandecoevering hereinafter referred to as "APPLICANTS", own real property commonly described as 1467 and 1575 N Pine Street, Canby, OR 97013 and more particularly described in the attached Exhibit A and depicted on a survey attached as Exhibit B.
2. The City of Canby, hereinafter referred to as "CANBY", is an Oregon municipal corporation.
3. The property described in Exhibit A and depicted on Exhibit B is located within the boundaries of a designated annexation "Development Agreement Area" as shown on the City of Canby Annexation Development Map (City of Canby Municipal Code Title 16, Figure 16.84.040).
4. CANBY procedures for annexation specify the Planning Commission shall conduct a public hearing to review any proposed annexations and determine the appropriate zoning designation upon annexation. The Planning Commission shall furnish its recommendation concerning annexation and assigned zoning to the City Council. The City Council will determine whether the applicable standards and criteria of Canby Municipal Code 16.84.040 are met and will determine appropriate zoning for the property based on the criteria set forth in the Canby Municipal Code 16.54.040.
5. The purpose of this Annexation Development Agreement is to satisfy the requirements of Canby Municipal Code 16.84.040 including providing adequate public information and information evaluating the physical, environmental, and related social effects of a proposed annexation. The proposed annexation does not require the statutory development agreement of ORS 94.504 et seq.

NOW, THEREFORE, it is hereby agreed:

I. CANBY MUNICIPAL CODE 16.84.040 APPLICABLE PROVISIONS.

A. Timing of the submittal of an application for zoning. Concurrent with review of this Agreement, the Council shall consider APPLICANTS' annexation application and requests that, upon approval of the annexation by the City Council, the property described in Exhibit A shall be zoned R-1. This approach will insure that the development agreement as well as the annexation and zone change approvals are consistent with City Code 16.84.

B. Scope of annexation request. In addition to the property owned by APPLICANTS and described in Exhibit A, APPLICANTS' annexation application shall include the western portion of the N Pine Street right-of-way and the eastern portion of the N. Oak Street right-of-way that are presently outside of the city limits and adjacent to the APPLICANTS' property. The western portion of the N Pine Street right-of-way and eastern portion of the N. Oak Street right-of-way shall be as described in Exhibit A and depicted on Exhibit B. APPLICANTS agree to dedicate street right-of-way for N Pine Street and N. Oak Street to meet the standards of the City of Canby with future land use actions on the property as part of the development approval process.

C. Timing for Recording. APPLICANTS shall have seven (7) calendar days from the date the City Council takes final action approving this Agreement, the annexation, the zone change request, to record this Agreement. A condition of approval will be attached to the annexation and zone change approval imposing this requirement.

D. Dedication of land for future public facilities including park and open space land. At the time of development, APPLICANTS agree to dedicate street right-of-way for N. Pine Street, N. Oak Street and for other streets being created inside the property to the standards of the City of Canby and to satisfy CANBY's parkland dedication obligation through payment of the City's park system development charge.

E. Street construction/layouts, utilities, right of ways/dedications, and lots. At the time of development, City required public street improvements will be constructed to Canby Municipal Code specifications by APPLICANTS. Specifically, APPLICANTS agree to improve the western one-half of the N Pine Street and eastern one-half of the N. Oak Street rights-of-way along the frontage of the property. APPLICANTS will also be responsible for the dedication and construction of new street within APPLICANTS' property to Canby Municipal Code specification. Street cross section layouts, public utilities, franchise utilities, and right-of-way-widths/associated dedications will be determined at the time of development in conformance with the Canby Municipal Code and Canby Public Works Design Standards. The submitted Conceptual Site Plan A, dated July, 2018, in conjunction with the ANN/ZC 18-03 applications is for general reference only and is non-binding. Lot sizes and layouts will be determined at the time of development and are contingent upon street cross sections and right-of-way widths.

F. Utility availability. At the time of development, APPLICANTS agree to ensure that utilities and infrastructure are available to serve the property described in Exhibit A at densities currently authorized in the R-1 zone. To the extent that additional utility or service infrastructure is required to serve the property in the future, APPLICANTS agree to provide

those utilities and services in a way that is commensurate with the impacts from development and consistent with the City's Code. APPLICANTS also agree to allow connection to APPLICANTS' constructed public facilities by adjacent property owners.

G. Water and Sewer. At the time of development, APPLICANTS agree to install public waterlines in all new or extended public streets and sewer lines in new City streets as is needed to serve the development. CANBY agrees that APPLICANTS can connect to the public water system and that APPLICANTS can connect the existing public sanitary sewer. CANBY agrees that no new sewer main is needed in N. Pine Street along the frontage of the APPLICANTS' properties.

H. Waiver of compensation claims. APPLICANTS waive compensation or waiver of land use regulations as provided in ORS 195.300 and 195.336, as well as Measure 49, resulting from annexation and the concurrent zone change approval.

I. Rough proportionality of future exactions. To the extent that this agreement identifies right-of-way dedication, utility or service obligations, these obligations are necessary and will be limited to an amount necessary to serve this development based on the proposed development application as well as on the uses and densities permitted in the R-1 zone.

J. Other commitments deemed valuable to the City of Canby. APPLICANTS agree any future development will meet the requirements of the adopted CANBY Municipal Code in effect at the time of development.

## II. OTHER CONSIDERATIONS.

A. Duration. This Agreement shall be effective upon CANBY, acting by and through its city council, approving this Agreement and upon its recording with the Clackamas County Recording Office. As used herein, "approval" means the granting of the approval and the expiration of the period of appeal, or if appeal is filed, the resolution of that appeal. This Agreement shall continue in effect for a period of eight (8) years after its effective date unless cancelled as provided in Section II, C below

B. Recording. Within seven (7) calendar days after the City Council makes a final decision approving ANN/ZC 18-03, APPLICANTS shall record this agreement with the Clackamas County Recorder's Office and provide a copy of the recorded agreement to the City Attorney.

C. Cancellation. This Development Agreement shall not be cancelled.

D. Modification. This Agreement may be modified, amended, or extended upon the mutual consent of APPLICANTS and CANBY.

Dated this 12 day of November, 2018.

Carolyn R. Adkins  
CNS Acres, LLC member

Scott Vandecoevering  
Scott Vandecoevering

CITY OF CANBY, OREGON

By: [Signature]  
Richard Robinson, City Administrator

Dated: 11/8/2018

APPROVED AS TO FORM:

By: [Signature]  
Joseph Lindsay, City Attorney

Dated: 11/7/18

APPROVED BY ACTION OF THE CANBY CITY COUNCIL ON November 7, 2018 and Adopted by Ordinance 1496.

STATE OF OREGON )  
 ) ss.  
County of Clackamas )

November 12, 2018

Personally appeared before me, CNS Acres, LLC, and acknowledged the foregoing instrument to be his voluntary act and deed.



Jennie K Engen-Lucas  
Notary Public for Oregon  
My Commission Expires: March 19, 2019

STATE OF OREGON )  
 ) ss.  
County of Clackamas )

November 12, 2018

Personally appeared before me, Scott Vandecoevering, and acknowledged the foregoing instrument to be his voluntary act and deed.

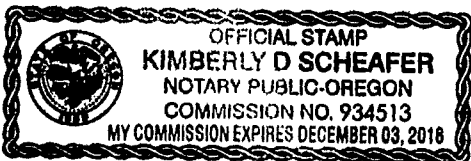


Jennie K Engen-Lucas  
Notary Public for Oregon  
My Commission Expires: March 19, 2019

STATE OF OREGON )  
 ) ss.  
County of Clackamas )

November 8, 2018

Personally appeared before me, RICHARD ROBINSON, as the City Administrator of the City of Canby, Oregon.



Kimberly D. Scheaffer  
Notary Public for Oregon  
My Commission Expires: 12-3-2018



**CENTERLINE CONCEPTS**  
LAND SURVEYING, INC.

19376 Molalla Avenue, Ste. 120, Oregon City, OR 97045  
P. 503-650-0188 F. 503-650-0189

**Exhibit "A"**  
**Annexation**  
**Legal Description**

A Tract of land being a portion of Lots 62 and 63, "Canby Gardens", Plat No. 230, Plat Records of Clackamas County, located in the Southeast one-quarter of Section 28, Township 3 South, Range 1 East of the Willamette Meridian, City of Canby, County of Clackamas, State of Oregon, being more particularly described as follows:

**BEGINNING** at a 5/8" iron rod with a red plastic cap marked "Centerline Concepts" found at the southeast corner of "Caitlyns Place" (Plat No. 4488), Plat Records of Clackamas County; thence along the east line of said "Caitlyns Place", and continuing along the west lines of said Lots 62 and 63, North 00°00'23" East, 659.92 feet to the southwest corner of Lot 61 of said "Canby Gardens"; thence along the south line of said Lot 61, South 89°58'56" East, 660.00 feet to the southeast corner thereof; thence along the centerline of N. Pine Street (County Road No. 2580), being 20.00 feet east of the west right of way line thereof when measured at right angles, being coincident with the east line of said Lots 62 and 63 of said "Canby Gardens", South 00°00'46" East, 659.80 feet to the southeast corner of said Lot 63; thence along the south line of said Lot 63, being coincident with the north line of "Amarine Addition" (Plat No. 1752), Plat Records of Clackamas County, North 89°59'34" West, 660.22 feet to the **POINT OF BEGINNING**.

Contains 435,582 square feet.

18 Jul 18

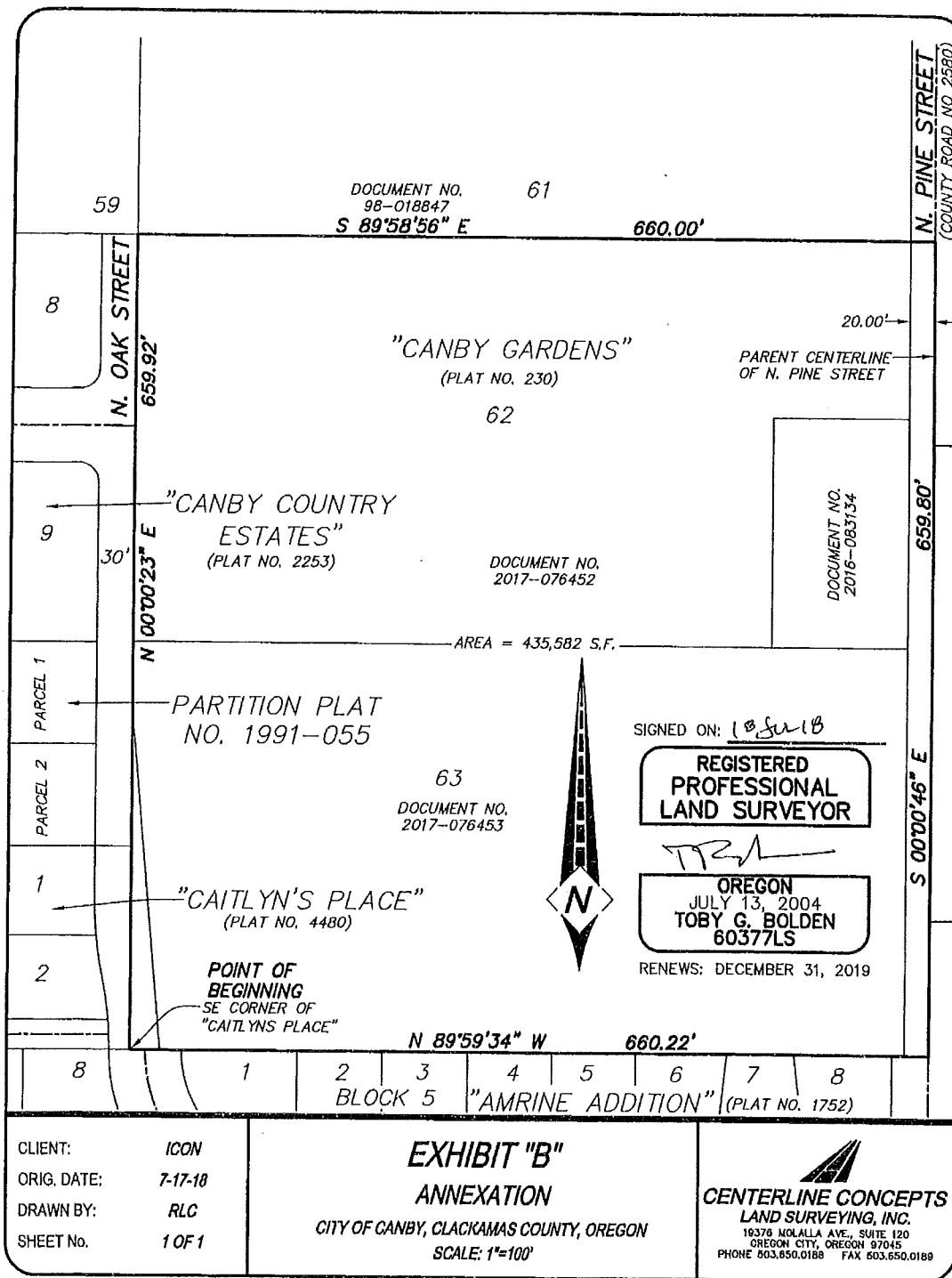
REGISTERED  
PROFESSIONAL  
LAND SURVEYOR

OREGON  
JULY 13, 2004  
TOBY G. BOLDEN  
60377LS

RENEWS: 3 (DEC 0)



EXHIBIT "B"



Plotted: 7/18/2018 - 10:56am, M:\PROJECTS\ICON-PINE ST-N-1467\dwg\ANNEXATION.dwg, Layout: LAYOUT



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

<b>A REQUEST FOR A SUBDIVISION</b>	)	<b>FINDINGS, CONCLUSION &amp; FINAL ORDER</b>
<b>2525 NE Territorial Place</b>	)	<b>SUB 18-05 Territorial Place Estates Subdivision</b>
<b>9 Lot Subdivision</b>	)	<b>Paul DuPont</b>

**NATURE OF THE APPLICATION**

The Applicant has sought approval for a Subdivision Application (SUB 18-05) to divide two parcels of 1.96 acres into a 9 lot subdivision on property located at 2525 NE Territorial Place described as Tax Map/Lots 31E27DB00200 and 31E27DB00201, Clackamas County, Oregon. The property is zoned Low Density Residential (R-1) under the Canby Municipal Code (CMC).

**HEARINGS**

The Planning Commission considered application SUB 18-05 after the duly noticed hearing on February 11, 2019 during which the Planning Commission by a 7/0 vote approved SUB 18-05. These findings are entered to document the approval.

**CRITERIA AND STANDARDS**

In judging whether or not a Subdivision Application shall be approved, the Planning Commission determines whether criteria from the *City of Canby Land Development and Planning Ordinance* are met, or can be met by observance of conditions. Applicable code criteria and standards were reviewed in the Staff Report and presented at the February 11, 2019 meeting of the Canby Planning Commission.

**FINDINGS AND REASONS**

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

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

- **Territorial Place/Circulation.** Existing circulation issues exist on the unimproved roads encircling the subject property and adjacent properties (i.e., NE Territorial Place and Spitz Road). Specifically, users of the City-owned Willamette Wayside Natural Area to the north and other motorists use these roads as a through-route loop and use Territorial Place as informal parking for the adjacent open space. Neighbors feel these circulation patterns and informal parking practices promote undesirable behaviors adjacent to a residential area. During public testimony for the proposed subdivision, adjacent landowners expressed a desire to reduce the existing

traffic circulation behind their properties and discourage vehicular access of the City's open space area via Territorial Place.

The Planning Commission finds that it is in the City and public's interest to discourage through-traffic from traveling behind the affected parcels on Territorial Place by creating a barrier to vehicular movement. The Planning Commission determined that the exact location and design of the barrier—which would likely consist of a lockable gate at the end of the newly improved Spitz Road but could feature other design components as necessary—would be identified by City staff prior to construction on the subject property. As discussed in Condition of Approval #52, the project applicant will be a participant in the process establishing where and how the proposed gate/barrier would be constructed and fund the needed circulation improvements.

- **Perimeter Fencing.** Properties to the immediate west/northwest of the subject property are located in the unincorporated County and feature a residential character consistent with rural living, including animals (e.g., chickens and horses) that can be affected by the proximity of domesticated animals introduced by new development, such as off-leash dogs. In order to create land use compatibility between the proposed subdivision and existing adjacent uses, the Planning Commission finds that a perimeter screening fence should be constructed along the proposed subdivision's north and west boundaries. Condition of approval #53 requires that the home builder be apprised of the requirement to erect a screening fence along the outward-facing property lines of proposed Lots 4, 5, 7, 8, and 9.

## **CONCLUSION**

In summary, the Planning Commission adopted the findings contained in the Staff Report along with the additional findings concluded at the public hearing and noted herein, concluding that the residential Subdivision Application met all applicable approval criteria, and recommending that File SUB 18-05 be approved with the Conditions of Approval reflected in the written Order below.

## **ORDER**

The Planning Commission concludes that, with the following conditions, the application meets the requirements for Subdivision approval. Therefore, **IT IS ORDERED BY THE PLANNING COMMISSION** of the City of Canby that **SUB 18-05** is approved, subject to the following conditions:

### **General Public Improvement Conditions:**

1. Prior to the start of any public improvement work, the applicant must schedule a pre-construction conference with the City and obtain construction plan sign-off from applicable agencies.
2. The development shall comply with all applicable City of Canby Public Works Design Standards.
3. The final design plans shall conform to the comments provided by the City Engineer in his memorandum dated December 28, 2018.
4. Public improvements such as sidewalk and street improvements are required during development.

### **Fees/Assurances:**

5. All public improvements are normally installed prior to the recordation of the final plat. If the applicant wishes to forgo construction of any portion of the public improvements until after the recordation of the final plat, then the applicant shall provide the City with appropriate performance security (subdivision performance

bond or cash escrow) in the amount of 110% of the cost of the remaining public improvements to be installed.

6. If the applicant chooses to provide a subdivision performance bond for some or all of the required public improvements, the applicant shall obtain a certificate from the City Engineer that states:
  - a. The applicant has complied with the requirements for bonding or otherwise assured completion of required public improvements.
  - b. The total cost or estimate of the total cost for the development of the subdivision. This is to be accompanied by a final bid estimate of the subdivider's contractor, if there is a contractor engaged to perform the work, and the certificate of the total cost estimate must be approved by the city engineer.
7. The applicant must guarantee or warranty all public improvement work with a 1 year subdivision maintenance bond in accordance with 16.64.070(P), except for sidewalks.
8. The applicant must pay the appropriate city Master Fee authorized public improvement and Site Plan Development Engineering Plan Review fee as applicable prior to the construction of public or private improvements.
9. System Development Charges shall be paid to the City of Canby prior to connecting the existing house to City services.

#### **Demolition**

10. A demolition permit shall be obtained from Clackamas County prior to demolishing the existing onsite garage/shop structure.

#### **Streets, Signage & Striping:**

11. NE Territorial Road is a City road and is classified by the City Transportation System Plan as a collector road. The existing right-of-way along the entire site frontage is 60 feet wide, a minimum of 10 feet of additional right-of-way dedication shall be constructed along the entire site frontage. Half-street improvements shall include 6-foot-wide concrete sidewalks, a 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 shall also be required.
12. All interior streets within the subdivision (the extension of Vine Street, Riverbend Drive and Spitz Road) shall be designed to City low-volume local street standards with 28-foot paved widths including parking on one side, curbs, 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. A 12-foot-wide public utility easement shall also be provided.
13. Access to Lots 3, 8, and 9 shall have a commercial driveway approach consisting of a minimum 6-inch concrete thickness with reinforcements or welded wire mesh fabric. The turnaround easement portion of this shared driveway shall be constructed to Fire Department standards for use by fire and emergency response vehicles.
14. The corner at the intersection of Riverbend Drive and Spitz Road shall meet the requirements of Canby Fire Department for turning movements.
15. All interior street names and traffic signs shall be installed by the developer as part of this development. The developer's design engineer shall submit a signing and striping plan as part of construction plans. The City may supply the required traffic and street name signs based on a mutually agreed cost. The signing and striping plan shall be submitted by the

applicant and shall be approved by City engineer and by the Public Works street department prior to the construction of public improvements.

16. The applicant shall be responsible for installing all required street signage and striping at the time of construction of public improvements, unless other arrangements are agreed to by the City.
17. As part of the final design, the developer's design engineer shall provide a minimum of 200-foot future centerline street profile extension in each direction on Territorial Road, Spitz Road, and Riverbend Drive to assure future grades can be met at all the adjoining properties.
18. Existing pavement between Territorial Road and the proposed alignment of Spitz Road shall be demolished and a pedestrian path shall be constructed in place of this former vehicular connection.

#### **Water/Sewer:**

19. Sanitary sewer lines exist on Territorial Road. A minimum of 8-inch public sanitary sewer line will be required to extend and serve this development.
20. Any existing domestic or irrigation wells shall be abandoned in conformance with OAR 690-220-0030. A copy of the Oregon Water Rights Department (OWRD) abandonment certification shall be submitted to the City.
21. Any existing onsite 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.
22. Water services/fire protection infrastructure shall be constructed in conformance with Canby Utility and Canby Fire Department requirements.

#### **Storm Water:**

23. All private storm drainage discharge shall be disposed on-site. A storm water drainage plan to address onsite runoff shall be submitted to the City Engineer. The design methodology shall be in conformance with the City of Canby, June 2012 Public Works Standards.
24. The developer's engineer shall demonstrate how storm runoff generated from the new impervious surfaces will be disposed. If drywells (UIC) are used as a means to discharge storm runoff from private streets, they must meet the following criteria:  
The UIC structure's location shall meet at least one of the two conditions:
  - a. The vertical separation distance from the UIC and seasonal high groundwater is more than 2.5 feet, or
  - b. The horizontal separation distance between the UIC and any water well is a minimum of 267 feet in accordance with the City of Canby Stormwater Master Plan, Appendix C, Groundwater Protectiveness Demonstration and Risk Prioritization 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.

#### **Grading/Erosion Control:**

25. An erosion control permit shall be obtained from the City of Canby prior to any onsite disturbance.
26. The applicant shall submit grading and erosion control plans for approval by Canby Public Works in conjunction with construction plan approval prior to the installation of public improvements and start of grading with this subdivision.

27. The applicant shall grade all areas of the site, including the proposed lots, to minimize the amount of soil to be removed or brought in for home construction.

#### **Final Plat Conditions:**

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##### **General Final Plat Conditions:**

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

##### **Dedications**

36. Clackamas County assessor’s map (31E27DB) shows NE Territorial Place as being vacated. The applicant shall provide evidence to the City on the ownership/jurisdiction of this roadway.

##### **Easements**

37. A 12-foot utility easement along all of the lot street frontages shall be noted on the final plat unless specifically waived by utility service providers. This easement may be combined with other easements and shall be measured from the property boundary. If interior streets feature curb-tight sidewalks with no planter strip, the 12-foot utility easement shall also serve as a street tree easement.
38. The plan shall designate a temporary turnaround easement for the benefit of Lots 3, 8 and 9 to assure access across lot lines. A Shared Driveway Maintenance Agreement shall be recorded with the final plat.
39. Sidewalk easements are required along the frontage of the newly created private lots for any portion of the public sidewalk that will lie on private property.

### **Street Trees**

40. A Street Tree Plan shall be submitted with the final plat, and street tree fees must be paid prior to release of the final plat. The plan will allow the city to establish street trees per the Tree Regulation standards in Chapter 12.32 of the Canby Municipal Code.
41. Street trees shall be selected from the City-approved tree list. The street tree ordinance requires the developer to pay the City \$250 per tree for installation and two (2) year period maintenance; the property owners will take over all the responsibilities after that date.

### **Monumentation/Survey Accuracy Conditions**

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

### **Residential Building Permits Conditions:**

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

### **Additional Conditions Added by the Planning Commission:**

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52. The applicant shall work with the City to identify a location and design for a gate or barrier preventing future through-traffic from circulating around the loop formed by NE Territorial Place and NE Spitz Road under existing conditions. The gate or barrier shall prevent through-traffic but shall allow City access from NE Spitz Road to City-owned property to the north. The preferred location for this facility is at the northern terminus of NE Spitz Road.
53. Prior to occupancy of homes in the proposed subdivision, homebuilders on Lots 4, 5, 7, 8, and 9 shall construct screening fences that provide privacy and a visual buffer between their lots and existing land uses to the west. Fencing along the northern boundary of Lots



7, 8, and 9 shall clearly establish that vehicular access to these lots is only from NE Spitz Road and the proposed common driveway. The applicant shall provide information related to this requirement to individual home builders at time of purchase for the affected lots and the City shall make the access limitation known at the time of building permit issuance.

I CERTIFY THAT THIS ORDER approving **SUB 18-05 Territorial Place Estates Subdivision** which was presented to and **APPROVED** by the Planning Commission of the City of Canby.  
**DATED** this 25th day of February, 2019.

\_\_\_\_\_  
 Larry Boatright  
 Planning Commission Vice-Chair

\_\_\_\_\_  
 Bryan Brown  
 Planning Director

\_\_\_\_\_  
 Laney Fouse, Attest  
 Recording Secretary

**ORAL DECISION: February 11, 2019**

<i>Name</i>	<i>Aye</i>	<i>No</i>	<i>Abstain</i>	<i>Absent</i>
<i>John Savory</i>	x			
<i>Larry Boatright</i>	x			
<i>Derrick Mottern</i>	x			
<i>Andrey Chernishov</i>	x			
<i>J. Ryan Adams</i>	x			
<i>Jeff Mills</i>	x			
<i>Jennifer Trundy</i>	x			

**WRITTEN DECISION: February 25, 2019**

<i>Name</i>	<i>Aye</i>	<i>No</i>	<i>Abstain</i>	<i>Absent</i>
<i>John Savory</i>				x
<i>Larry Boatright</i>				
<i>Derrick Mottern</i>				
<i>Andrey Chernishov</i>				
<i>J. Ryan Adams</i>				
<i>Jeff Mills</i>				
<i>Jennifer Trundy</i>				

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

<b>A REQUEST FOR A SUBDIVISION</b>	)	<b>FINDINGS, CONCLUSION &amp; FINAL ORDER</b>
<b>1467 N. Pine Street</b>	)	<b>SUB 18-06 Hamilton Acres Subdivision</b>
<b>41 Lot Subdivision</b>	)	<b>CNS Acres LLC/ICON Construction, LLC</b>

**NATURE OF THE APPLICATION**

The Applicant has sought approval for a Subdivision Application (SUB 18-06) to divide two parcels of 9.14 acres into a 41 lot subdivision on property located at 1467 N. Pine Street described as Tax Map/Lot 31E28DD03100, 3200 Clackamas County, Oregon. The property is zoned Low Density Residential (R-1) under the Canby Municipal Code (CMC).

**HEARINGS**

The Planning Commission considered application SUB 18-06 after the duly noticed hearing on February 11, 2019 during which the Planning Commission by a \_\_\_/\_\_\_ vote approved SUB 18-06. These findings are entered to document the approval.

**CRITERIA AND STANDARDS**

In judging whether or not a Subdivision Application shall be approved, the Planning Commission determines whether criteria from the *City of Canby Land Development and Planning Ordinance* are met, or can be met by observance of conditions. Applicable code criteria and standards were reviewed in the Staff Report and presented at the February 11, 2019 meeting of the Canby Planning Commission.

**FINDINGS AND REASONS**

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

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

## **CONCLUSION**

In summary, the Planning Commission adopted the findings contained in the Staff Report along with the additional findings concluded at the public hearing and noted herein, concluding that the residential Subdivision Application met all applicable approval criteria, and recommending that File SUB 18-06 be approved with the Conditions of Approval reflected in the written Order below.

## **ORDER**

The Planning Commission concludes that, with the following conditions, the application meets the requirements for Subdivision approval. Therefore, **IT IS ORDERED BY THE PLANNING COMMISSION** of the City of Canby that **SUB 18-06** is approved, subject to the following conditions:

### **General Public Improvement Conditions:**

1. Prior to the start of any public improvement work, the applicant must schedule a pre-construction conference with the city and obtain construction plan sign-off from applicable agencies.
2. The development shall comply with all applicable City of Canby Public Works Design Standards.
3. The final construction design plans shall conform to the comments provided by the City Engineer in his memorandum.
4. The applicant shall follow the recommendations listed in the TIA dated December 13, 2018 summarized as follows:

Site access recommendations: N. Pine Street is under County jurisdiction but should be constructed to urban City collector standard. It does not meet the City's cross-section requirements for paved width and right-of-way. The City and developer should work together to address facility gaps along N. Pine Street and N. Oak Street to determine frontage improvements and right-of-way dedications.

Sight distance recommendations: Prior to occupancy, sight distance at all access points will need to be verified, documented, and stamped by a registered professional Civil or Traffic Engineer licensed in the State of Oregon.

Pedestrian/Bicycle improvements: The proposed site will provide frontage improvements along N. Pine Street and N. Oak Street. This will include sidewalks on both roadways and a bike lane on N. Pine Street. Internal streets will include six-foot sidewalks on both sides. Bicycles will share the roadways with motor vehicles along the internal local streets.

The N. Pine Street intersection with NE 15<sup>th</sup> Avenue will likely be the main crossing for pedestrian and bicycle users from the proposed site to access the Logging Road Trail. Given the relatively low hourly pedestrian crossing volumes (less than ten at the location) and low motor vehicle volumes, no enhanced crossing treatments would be warranted.

5. Public improvements such as sidewalk and street improvements are required during development.

### **Fees/Assurances:**

6. All public improvements are normally installed prior to the recordation of the final plat. If the applicant wishes to forgo construction of any portion of the public improvements until after the recordation of the final plat, then the applicant shall provide the City with appropriate performance security (subdivision performance

bond or cash escrow) in the amount of 110% of the cost of the remaining public improvements to be installed.

7. If the applicant chooses to provide a subdivision performance bond for some or all of the required public improvements, the applicant shall obtain a certificate from the city engineer that states:
  - a. The applicant has complied with the requirements for bonding or otherwise assured completion of required public improvements.
  - b. The total cost or estimate of the total cost for the development of the subdivision. This is to be accompanied by a final bid estimate of the subdivider's contractor, if there is a contractor engaged to perform the work, and the certificate of the total cost estimate must be approved by the city engineer.
8. The applicant must guarantee or warranty all public improvement work with a 1 year subdivision maintenance bond in accordance with 16.64.070(P).
9. The applicant must pay the appropriate city Master Fee authorized Engineering Plan Review fees prior to construction (approval of construction plans) as each phase of development occurs.

**Streets, Signage & Striping:**

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

**Sewer:**

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

**Stormwater:**

15. Stormwater systems shall be designed in compliance with the Canby Public Works Design Standards as determined by the City Engineer.

**Grading/Erosion Control:**

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

**Final plat conditions:**

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**General Final Plat Conditions:**

18. The applicant shall apply for final plat approval at the city and pay any applicable city fees to gain approval of the final subdivision plat. Prior to the recordation of the final plat at

Clackamas County, it must be approved by the city and all other applicable agencies. The city will distribute the final plat to applicable agencies for comment prior to signing off on the final plat if deemed necessary.

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

#### **Dedications**

26. The applicant shall dedicate public streets shown on the Tentative Platt and on the Final Plat.

#### **Easements**

27. A 12 foot utility easement along all of the lot’s street frontages shall be noted on the final plat. This easement may be combined with other easements and shall be measured from the property boundary.
28. Sidewalk easements are required along the frontage of the newly created private lots for any portion of the 6’ public sidewalk that will lie on private property.

#### **Street Trees**

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

#### **Monumentation/Survey Accuracy Conditions**

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

#### **Residential Building Permits Conditions:**

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- 31.** Construction of all required public improvements and recordation of the final subdivision plat must be completed prior to the construction of any homes.
- 32.** The homebuilder shall apply for a City of Canby Site Plan Permit and County Building Permit for each home.
- 33.** The homebuilder shall apply for a City of Canby Erosion Control Permit.
- 34.** All residential construction shall be in accordance with applicable Public Works Design Standards.
- 35.** On-site stormwater management shall be designed in compliance with the Canby Public Works Design Standards.
- 36.** Clackamas County Building Codes Division will provide structural, electrical, plumbing, and mechanical plan review and inspection services for home construction per contract with the City. The applicable county building permits are required prior to construction of each home.
- 37.** Per the Canby Public Works Design Standards, minimum residential driveway widths at the inside edge of the sidewalk shall be 12 feet and the maximum residential driveways widths shall be 24 feet with an allowed exception for 28 feet for a home with 3 or more garages.
- 38.** Sidewalks and planter strips shall be constructed by the homebuilder as shown on the approved tentative plat.
- 39.** All usual system development fees shall be collected with each home within this development.

I CERTIFY THAT THIS ORDER approving **SUB 18-05 Hamilton Acres Subdivision** which was presented to and **APPROVED** by the Planning Commission of the City of Canby.  
**DATED** this 25th day of February, 2019.

\_\_\_\_\_  
 Larry Boatright  
 Planning Commission Vice-Chair

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 Bryan Brown  
 Planning Director

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 Laney Fouse, Attest  
 Recording Secretary

**ORAL DECISION: February 25, 2019**

<i>Name</i>	<i>Aye</i>	<i>No</i>	<i>Abstain</i>	<i>Absent</i>
<i>John Savory</i>				
<i>Larry Boatright</i>				
<i>Derrick Mottern</i>				
<i>Andrey Chernishov</i>				
<i>J. Ryan Adams</i>				
<i>Jeff Mills</i>				
<i>Jennifer Trundy</i>				

**WRITTEN DECISION: February 25, 2019**

<i>Name</i>	<i>Aye</i>	<i>No</i>	<i>Abstain</i>	<i>Absent</i>
<i>John Savory</i>				
<i>Larry Boatright</i>				
<i>Derrick Mottern</i>				
<i>Andrey Chernishov</i>				
<i>J. Ryan Adams</i>				
<i>Jeff Mills</i>				
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