



Amended 6/1/2021

AGENDA
CANBY CITY COUNCIL
WORK SESSION – 6:00 PM
REGULAR MEETING – 7:30 PM
Virtual Meeting/ Council Chambers

Meetings can be viewed on CTV Channel 5 and YouTube:

<https://www.youtube.com/channel/UCn8dRr3QzZYXoPUEF4OTP-A>

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https://zoom.us/webinar/register/WN_SFHeXapdQK6ZAKGXTQ-T8A

After registering, you will receive a confirmation email containing information about joining the meeting.

June 2, 2021
222 NE 2nd Avenue, 1st Floor
Mayor Brian Hodson

Councilor Christopher Bangs
Council President Traci Hensley
Councilor Sarah Spoon

Councilor Jordan Tibbals
Councilor Greg Parker
Councilor Shawn Varwig

WORK SESSION – 6:00 PM

- 1. CALL TO ORDER**
 - 2. PRESENTATION AND DISCUSSION REGARDING THE MOLALLA FOREST ROAD DEVELOPMENT PLAN** Pg. 4
 - 3. DISCUSSION REGARDING STREET MAINTENANCE FEE** Pg. 42
 - 4. ADJOURN**
-
-

Regular Meeting – 7:30 PM

- 1. CALL TO ORDER**
- 2. CITIZEN INPUT & COMMUNITY ANNOUNCEMENTS:** This is an opportunity for audience members to address the City Council on items not on the agenda. Each person will be given 3 minutes to speak. Staff and the City Council will make every effort to respond to questions raised during citizens input before the meeting ends or as quickly as possible thereafter. *****If you would like to speak virtually or in person, please email or call the City Recorder by 7:30 pm on June 2nd, 2021 with your name, the topic you'd like to speak on and contact information: bissetm@canbyoregon.gov or call 503-266-0733. Once your information is received, you will be sent instructions to speak. Please note that Council will be attending this meeting virtually.**

3. UPDATE ON DOWNTOWN PARKING.

4. **PUBLIC HEARING:** ***If you would like to speak virtually or in person on this public hearing item, please email or call the City Recorder by 7:30 pm on June 2nd, 2021 with your name and contact information: bissetm@canbyoregon.gov or call 503-266-0733. You may also submit written comments up to the time of the public hearing to: PublicComments@canbyoregon.gov.

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Public Hearing regarding: Appeal (APP 21-01) from Edward Radulescu representing Petronella Donovan of Waterstone Investments, appealing the Planning Commission's denial of a memory care facility at 1300 S. Ivy Street, applications (DR 20-03/CUP 20-02)

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

- a. Approval of Minutes of the May 5th, 2021 City Council Regular Meeting.
- b. Reappointments to the Bike and Pedestrian Committee – Clifford Ash, Michael Hemelstrand, and Bruce Parker.
- c. Reappointments to the Budget Committee – Andrea McCracken and Bob Patterson.
- d. Reappointments to the Heritage and Landmark Commission – Corina Kanen and Rachel Swanson.
- e. Reappointments to the Parks and Recreation Advisory Board – David Biskar, Jim Davis, Terri Jones and Barbara Karmel.
- f. Reappointments to the Traffic Safety Commission – DeAnna Ball-Karb, Tom Rushton and Clint Coleman.

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6. RESOLUTION & ORDINANCES

- a. Consider **Resolution No. 1349:** A Resolution requesting Clackamas County to surrender jurisdiction of N Locust Street, N Maple Street and S Redwood in the Canby City Limits.
- b. Consider **Resolution No. 1356:** A Resolution for truthful communications from Council and the Mayor. **(Added 6/1/2021)**
- c. Consider **Ordinance No. 1556:** An Ordinance authorizing the City Administrator to enter into a Collective Bargaining Agreement (CBA) between the City of Canby, Oregon, and Local 350-6 AFSCME COUNCIL 75 AFL-CIO. *(Second Reading)*
- d. Consider **Ordinance No. 1557:** An Ordinance authorizing the City Administrator to purchase one Transit Van for Canby Area Transit (CAT) from Schetky NW Sales of Portland, Oregon. *(Second Reading)*

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7. NEW BUSINESS

- a. Discussion regarding Noise Ordinance Exceptions.

8. MAYOR'S BUSINESS

9. COUNCILOR COMMENTS & LIAISON REPORTS

10. CITY ADMINISTRATOR'S BUSINESS & STAFF REPORTS

11. CITIZEN INPUT

12. ACTION REVIEW

13. ADJOURN

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

****We are requesting that rather than attending in person you view the meeting on CTV Channel 5 or on**

YouTube: <https://www.youtube.com/channel/UCn8dRr3QzZYXoPUEF4OTP-A>

If you do not have access virtually, there are a small number of chairs provided inside to allow for distancing.



City of Canby

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City Council Staff Report

DATE: June 2, 2021

TO: Honorable Mayor Hodson and City Council

THRU: Scott Archer, City Administrator

FROM: Calvin LeSueur, Economic Development and Tourism Coordinator

ITEM: Presentation on the Molalla Forest Road Development Plan

Summary

The Molalla Forest Road, Traverso Section: Final Development Plan will be presented by Bike and Pedestrian Committee members and Parametrix, the consultant who produced the plan. The plan's focus is on the city-owned 'Traverso section' located in Clackamas County.

Background

In 2017 the City of Canby accepted a donation of land from Bob and Nancy Traverso intended for use as a multi-use pathway, as described by the 1994 Molalla River Pathway Plan and the Clackamas County Active Transportation Plan.

In January 2020, the City of Canby Bicycle and Pedestrian Advisory Committee took a leadership role in securing a Development Grant from Clackamas County Tourism & Cultural Affairs to create a development plan for the 'Traverso section', now City property in Clackamas County. Following a year of planning work, community outreach, and the formation of an advisory committee, the "Molalla Forest Road, Traverso Section: Final Development Plan" presents trail alignment, pathway designs, cost estimates a phased approach to extending Canby's Logging Road Trail south along the Molalla Forest Road, between SE 13th Ave and S Macksburg Road.

Discussion

Parametrix and Bike and Pedestrian Committee members will present the Molalla Forest Road, Traverso Section: Final Development Plan and answer questions from the City Council.

Attachments

- Molalla Forest Road Development Plan

Fiscal Impact

None.

Options

None.

Recommendation

None.

Proposed Motion

None.



Molalla Forest Road, Traverso Section: Final Development Plan

Prepared for
City of Canby



April 2021

Prepared by
Parametrix

CITATION

Parametrix, 2021. Molalla Forest Road, Traverso Section:
Development Plan. Prepared by Parametrix, Portland, Oregon.
April 2021.

ACKNOWLEDGEMENTS

Calvin LeSueur, City of Canby Project Manager

City of Canby Bicycle and Pedestrian Advisory Committee

Mindy Montecucco - Chair

Jeff Springer

Russell Heinemann

Clifford Ash

Michael Hemelstrand

Bruce Parker

Britt Ash

Stakeholder Advisory Committee

Asako Yamamuro, Molalla River Watch

Becky Wolf, Equestrian Advocate

Bruce Parker, Clackamas County Bicycle and Pedestrian Advisory Committee

Chris Wright, Canby Public Works

Jason Paolo, Canby Rod & Gun Club

Jorge Tro, Canby Police Department

Kevin Claggett, Cycling Advocate

Lynda Tucker, Boating Advocate

Mindy Montecucco, Canby Bicycle and Pedestrian Advisory Committee

Mitch Magenheimer, MFR neighbor

Samara Phelps, Clackamas County Tourism and Cultural Affairs

Ryan Potter, Canby Planning

Scott Archer, Canby City Administrator

Scott Trexler, Molalla River Watch

Consultant Team

Ryan Farncomb, Project Manager

Mike Pyszka, PE, Trail Engineer

Eddie Montejo, Trail Planner and Outreach Lead

Jason Nolin, Trail Planning

*This project was led by the City of
Canby with funding support from
Clackamas County Tourism and
Cultural Affairs*



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- B Public Engagement Summary

1. INTRODUCTION

This Development Plan describes the major features, amenities, design approach, and implementation measures for a future trail on the Traverso Section of the Molalla Forest Road. The Traverso Section is 3.3 miles in length, running from SE 13th Ave on the edge of the City of Canby southeast to Macksburg Road; this Development Plan only concerns this specific section of the Molalla Forest Road. This Development Plan reflects public and stakeholder conversations and feedback and provides a path forward for funding, design, and construction of the trail. This plan was made possible by a grant from Clackamas County Tourism and Cultural Affairs.

The Development Plan is exclusively applicable to the Traverso Section of the Molalla Forest Road, a property generously donated to the City by the Traverso family (see Figure 1). This property presents a unique opportunity to create a safe and enjoyable trail that provides access to nature and recreation for the citizens of Canby and the surrounding community. The Traverso Section connects to the existing Logging Road Trail in the City of Canby.

1.1 Project Background

The Molalla Forest Road (MFR) is a historical logging road that connects the Willamette River just north of the City of Canby to the Molalla River Recreation Area located south of the City of Molalla. The MFR generally follows the alignment of the Molalla River, which includes critical habitat for salmonid species listed under the federal Endangered Species Act, as well as floodplains. Land uses surrounding the MFR primarily consist of farming, low-density rural residential, and natural areas. Parts of the Traverso Section of the MFR are used for property access and by farm equipment, while some areas are inaccessible due to previous flooding. The following list details a brief history of efforts to establish a trail on the MFR:

- 1994 – The Cities of Canby and Molalla and Clackamas County published the *Molalla River Pathway Plan*, a blueprint for a 22.4-mile walking, bicycling, and equestrian trail from Molalla River State Park in Canby to the Glen Avon Bridge in the foothills of the Cascades (see Figure 2).
- 1996 – A flooding event caused significant portions of the MFR to wash out in the Traverso Section. To this day, much of the Traverso Section remains inaccessible due to significant overgrowth, roadway damage, and damage to the Molalla River Bridge.
- 2017 – The Traverso family donated a 3.3-mile segment of the MFR to the City of Canby for development into a future path (Figure 2). The Traverso Section extends from SE 13th Street to S Macksburg Road in unincorporated Clackamas County (see Figure 1).
- 2020 – The City of Canby received a grant from Clackamas County Tourism and Cultural Affairs to create a plan for trail improvements along the Traverso Section of the MFR.

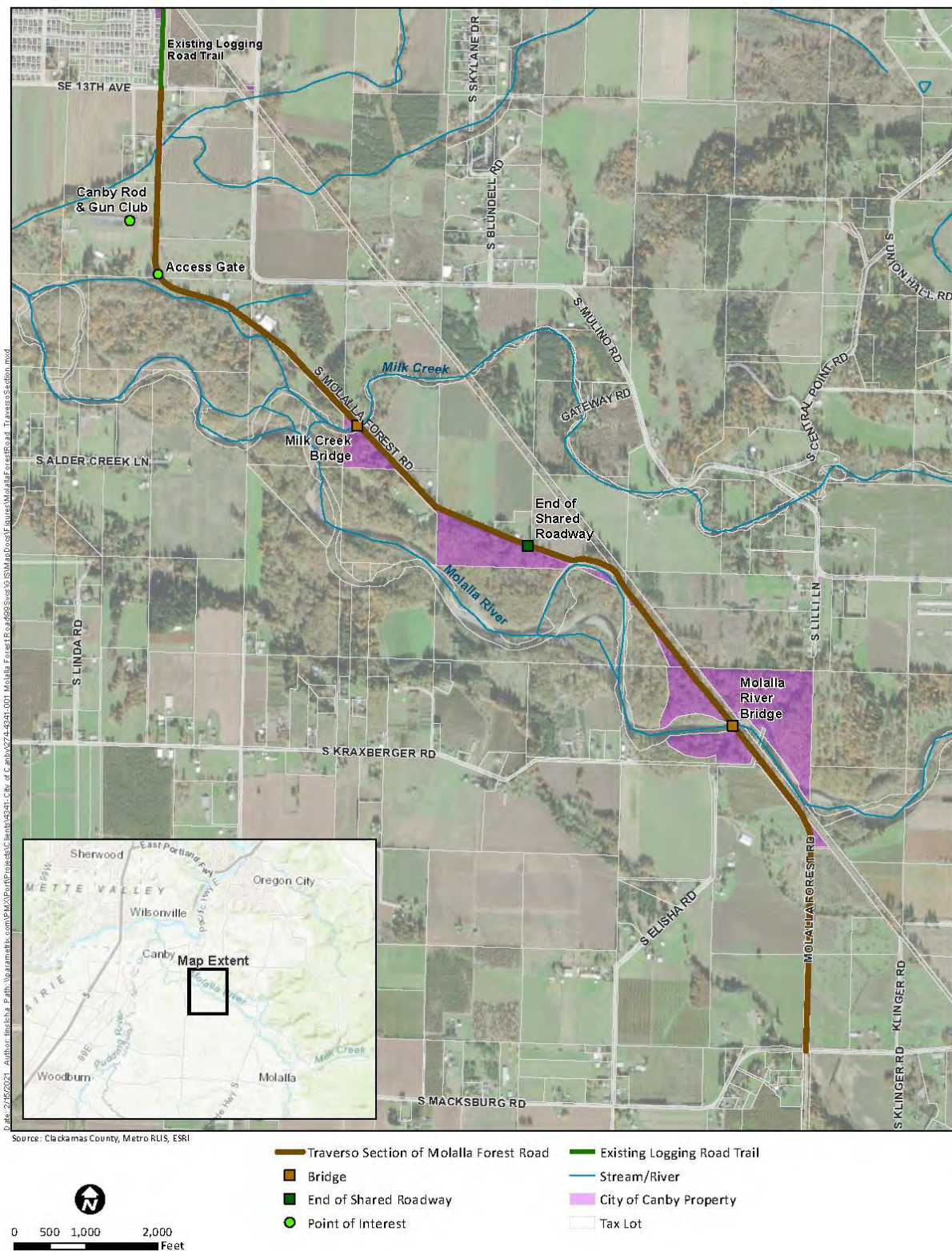
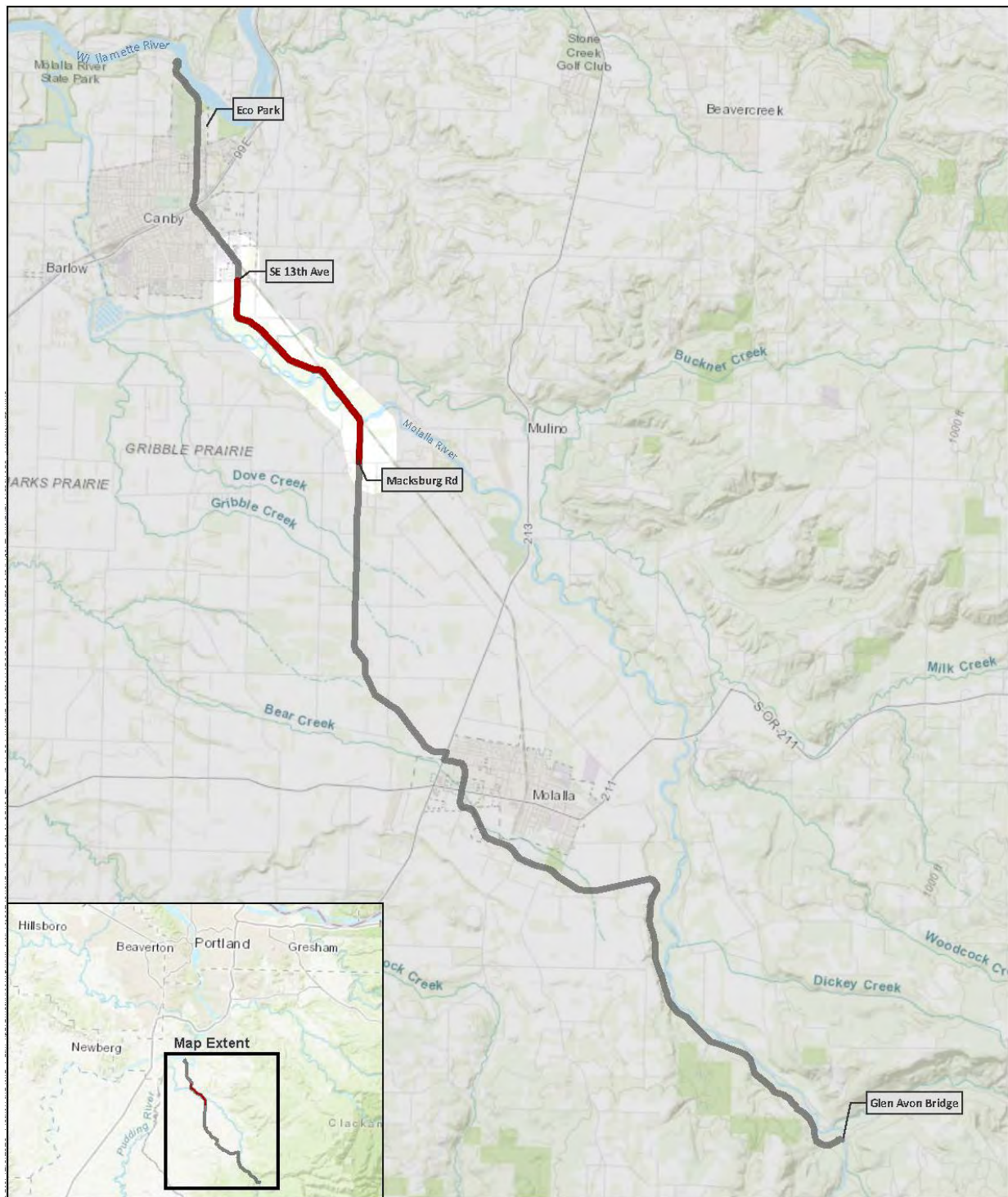
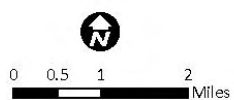


Figure 1. Molalla Forest Road – Traverso Donation Section



Source: Clackamas County,
Metro RUS, ESRI

Vicinity Map
Molalla Forest Road



— Molalla Forest Road - Traverso Section
— Molalla Forest Road

Clackamas County, Oregon

Figure 2. Molalla Forest Road – Willamette River north of Canby to Glen Avon Bridge south of Molalla

1.2 Plan Process

The Development Plan process started in October 2020 and was completed in April 2021. The process started with identifying opportunities and constraints for trail development in the corridor (Appendix A), as well as developing key principles that support trail planning in the corridor. The City engaged stakeholders via a project Advisory Committee and through outreach to the general public.

1.2.1 Advisory Committee

The project Advisory Committee is composed of a broad group of community stakeholders including property owners along the Traverso Section, representatives of the Molalla River Watch, citizens, City of Canby staff, local law enforcement, and others. This diverse group of stakeholders ensured that diverse viewpoints were introduced to the project planning discussion. The Advisory Committee met three times during the planning process and will continue to advise the City as the trail moves from planning to later stages of refinement and implementation.

It is the intent of the City that the Advisory Committee will continue on after the Development Plan process to inform later stages of trail development.

1.2.2 Public Outreach

The project team conducted two rounds of outreach as part of the Development Plan process. This effort represented the start of ongoing engagement with the community that is required to continue refining the trail project and its future design and construction. For detailed summaries of outreach, see Appendix B.

Key themes from outreach include:

- Provide opportunities for all users to safely recreate
- Include trail connectivity and continuity in planning
- Create opportunities for the local economy to benefit
- Ensure the project accommodates a variety of uses
- Preserve nature and provide educational opportunities
- Improve legal access to the Molalla River for fishing, swimming, boating, and other outdoor recreation
- Address property owner concerns about privacy, security, and trail access
- Review the need for facilities and amenities
- Address property owner concerns about illegal uses occurring in the corridor today

When reviewing the Draft Development Plan, people expressed strong support for considering formal access to the Molalla River, but noted that potential environmental issues and trespassing are major concerns if access is provided. Additionally, there was no clear consensus that equestrian use of the trail would be desirable. People thought that maintenance and enforcement are very important and that a volunteer group to assist with these activities is critical.

Findings from outreach directly informed this Development Plan, including the trail configuration in the corridor, amenities, and implementation.

2. TRAIL PRINCIPLES AND USERS

2.1 Trail Users

The 1994 *Molalla River Pathway Plan* described the intended users as bicyclists, joggers, equestrians, and those who use mobility devices (e.g., wheelchairs and walkers). The trail will be developed as a multiuse trail meeting state standards for width and surfacing. Identifying user groups is critical to developing trail design concepts that meet the varied and unique needs of different users. Based on discussions with stakeholders, the project team identified the following key user groups that were considered during creation of this MFR Development Plan:

- Pedestrians – walkers, joggers, and hikers
- People who have physical disabilities who may use mobility devices such as wheelchairs. Accommodating these users is also important in meeting federal funding standards (Americans with Disabilities Act [ADA]).¹
- Road cyclists, mountain bike, and gravel cyclists
- Users with pets

Equestrian use was considered during drafting of the Plan. However, public outreach indicated mixed desire for equestrian use of the trail, and there are challenges in terms of creating a space for equestrian staging along the Traverso Section. Additionally, there would be potential conflicts between pedestrians, cyclists, and equestrian users in the constrained trail environment.

2.2 Development Plan Principles

Based on discussions and feedback from the City, stakeholders, and the broader community, the project team developed the following principles for the Development Plan:

- Provide opportunities for different trail users, especially transportation-disadvantaged community members, to enjoy the trail and minimize potential conflicts between them.
- Respect adjacent private property owners, maintain existing property access, and collaborate to resolve concerns and integrate solutions into the Development Plan .
- Enhance access to the Molalla River and provide off-trail recreation opportunities on City-owned land.
- Build trail improvements that complement the natural setting, and include opportunities for education about the environment and the history of the corridor.
- Develop trail access points and parking areas that maximize safety and security, while minimizing impacts to adjacent private property.
- Provide safe and comfortable connections to the existing and future walking, cycling, and trail network.

These principles informed this Development Plan process, as well as future phases of design, construction, and trail operations and maintenance.

¹ The trail would not provide any other exceptions for motorized vehicles including all-terrain vehicles (ATVs), dirt bikes, or other recreational motorized vehicles.

3. TRAIL DESIGN CONCEPTS

3.1 Conditions Summary

Figure 3 shows the Traverso Section major features and segmentation used to develop trail design concepts. As of late 2020, the Traverso Section of the MFR consisted of the original asphalt-paved roadway in varying degrees of disrepair. Two bridge structures exist along the MFR – the Milk Creek Bridge and the Molalla River Bridge. The following provides a general description of existing conditions in the Traverso Section.

Segment 1

- The northernmost section near SE 13th Street is currently a shared roadway, used for private property access and deliveries, as well as by farm equipment.
- Between SE 13th Street to Milk Creek Bridge, the roadway ranges from fair to poor condition, with relatively intact but poorly maintained asphalt in some places and substantially deteriorated asphalt or pot-holed areas in others.
- The Milk Creek Bridge is a single-span prestressed concrete girder bridge that is 12 feet wide and approximately 100 feet long. The concrete bridge deck is in serviceable condition with some small areas of minor deterioration. Currently, the Milk Creek Bridge sees very little vehicle traffic, consisting mainly of local access to nearby properties.
- The roadway surface from Milk Creek Bridge to the end of the shared roadway near the washout consists primarily of deteriorated chip-seal pavement that degrades to gravel. Some patches of remnant pavement are still present. This segment has high potential of future use as a trail segment, assuming repaving and/or asphalt rehabilitation.

Segment 2

- South of the end of the shared roadway, the original roadway is overgrown and there is an approximate 1,000-foot-long section that completely washed away in the 1996 flood. The bank is continuing to erode in this section, and there is no walkable surface at the original road elevation on City property.
- The 1996 event combined with a lack of use and maintenance has rendered some segments along the Segment 2 impassable by vehicles or pedestrians.

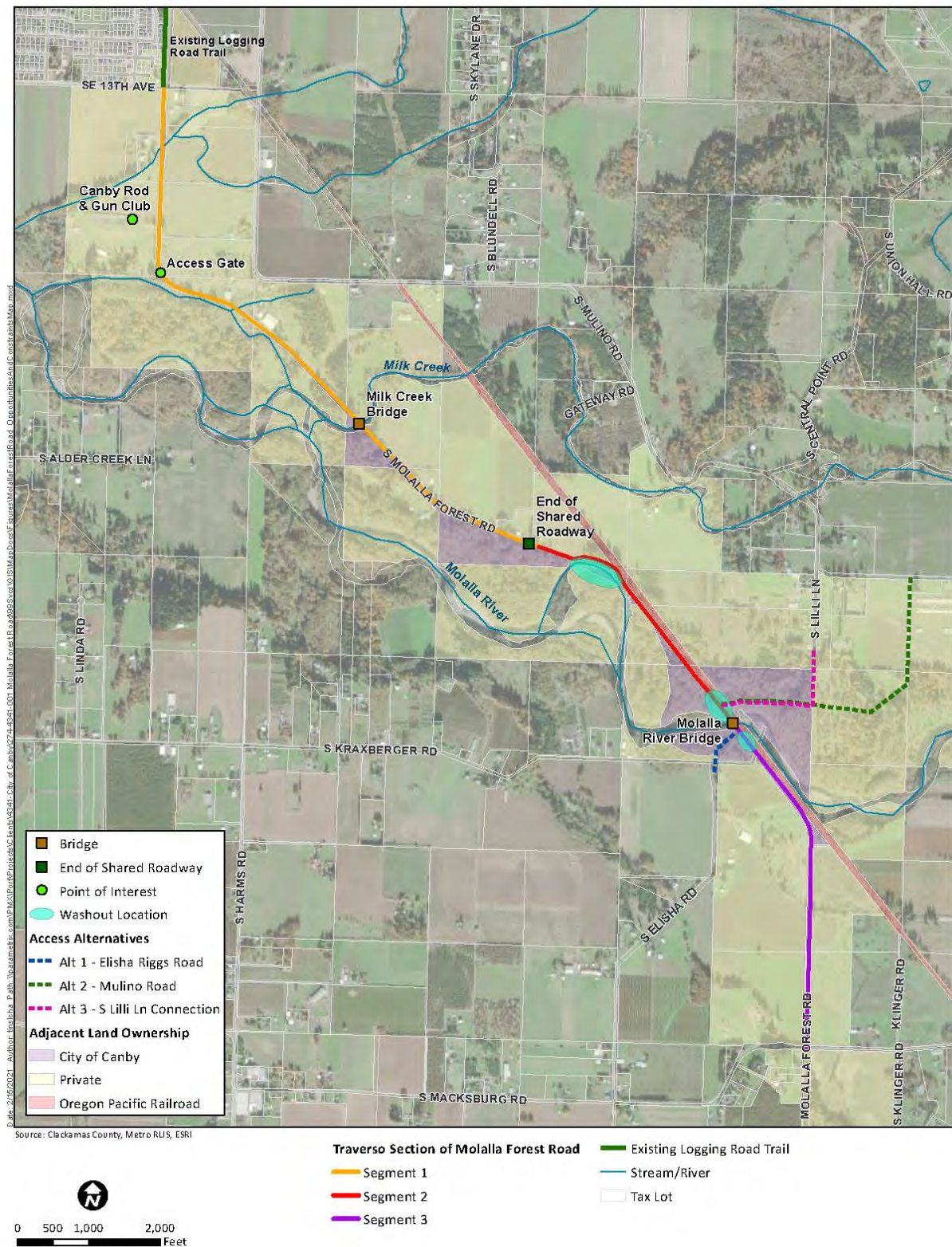


Figure 3. Traverso Section Overview

Segment 3

- The Molalla River Bridge is a two-span prestressed concrete girder bridge that is 12 feet wide and approximately 180 feet long. The concrete bridge deck is deteriorating with several soft spots where the aggregate has separated from the concrete. The north end approach structure is missing completely, resulting in an approximate 60-foot gap between the bank and the north end of the bridge. There is an approximately 20-foot-wide hole at the south end where the earthen approach fill has washed away. The damage at both ends has rendered the bridge inaccessible for vehicles and only accessible for pedestrians at the south end.
- South of the bridge, the existing roadway is overgrown and the surface is deteriorated. This section is not used by property owners to access property, but there is incidental farm equipment use by adjacent properties.

For more details about the existing condition of the corridor, see Appendix A

3.2 Trail Design Concepts

This Development Plan includes trail design concepts for the three segments of the Traverso Section (Figure 3). Trail design concepts were developed with consideration of the following:

- **Accessible Multiuse Trail** – The trail will generally be designed to be a multiuse trail accessible for people of all abilities, including for those who use mobility devices. The trail is intended primarily for use by walkers, hikers, and cyclists.
- **Surfacing** – A continuous paved or hard-surface trail is proposed for the entire Traverso Section, except for potential off-MFR side trails which would be soft-surface. Several segments of the Traverso Section are currently used for vehicle access to properties and by farm equipment; a hard-surface trail is needed to maintain these uses. Future pavement design will need to consider areas of the trail that would experience routine vehicle, road cyclist, and mobility device use.
- **Maintenance/Emergency Vehicle Access** – For those sections of the trail that do not have regular vehicle access to property (primarily Segments 2 and 3), the trail will be designed to allow for maintenance and emergency vehicle access. Since motorized use will otherwise be prohibited, removable bollards will be located at points where the trail intersects sections of the trail that do allow vehicles.
- **Crime Prevention Through Environmental Design (CPTED)** – CPTED is a suite of design principles that uses the built environment to reduce the incidence of unwanted behavior and activities. CPTED relies on four principles: natural surveillance, territorial reinforcement, natural access control, and maintenance to foster the best outcomes. The trail concepts described in this section, in addition to the amenities and implementation measures in Section 4, rely on CPTED principles to ensure a safe and enjoyable experience for trail users, as well as to address safety and security concerns from private property owners.

The remainder of this section details segment-by-segment trail development concepts.

3.2.1 Segment 1 – SE 13th Street to End of Shared Roadway (Approximately 1.7 miles)

Figure 4 and Figure 5 show alternative trail cross sections for Segment 1. Further design work and outreach is needed prior to determining the preferred trail cross section. The Traverso property deed requires that any potential trail be on the east side of the MFR property in the vicinity of the Canby Rod and Gun Club. Additionally, Segment 1 is critical to accessing homes, farms, and businesses along this section of the MFR. The road is used for accessing properties by car, for deliveries (including large trucks to the Canby Rod and Gun Club), and for farm using the road. Therefore, the alternative trail cross sections all propose maintaining the existing roadway and augmenting the corridor with trail facilities on the east side of the corridor, until the trail passes to the southeast of the gun club, where it would cross the road and continue on the west side of the roadway.

Notably, it is proposed that cyclists ride on the road in this section, with sharrows (pavement markings as shown in Figure 4) indicating that cyclists are likely to be present. Because the roadway experiences low vehicle traffic, cyclist use of the main road should function well. Public outreach indicated a slight preference for separating cyclists from pedestrian traffic as shown in Figure 4.

The trail concept for this segment envisions widening of the existing paved surface. This widening would likely trigger stormwater conveyance and potentially water quality treatment requirements that would be incorporated into the design and are considered in the cost estimates in Section 4. Additionally, construction of the trail would require retaining structures in some places and the potential for culvert extensions to accommodate the wider cross section; these improvements are constructable, but do increase the cost of the proposal.

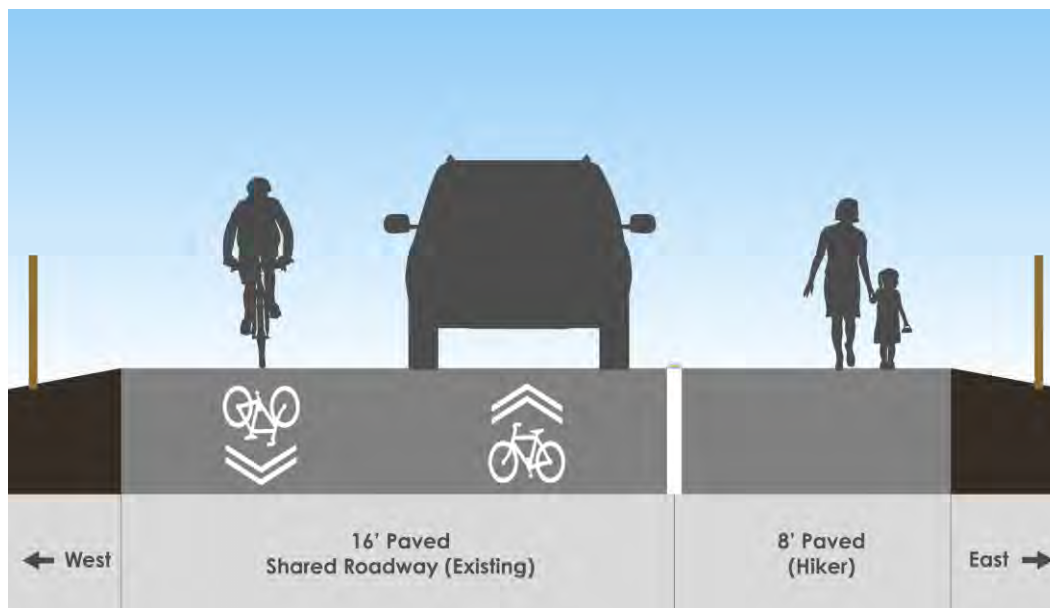


Figure 4. Segment 1 Paved Multiuse Trail Alternative

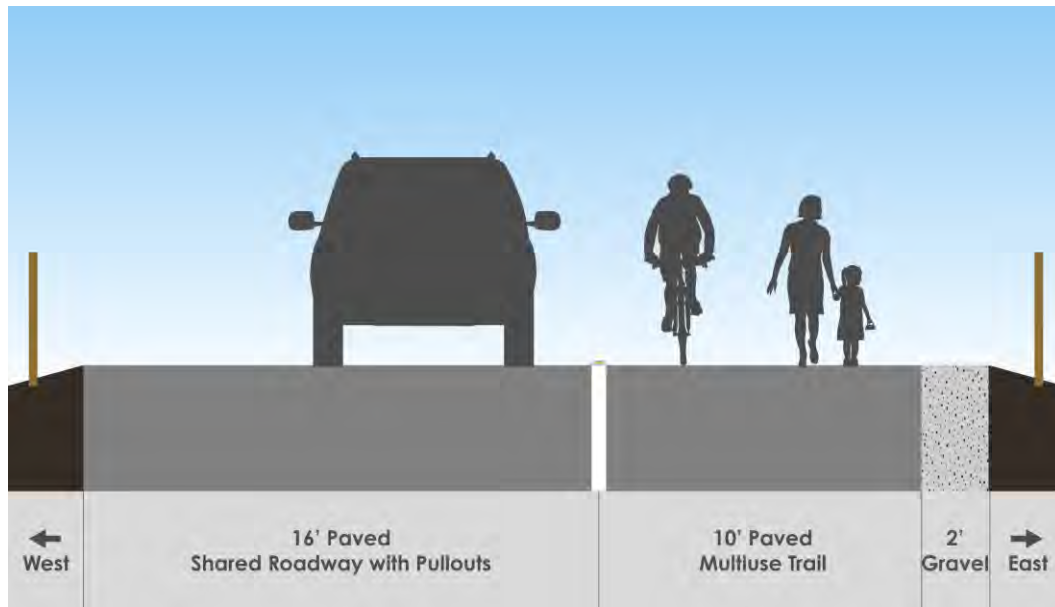


Figure 5. Segment 1 Paved Multiuse Trail Alternative

The Milk Creek Bridge, located about midway on Segment 1, is approximately 100 feet long and 12 feet wide, carrying a single lane of traffic. Two alternatives are proposed for the Milk Creek Bridge:

- Minimal improvements – Repair deck surface, add railing, and add warning signage to the bridge. Trail users would look for vehicle traffic and cross the bridge. Warning signage would alert drivers that trail users may be on the bridge. Button-activated warning lights could be installed so trail users could indicate they are using the bridge. Vehicle use of the MFR here is very low.
- Major improvements – Construct parallel Milk Creek trail crossing structure. This would provide the greatest separation from the roadway and potential vehicle conflicts. However, this alternative would be very costly compared to the potential safety or comfort benefit for users.

To accommodate the previously mentioned deed condition that the trail be on the east side of the MFR until it passes beyond the gun club property, a crossing could be built where the trail crosses to the other side of the MFR. The trail would continue on this side of the corridor until its terminus at Macksburg Road. Figure 6 shows the proposed crossing location.

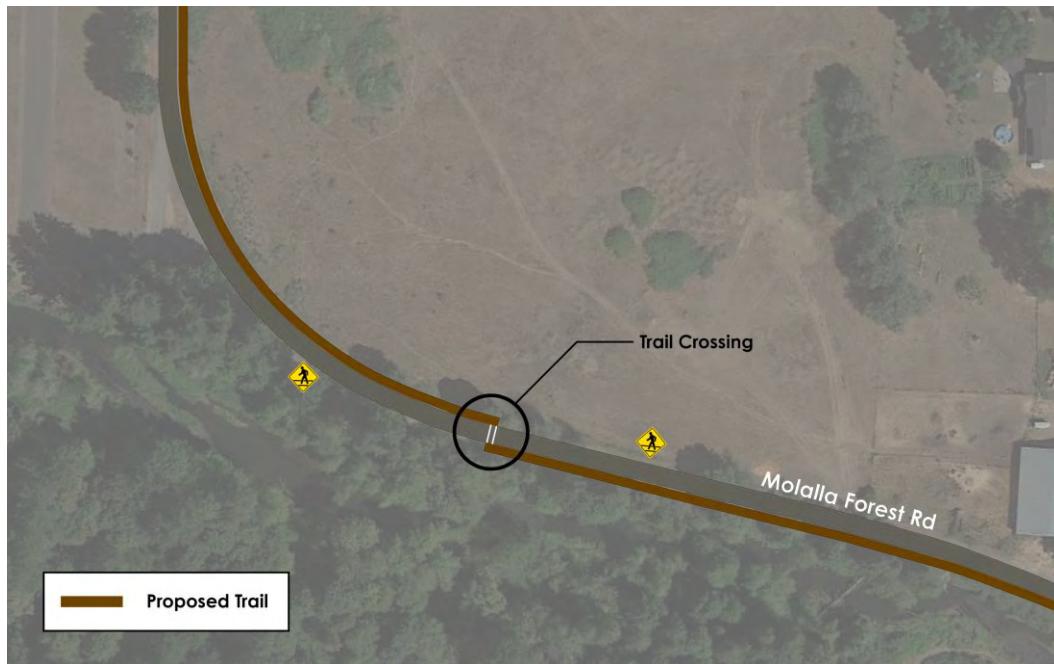


Figure 6. Proposed Trail Crossing on south end of Segment 1

3.2.2 Segment 2 – End of Shared Roadway to Molalla Bridge (Approximately 0.7 miles)

This section includes the most complex design considerations in the corridor related to the washout and river crossing. At the north end of Segment 2, starting at the end of the shared roadway, the trail is not used for private property access. The roadbed in Segment 2 is deteriorated and overgrown by brush, and is missing altogether in the 1996 washout area. Clearing the brush from this area and restoring good sight lines would allow for more “eyes on the trail” to deter unwanted activities. The preferred trail cross section accommodates a multiuse trail that would be exclusive to pedestrians, cyclists, and useable by maintenance or emergency vehicles as needed (see Figure 7).

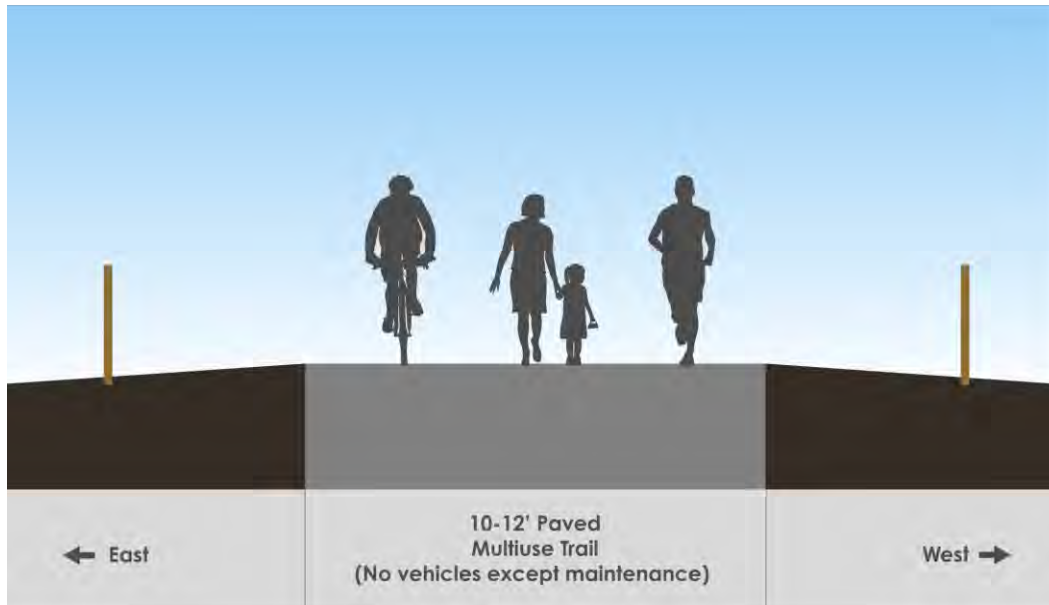


Figure 7. Segment 2 Preferred Trail Cross Section

The Molalla River Bridge structure is intact, and field visits indicated that it is in useable condition, though further engineering investigation is needed. Table 1 describes different alternatives for constructing a trail in the washout area and connecting to the existing bridge structure. Figure 8 shows the different alignments of these alternatives.

Table 1. Alternatives for Rebuilding Washed-Out MFR

Alt. No. ¹	Alternative Description	Pros/C	Likely Cost
1	Rebuild the trail along the original MFR alignment	<ul style="list-style-type: none"> • Would not require easements • Requires significant infill, structural support, and grading 	\$\$\$
2	Reconstruct the MFR along the elevated stable ground adjacent to the railroad corridor <i>(recommended approach)</i>	<ul style="list-style-type: none"> • Requires an easement on private property with minimal impacts • Lowest-cost solution 	\$
3	Rebuild the MFR along the railroad right of way	<ul style="list-style-type: none"> • Requires an easement from the railway; this may be difficult to obtain • More difficult from a construction and permitting perspective 	\$\$

1 Number refers to the alternative shown in Figure 8.

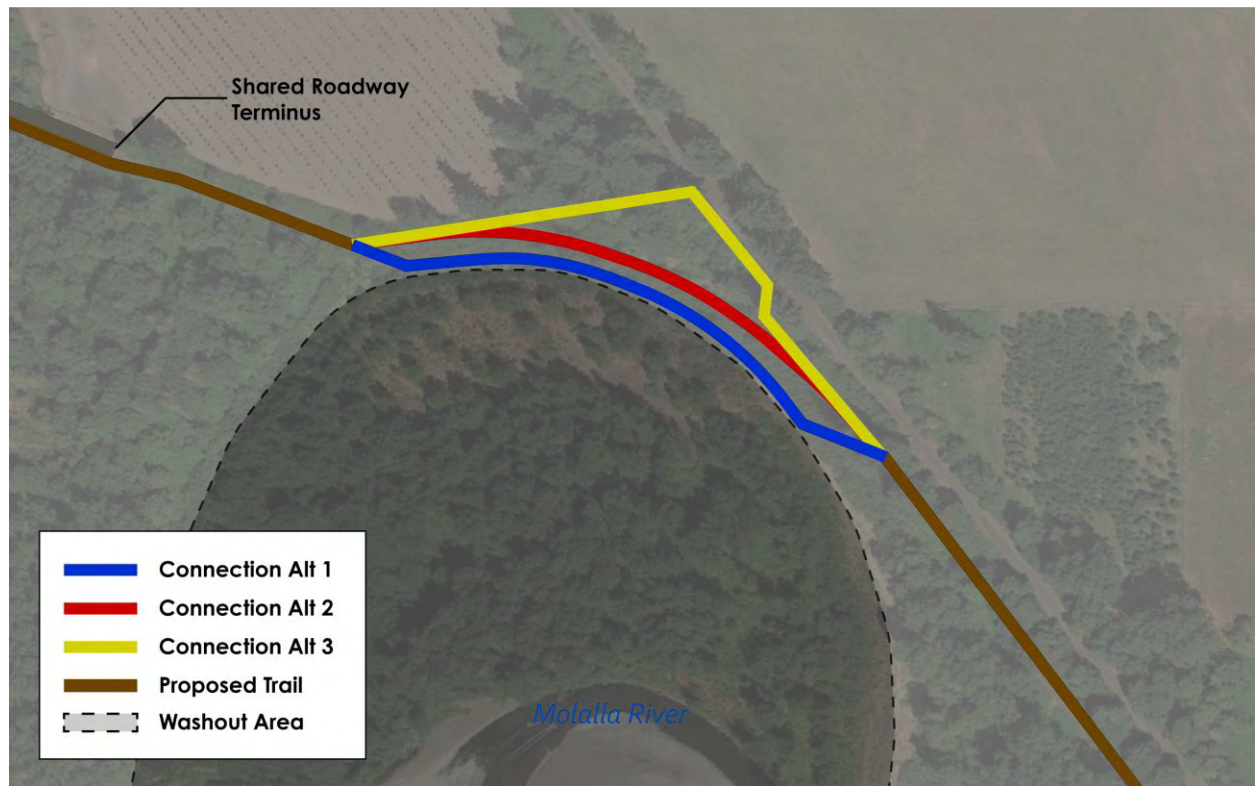


Figure 8. Connection Alternatives for Rebuilding Washed-Out MFR

3.2.3 Segment 3 – Molalla Bridge to S Macksburg Road (Approximately 0.9 miles)

This segment of the Traverso Section is not used by vehicles to access property, though it is used occasionally by farm equipment. The trail design concept accommodates this use.

The trail concept for this segment widens the existing paved surface (see Figure 9). This widening would trigger stormwater conveyance and potentially water quality treatment requirements that would be incorporated into the design and are considered in the cost estimates in Section 4.

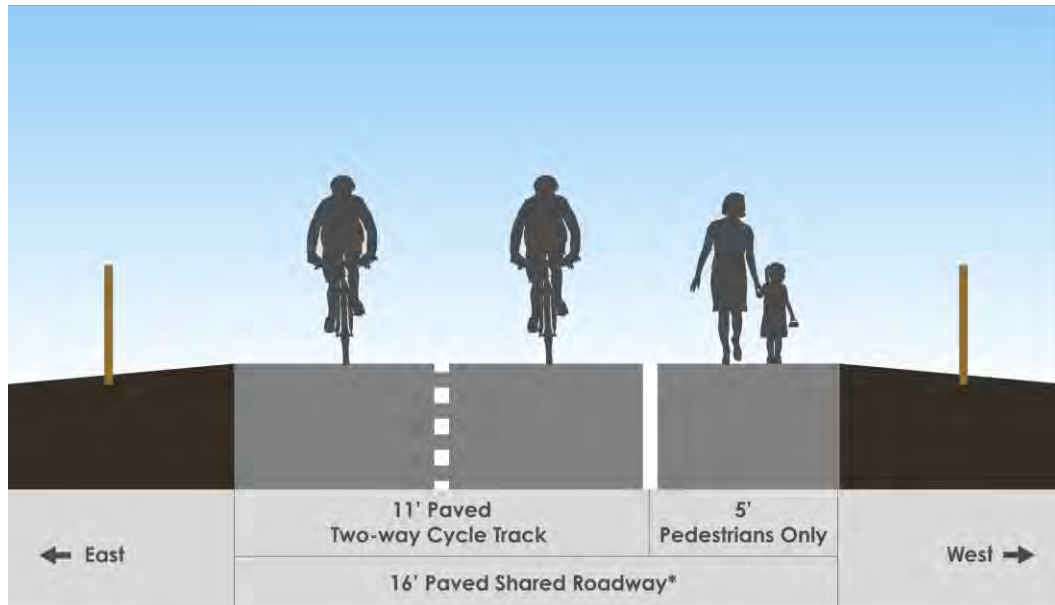


Figure 9. Segment 3 Trail Alternative

3.2.4 Off-MFR Trails

The Traverso Section property owned by the City of Canby has several locations where the property extends well beyond the MFR roadbed. Soft-surface trails could be considered as side trails from the main MFR trail route. Soft-surface paths would increase access to nature and the recreational value of the trail system. Increased access to nature would provide opportunities for environmental education and interpretation, which were identified by the advisory committee and public as important features. Section 4 of this Development Plan includes discussion of a potential off-MFR trail that would serve as a terminus for Phase 1 improvements to the Traverso Section.

3.3 Access Points

Trail access is important to provide multiple opportunities for users to access the trail, ensure access for those who use mobility devices (ADA accessibility), and for redundant accesses to facilitate quick emergency response and trail safety enforcement activities.

3.3.1 North Access (SE 13th Avenue)

The north end of the Traverso Section would connect directly to the existing shared-use path in the City of Canby at the intersection of SE 13th Avenue and Sequoia Parkway. No parking area or major trailhead access is proposed for this section because of this direct connection to the existing trail. Additionally, there is no obvious location for developing a trailhead or parking in the vicinity.

The intersection of SE 13th Avenue and Sequoia is an all-way stop-controlled intersection. Minor improvements to the intersection are needed to facilitate safe crossings for cyclists and pedestrians. Figure 10 shows conceptual intersection improvements. Additionally, signage is proposed to deter non-local traffic from using the road near this intersection.

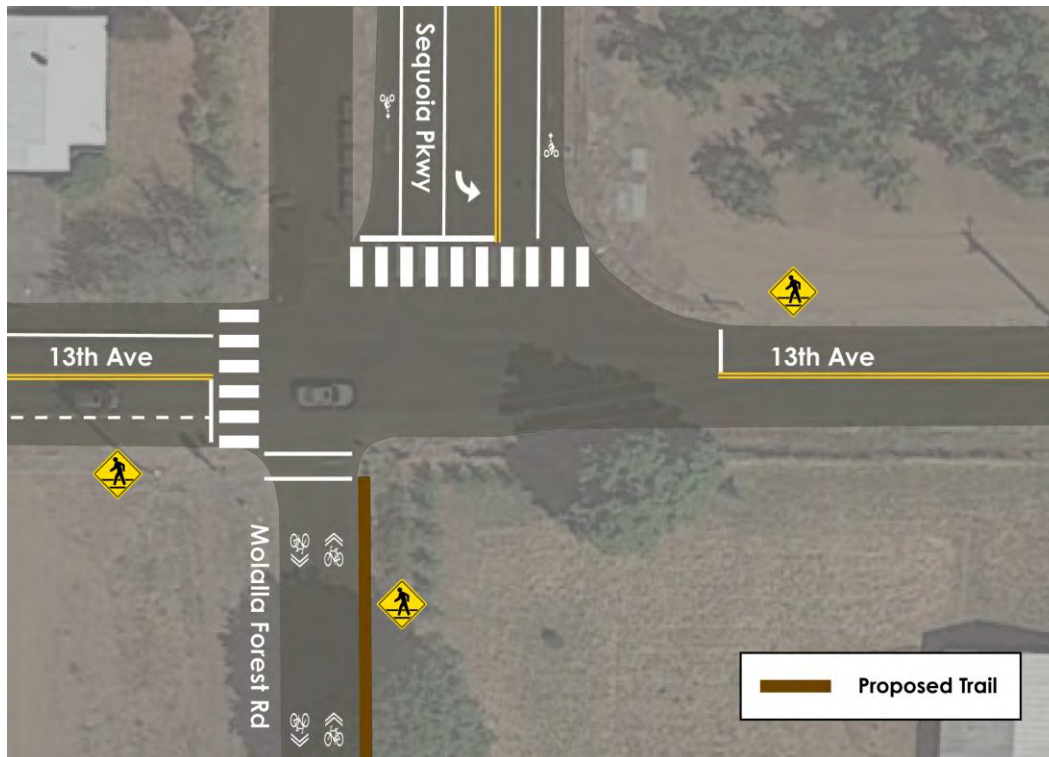


Figure 10. SE 13th Intersection Concepts

3.3.2 Mid-Point Access Alternatives

The original 1994 *Molalla River Pathway Plan* conceived of a trailhead near the Molalla River. A trailhead access point near the Molalla River is desirable to facilitate trail access for all users and improve connectivity and maintenance and emergency access. There are several alternatives that could be considered to facilitate access at this location (see Figure 11); these alternatives require further public and property owner outreach as well as engineering and environmental investigation prior to moving forward.

3.3.2.1 Alternative 1 – S Elisha Road

Given the access limitations at the north end, primary access to the trail could be achieved via S Elisha Road, which is located just south of the Molalla River Bridge and west of the MFR. Clackamas County currently owns the road right-of-way to the City property south of the bridge, which could be potentially developed into a small parking area.

The property adjacent to this access point is privately owned. Further outreach is needed to determine feasibility, including environmental permitting considerations. Additionally, access control at this location would be desirable, such as bollards or other barriers, to prevent or control vehicle access on this road. A strategy would also be needed to manage parking at this location if it moves forward, as demand is anticipated to be high. Elisha Road is owned by Clackamas County and any changes here would require County engagement and concurrence.

3.3.2.2 Alternative 2 – S Mulino Road

An alternative access point to the trail could be achieved off S Mulino Road through private property. Access could be obtained via the private property located immediately to the south of S Mulino Road to provide access to the City of Canby–owned property just north of the Molalla River. Preliminary conversations with one of the property owners indicated they are open to discussions around the long-term purchase of their property for this purpose. This alternative would require a railroad easement, which may be very difficult to obtain.

3.3.2.3 Alternative 3 – S Lilli Lane Connection

Alternative access to the City of Canby property north of the Molalla River could be achieved via S Lilli Lane, which currently terminates at a juncture with private property; an easement through this property could provide a direct connection to the City of Canby property adjacent to the Molalla River. The private property located immediately to the east of the City of Canby property has also expressed openness to considering using part of their property for trail access

This alternative would require a railroad easement which could be very difficult to obtain. Ongoing conversation with adjacent property owners is needed to gain a better understanding of these opportunities.

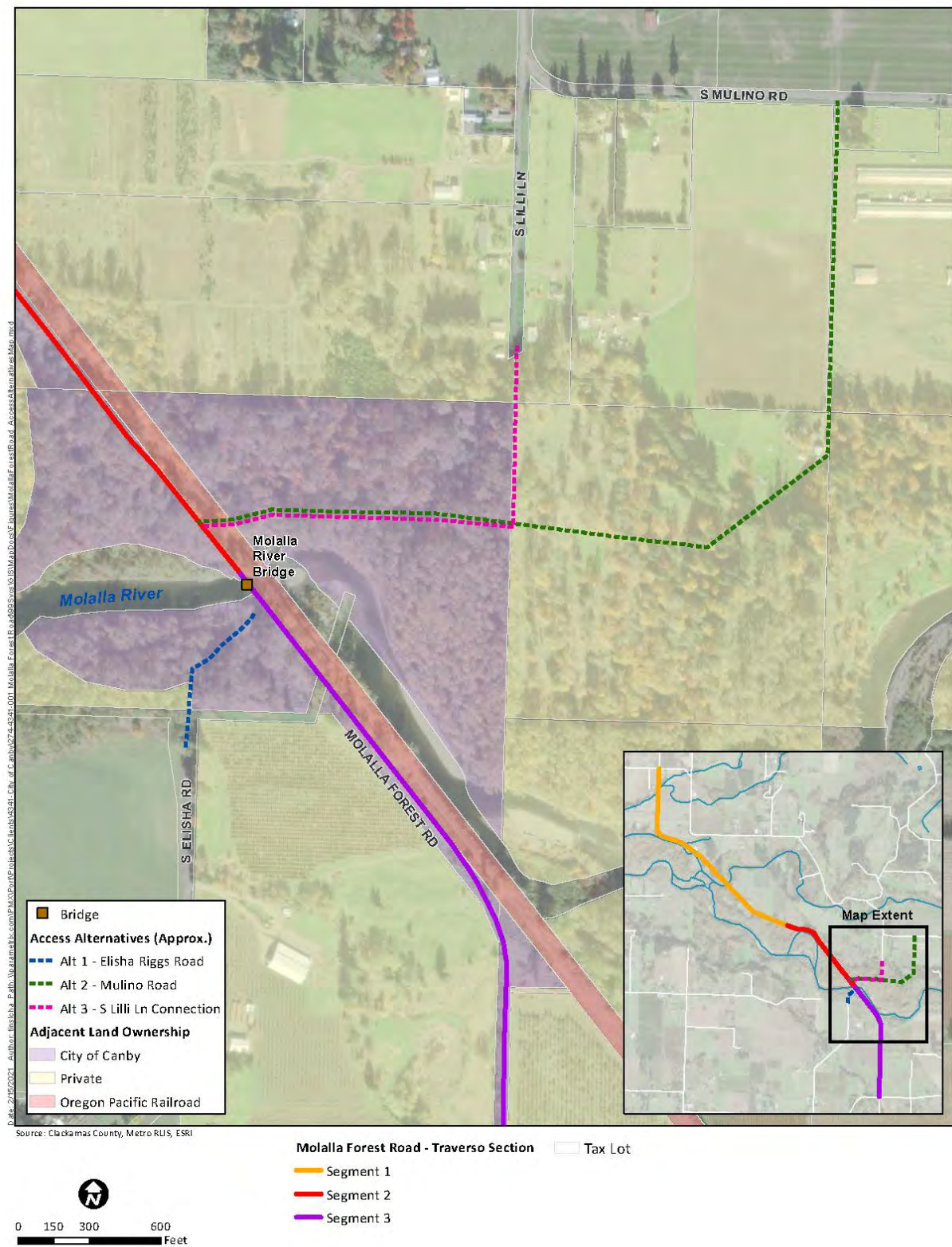


Figure 11. Mid-Point Access Alternatives

3.3.3 S Macksburg Road

Parking opportunities near Macksburg Road are limited, making this an undesirable point for a major trailhead. The City of Canby owns a narrow strip of property that runs along the west side of the MFR. There is an opportunity to use some of this property to create a minor pull-off and parking area for users accessing a future trail, but this location is undesirable for pull-off parking because of high traffic volumes and speeds on Macksburg Road that would make pulling off/onto the road potentially unsafe. If future access is considered, the City could pursue acquiring additional property at this location to construct a formal trailhead access point.

3.3.4 River Access

Access to the Molalla River was discussed with stakeholders during public outreach. Public input received indicated a strong desire from many for access to the Molalla River for fishing, swimming, and boating, though many also expressed concerns about environmental damage, trespassing, and other potential negative issues. According to state law, people are allowed to use the Molalla River for these purposes and to use the river up to the ordinary high water mark. Additionally, the public may engage in “uses incidental to a water dependent use,”² including walking on the shore while fishing. The nearest public river access is approximately 5 river miles downstream at Canby Community Park or 4.5 miles upstream at Wagonwheel Park, meaning there is a long stretch of river without any public access.

River access would provide recreation and environmental education opportunities, including fishing, swimming, and boating access. However, drawbacks include potential riparian environmental harm, potential trespassing onto private property, and the potential for river user demand to exceed trailhead capacity. This Development Plan does not specify whether river access should be integrated into the future trail; this decision requires further engagement and community discussion in a later phase of the project to understand the full implications of providing formal access to the Molalla River.

3.4 Amenities and Features

Trail amenities are important to the user experience; they help establish a unified “look and feel” to the trail and enhance safety and security for users and adjacent property owners.

Branding

The City or stakeholders should establish a unified brand for the Traverso Section trail that could be shared with the existing Logging Road Trail in Canby. Branding elements could include a logo and graphic design standards (colors, fonts, etc.).

Signage

Guidance on signing is available from several sources. The substantial Latino community in Canby means that many trail users may be Spanish-speakers and therefore, bilingual signage is desirable. The FHWA Manual on Uniform Traffic Control Devices (MUTCD) and the Oregon supplement provide guidance on regulatory and warning signs. Regulatory and warning signage needs to be closely coordinated with city, county, and ODOT standards. Signage should be consistent throughout the trail corridor, including the existing shared-use path in the City of Canby, to create a consistent brand and messaging to trail users throughout the entire corridor.

² <https://www.oregon.gov/dsl/WW/Documents/PublicRightUseWaterways.pdf>



Figure 12. Examples of Trail Wayfinding and Educational Signage

- Informational, Education and Interpretation – The setting of the Traverso Section lends itself to informational and educational signage opportunities that highlight the historic nature and uses of the road, the agricultural setting, and natural assets such as the Molalla River.
- Warning, Hazards, and Regulatory – Signage warning users about trail hazards and conditions (e.g., “trail crossing ahead”). Also important is prominent signage that discourages users from straying from the trail and Traverso Section property (e.g., “no trespassing,” “respect private property, please don’t trespass”). Other regulatory signage includes providing information about trail rules (e.g., “no smoking or alcohol use on trail”, “no river access,” “no trespassing – private property”) (see Figure 13).

The Intertwine *Regional Trails Signage Guidelines*³ developed for the Intertwine Trail in the Portland metro area provide an excellent example of signage standards.

Furnishings

Areas for trail users to rest and enjoy the setting are important design considerations. Benches could be placed at trail destinations (see Phase 1 section below). No specific bicycle infrastructure is proposed, though simple staple bike racks could be considered at the trail terminus and at other trail destinations for short-term bicycle use.

Trash receptacles could be provided periodically along the trail. Providing trash receptacles helps discourage littering, though they also carry the risk of illegal use and also require regular trash pickup by maintenance staff. Pet waste stations should be included periodically along the length of the trail. These should be located near trash receptacles, if provided.

Maintenance requirements associated with these amenities are discussed in Section 5.



Figure 13. Examples of Regulatory Signage

³ <https://www.oregonmetro.gov/sites/default/files/2017/11/21/2017-Intertwine-%20Trail-Sign%20Guidelines.pdf>

Fencing and railings

Context-sensitive fencing along the trail could add aesthetic character to the corridor and also help clearly delineate the line between public trail and private property. Railings would be required along crossings and bridge structures for user safety. Fencing provides “territorial reinforcement” by showing clear boundaries for where trail users should and should not be. Figure 14 shows an example of such fencing.



Figure 14. Example of Context-Sensitive Fencing Using Natural Materials

4. IMPLEMENTATION

The following section describes potential phasing of trail improvements. In all cases, additional outreach with property owners, the broader public, and establishment of robust trail management and enforcement protocols is required prior to moving forward (see Section 5).

4.1 Phase 1

The goal of Phase 1 is to develop a useful and enjoyable segment of the trail that is low-cost and relatively uncomplicated to design and construct. Phase 1 would function as an extension of the existing Logging Road Trail in Canby from SE 13th Avenue south to near the washout, and it would essentially develop most of Segment 1. Phase 1 would create 1.5 miles of trail, stopping before the washout area. At this location, the Traverso property includes a relatively large (approximately 9-acre) triangle-shaped parcel that extends to near the Molalla River. Phase 1 could include development of a soft-surface trail on this property that ends at small overlook of the Molalla River (see Figure 15). This would provide a destination for trail users and a natural turnaround point until the trail is extended farther south. River access would not be permitted.

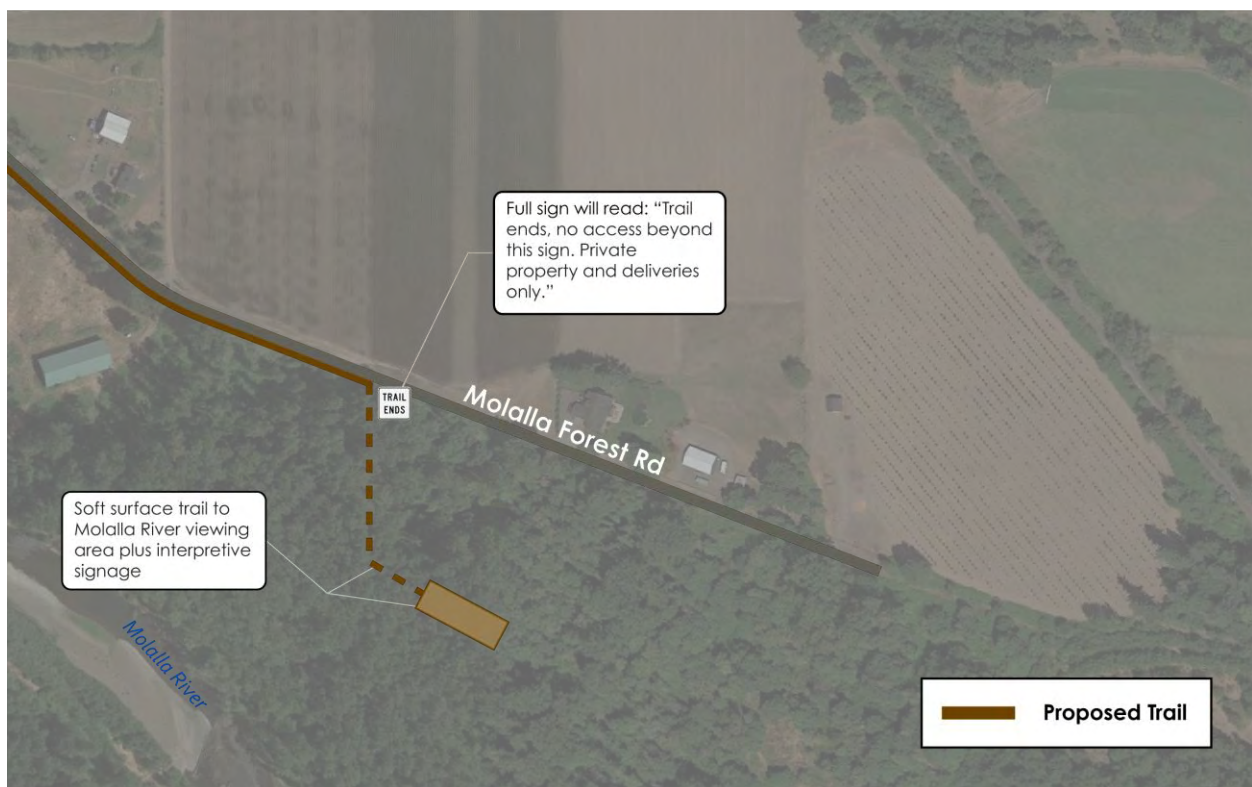


Figure 15. Potential Phase 1 Terminus

Phase 1 would also include:

- Development of signage (wayfinding, regulatory, hazards, etc.)
- Trail fencing
- Trash receptacles and a pet station at the intersection of SE 13th Ave, off of the existing Logging Road Trail. This location would be visible to help deter illegal use and if placed on the existing Logging Road Trail, would limit access to just those using the trail.

Phase 1 requires confirmation of the potential trail terminus as well as further design, environmental permitting considerations, and implementation of trail management elements discussed in Section 5.

4.2 Phase 2

Phase 2 would include full construction of a trail from the washout south to S Macksburg Road (all of Segments 2 and 3). This phase includes complex issues and design considerations including re-establishing the roadbed/trail through or parallel to the washout and addressing the bridge across the Molalla River. It would also include determination of the preferred mid-point access location. Phase 2 requires additional alternatives evaluation to determine the best alternatives that balance costs, potential impacts to environmental resources, the needs of neighboring property owners, and trail users. It also requires determination of design solutions for the washout area and Molalla River Bridge that will be durable and be unlikely to suffer permanent damage as a result of future flooding.

4.3 Cost Estimate

Table 2 shows the estimated costs by segment, including alternatives. Appendix C includes a detailed breakdown of estimated costs. Phase 1 corresponds to the Segment 1 improvements while Phase 2 generally corresponds to the Segments 2 and 3 improvements. The total estimated cost is inclusive of permitting, design, and construction costs.

Table 2. Cost Summary

Segment	Description	Start MP	Stop MP	Total Length (miles)	Total Estimated Cost (Rounded)	Total Estimated Cost/Mile
1A	SE 13th to End of Pavement at Gate	0.00	0.48	0.48		
	Shared Use Roadway				\$ 331,000	\$ 684,000
	Roadway with Multiuse Trail				\$ 482,000	\$ 996,000
1B	End of Pavement at Gate to End of Shared Roadway	0.48	1.76	1.27		
	Shared Use Roadway				\$ 1,908,000	\$ 1,498,000
	Roadway with Multiuse Trail				\$ 2,296,000	\$ 1,802,000
2	End of Shared Roadway to Molalla River Bridge	1.76	2.47	0.72		
	Alt 1 - Rebuild existing				\$ 3,337,000	\$ 4,653,000
	Alt 2: Adjacent to existing				\$ 1,725,000	\$ 2,405,000

Segment	Description	Start MP	Stop MP	Total Length (miles)	Total Estimated Cost (Rounded)	Total Estimated Cost/Mile
3	South of Molalla River Bridge to Macksburg Rd.	2.47	3.41	0.94		
	Multiuse Trail				\$ 1,166,000	\$ 1,241,000
			Total Length	3.41		
Total Cost with Preferred Options (Segment 1 Roadway with Multiuse Trail and Segment 2 Adjacent to Existing)					\$ 5,669,000	\$ 1,660,000

4.4 Future Phases

As envisioned in the original 1994 plan, the Traverso Section is one piece of the greater regional trail vision of connecting Canby to the City of Molalla and points south. Improvements to the Traverso Section conceived in this Development Plan consider this future vision. The City has had preliminary conversations with a property owner south of Macksburg Road who is potentially interested in their property being part of the trail in the future.

The trailhead access points discussed in Section 3 would also serve a future regional trail. Any trailhead access improvements developed at S Macksburg Road should consider the potential for the trail to continue farther south in the future; there was formerly an elevated crossing of the MFR at this location. Given traffic volumes and speeds, an elevated crossing at this location may be ideal in terms of trail user safety and comfort.

4.5 Environmental and Permitting Considerations

The Molalla River is designated as Essential Salmonid Habitat by the Oregon Department of State Lands (DSL) and is designated as critical habitat for Endangered Species Act (ESA)-listed salmonids. The river and surrounding lands are considered high quality habitat by Clackamas County. Land beyond the toe of the bank is within a mapped Federal Emergency Management Agency (FEMA) floodplain. Due to the environmental sensitivity of resources in this area, a site visit and corresponding report would be required to determine the extent of wetlands, waters, and any locally protected natural resources present at the river bend as the project moves beyond conceptual design and into design phases. Impacts to wetlands versus waters will drive permitting requirements. Additionally, the site near the Molalla River is mapped as high-quality habitat by Metro, and the City may need to address local habitat protection ordinance requirements.

If federal funding is granted to the project (or a federal permit required), the provisions of the National Environmental Policy Act (NEPA) would apply. Once project elements have been further refined during design, the City would need to complete the appropriate NEPA process; it is likely that work contemplated on the trail would be classified as a “documented categorical exclusion” for NEPA purposes, which has a reduced level of documentation as compared to an environmental assessment or environmental impact statement.

In addition to federal permits, local permits may be required to improve facilities; the entire Traverso Section is in unincorporated Clackamas County and permitting needs would be determined during design. The Traverso Property is an existing transportation corridor, having been a private logging road

prior to the City's ownership as well as its continued use as an access road by abutting private property owners.

5. OPERATIONS, SAFETY AND SECURITY

The trail management recommendations in this section are based consultant experience with trail management best practices and are informed by the feedback received from the public and adjacent private property owners.

5.1 Trail Management

The Traverso Section is owned entirely by the City of Canby, though the property itself lies outside of the City limits in unincorporated Clackamas County. As the City is the owner of the property, City government is the lead management agency for the trail. It is assumed that Clackamas County regulations pertaining to parks and trail uses would be applicable to the Traverso Section. Section 5.4 also describes the potential roles of volunteers in management and maintenance of the trail; these partnerships between local government and engaged citizens are critical.

5.2 Maintenance

Trail maintenance is critical to the enjoyable use of the trail and to maintaining a clean environment. Consistent maintenance is a core CPTED principle that deters unwanted uses and behavior on trails by reinforcing ownership of the trail and showing regular attention. Canby Parks and Recreation is the proposed lead maintenance authority for the trail. Canby Parks has several full-time staff dedicated to maintaining city parks and recreation facilities, including the existing developed section of the MFR trail within the city limits of Canby.

Table 3 shows an example maintenance schedule for a future fully developed trail on the Traverso Section. This maintenance schedule does not account for natural events such as floods or landslides which could cause unpredictable damage to the trail, nor does it account for materials or equipment costs. The maintenance estimate indicates that trail maintenance would require 0.13 full-time equivalent (about 5 hours per week, perhaps more during times of high use and less during times of low use) of City maintenance staff time. However, many of these activities could be undertaken by volunteers, reducing maintenance costs to the City, as indicated in the rightmost column in the table.

Table 3. Example Maintenance Schedule

Activity	Frequency	Average Annual Labor Hours	Opportunity for Volunteer Engagement?
Mowing: 4-ft min. width each side of trail where applicable.	3-4 times annually	32	Low
Pruning: Prune woody vegetation 4 feet back from sides of trail – 14 feet vertical clearance – remove invasive vines.	Annually	24	Medium
Trash pick-up: access areas (if trash cans provided)	Weekly	104	High
Litter pick-up: Trailside, access areas. Encourage users to pack it in/pack it out.	Monthly	48	High

Activity	Frequency	Average Annual Labor Hours	Opportunity for Volunteer Engagement?
Removal of trees/limbs: Evaluation/removal of unhealthy or dead trees and limbs.	Annually	16	Low
Signage	Periodically	8	Low
Pet cleanup bags	Refilled periodically (occurs same time as trash pickup, no additional hours assumed)	N/A	Medium
Access control: Replace damaged access control devices.	Assume replacement of 10% annually	8	Low
Trail surfacing	Shared roadway – every 10 years Paved path – every 10 years Soft surface – annual maintenance	24	Low
Drainage: Clean inlets, keep swales clear of debris.	Annually	8	High
Bridge inspections: Inspection/maintenance of bridge to ensure structural integrity.	Every 2 years (County or ODOT inspection)	N/A	N/A
Total		272 (0.13 FTE)	

Source: American Trails

FTE = full-time (employee) equivalent

5.3 Safety and Emergency Services

It is essential that the City establish a robust and formal approach to monitoring the trail to deter unwanted uses and ensure safety and comfort of trail users and adjacent property owners. Property owners noted concerns about existing undesirable uses and behavior in the corridor, including trash dumping, illegal trespassing, and other activities. Establishing a formal structure for enforcement on the future trail, coupled with engaged volunteers to provide a “trail watch” (see Section 5.4), will ensure that there are eyes on the trail to deter illicit activity. It is important to note that research has shown that trails themselves do not attract more crime than other kinds of land uses, and regular users on trails have been shown to deter crime and unwanted behavior.⁴

Because the Traverso Section is in unincorporated Clackamas County, the Clackamas County Sherriff technically has jurisdiction over the area. City staff have had preliminary conversations with the Sherriff about regular patrols of the trail area, including trailhead access areas and shared roadway sections of the trail that will be passable by car. Canby police have also been engaged in the trail planning process.

The City could seek an intergovernmental agreement (IGA) between the City and County for the mutual patrol of the Traverso Section. The IGA would clearly define enforcement responsibilities and jurisdiction, as well as any agreements between the City and County pertaining to City police jurisdiction over the trail. This is an important step to memorializing law enforcement over the trail and ensuring

⁴ <https://www.railstotrails.org/resourcehandler.ashx?id=3503>

that property owners adjacent to the trail or those experiencing an emergency on the trail know who to call and who will respond.

A “good neighbor program” can also be established by the City to support coordination with private property owners and maintain good relationships. If interested, nearby landowners can augment volunteer and municipal/county enforcement by monitoring the trail and notifying the City about maintenance, safety, and other operational matters. It is important that everyone living near the trail know who to contact with questions, suggestions, or concerns and that they will be taken seriously. A good neighbor program would formalize this communication with property owners by:

- Providing information to all abutting property owners on who to call for trail issues (maintenance, emergencies, or otherwise).
- Streamlining communication by identifying a point person at the City who manages communications with private property owners.
- Providing information to new property owners (when property changes hands) about the trail, its allowed uses, and who to contact with concerns or issues.

5.4 Volunteers and Civic Organization Engagement

Given the limited resources of the City of Canby, volunteers (either individuals or groups) represent a major opportunity to share in the work of trail maintenance and safety, while fostering greater community ownership of the trail. The Canby Bicycle and Pedestrian Committee (or subcommittee thereof) is a natural potential “owner” of the trail and could act as a steering committee into the future, serving as a forum for trail management and maintenance issues. This group could be convened for the Traverso Section trail, but also for the existing segment within the city. The steering committee should convene a “Friends of Molalla Forest Road Trail” or similar group to engage in the following volunteer activities:

- Litter pick-up – Conduct regular organized litter pick-up events along the trail.
- Trail watch – An organized group of volunteers that patrol the trail individually or in groups to deter unwanted behavior. Trail watches can be organized easily through online tools and can require minimal time to manage.
- Light repairs and maintenance – Volunteers could be deployed to make light repairs to trail infrastructure or surfacing, address vandalism, and help with other general maintenance activities.
- Education and interpretation – Volunteers could assist with interpretive and education activities in the trail corridor, including development and maintenance of interpretive signage that cover the natural and cultural history of the MFR setting.

6. NEXT STEPS

This Development Plan is the starting point for continued conversation with the public, stakeholders, and property owners to determine the best trail solutions for the Traverso Section. Next steps for the City and stakeholders are as follows:

Conduct additional project refinement work on key areas.

The washout area and Molalla River crossing require more detailed planning and design, environmental review, and refined cost estimates. This Development Plan presents several viable alternatives that should be evaluated further.

Additionally, this Development Plan presents several alternatives for developing trailhead access at the midpoint of the Traverso Section. Each of these alternatives has pros and cons, as discussed previously, and further discussion with the community, stakeholders, property owners, and regulators is required.

Continue to engage the public, stakeholders, and property owners.

During the Development Plan process, the City heard from many interested community members. Continued input from the community is essential to refining trail alternatives that meet community needs while respecting private property rights, minimizing any environmental concerns, and maximizing the benefits of the trail to the community as a whole.

Property owners have expressed concerns about the development of a trail, which this Development Plan acknowledges and describes approaches for mitigating any potential issues. The City should continue conversation with private property owners to ensure that their concerns are addressed; the trail should be viewed as a beneficial asset to not just trail users, but everyone in the greater community.

Determine whether access to the Molalla River is desired.

Public outreach showed a strong interest in facilitating access to the Molalla River. Benefits would include increased community access to recreation, including swimming, fishing, and boating. However, the potential drawbacks include damage to riparian habitat, user demand that exceeds capacity of any trailhead parking area, and potential for trespassing onto private property. The pros and cons of facilitating river access require further discussion with the community and with environmental regulatory authorities and advocates.

Appendix A

Opportunities and Constraints Memorandum

Appendix B

Public Engagement Summary



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City of Canby Staff Report

DATE: June 2, 2021

TO: Honorable Mayor Hodson and City Council

THRU: Scott Archer, City Administrator

FROM: Julie Blums, Finance and IT Director

ITEM: Street Maintenance Fee Discussion

Summary

Discussion on the Street Maintenance Fee history, uses, and amount.

Background

Ordinance 1262 established the Street Maintenance Fee in January 2008. The rate was set as follows:

Residential fees

1. Detached single family residences shall be charged \$5.00 per month.
2. Multi-family residences, except for senior housing, mobile home parks, and congregate care, shall be charged \$3.34 per month for each dwelling unit.
3. Detached senior housing and mobile home parks will be charged \$2.09 per month for each dwelling unit.
4. Attached senior housing and congregate care facilities will be charged \$1.04 per month for each dwelling unit.

Non-residential fees

The street maintenance fee shall be calculated by multiplying the number of units set by category of use by the trip rate per unit for that assigned category of use and then by the monthly per trip charge of \$0.522 to establish the monthly fee to be billed. The minimum monthly street maintenance fee for non-residential accounts shall be \$5.00.

Discussion

There have been no increases to the Street Maintenance Fee since its inception in 2008. The cost of materials and labor has steadily increased over the past 13 years and with no increase in the fee the amount of street maintenance that can be accomplished has decreased.

At this work session, staff will present data and potential options related to the Street Maintenance Fee for Council consideration.



MEMORANDUM

DATE: May 21, 2021 for June 2, 2021 City Council Hearing
TO: Mayor and City Council
FROM: Brianna Addotta, Associate Planner
RE: Appeal of Planning Commission decision on Conditional Use and Design Review applications for Memory Care Facility on Ivy St. and 13th Ave.

Background

The Canby Planning Commission voted to deny a project 5-0 at their April 12, 2021 meeting. The project is a two story memory care facility and independent senior duplexes, with associated parking and landscaping at 1300 S. Ivy St, a 2.3 acre parcel zoned R-1, low density residential. Nursing homes are allowed by Conditional Use in the R-1 zone. The file numbers for this project are DR 20-03 and CUP 20-02. The duly noticed meeting on April 12, 2021 included a public hearing and presentation by planning staff summarizing the staff report dated April 2, 2021 (Attachment E).

Because planning Staff recommended approval with conditions in the staff report, revised findings were crafted and incorporated into the final findings for the decision, which were then approved and signed off by Planning Commission Chair John Savory. The minutes of the April 12th meeting were approved by the Planning Commission on May 10th, 2021 and are included with this memorandum. A notice of the decision and final findings was distributed to all parties of the record including the applicant on April 16, 2021, beginning the 10 day appeal period. The applicant submitted an application to appeal the Planning Commission decision on April 20, 2021.

The final findings of the Planning Commission decision are listed below. Staff will address how the applicant has proposed to address each of these findings later in this memo.

1. Unclear definition of use. Applicant materials stated intent to construct a "102-bed elderly care facility with a memory care endorsement licensed by the State of Oregon." It was disclosed during the meeting the first floor of the facility would have 55 memory care beds and the second floor would have 49 senior residential assisted living rooms. Commissioners expressed concern the impacts of a residential assisted living use would differ from a memory care use.
2. Unclear number of beds. It was disclosed during the meeting the first floor of the facility would have 55 memory care beds and the second floor would have 49 residential care rooms, which is

a total of 104 beds. Applicant materials stated primary facility would house 102 total beds.

3. Unclear allocation of parking spaces. The applicant materials provide inconsistent parking space counts. The site plan states there will be 52 parking spaces and 3 handicap spaces. Counting the parking spaces on the site plan shows there are 60 total parking spaces proposed. During the meeting the applicant stated there would be 61 total parking spaces.
4. Building massing and density. Commissioners expressed concerns that the massing and size of the primary facility was incongruous with the R-1 zone, and states fewer beds would facilitate a more compatible building.
5. Traffic analysis for intersection of SE 13th Ave and S Ivy St. Commissioners expressed concerns sufficient information was not given by the applicant to provide confidence the intersection would not be negatively impacted. Additionally, concerns were expressed about the ingress and egress from the driveway on S Ivy St.

Appeal Review Criteria

Per Section 16.89.050(1)(2) of the Land Development & Planning Ordinance (Chapter 16 of the Municipal Code [CMC]), an appeal of a Type III decision:

"...shall be limited to the specific issues raised during the comment period and public hearing process unless the hearings body allows additional evidence or testimony concerning any other relevant issue. The hearings body may allow additional evidence if it determines that such evidence is necessary to resolve the case. The purpose of this requirement is to limit the scope of appeals by encouraging persons to be involved in the public hearing. Only in extraordinary circumstances should new issues be considered by the hearings body on an appeal." (Emphasis added by Staff)

The same section of the Municipal Code states that the City Council shall overturn the decision of the Planning Commission only when one or more of the following findings are made:

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

Summary of Appeal Application

The applicant's submittal requests an appeal of the Planning Commission decision because "[Commissioners] did not adequately consider, or provide opportunity to further present or detail, all of the information presented to them on or before the public hearing; specifically with regards to the nature

of the proposed use of the building, parking calculation and reductions, and other details provided in the application and staff report.” The applicant calls out three specific points they believe should be considered, as follows:

1. The specific property was an area of special concern and one of the most desired uses of this was an assisted living facility.
2. Asteria Facility Residents cannot drive, so they don’t have cars or need parking.
3. Asteria’s proposed amount of parking is high for industry standards, and would be the most parking in the region for similar facilities if the City wants to use Asteria’s alternate site plan.

For full application and narrative, see Attachment A to this memorandum.

Staff Discussion of Appeal Application

1. Special Area K was a designation given in the Comprehensive Plan in 2003 as part of a buildable lands inventory. This designation allowed a “holding zone” of C-R (Residential/Commercial) to be placed over the primary zoning of R-1, which reduced perceived risk of applying for an official rezone to C-R. This was done to encourage future developers to consider land uses more intense than allowed in the R-1 zone. There have been proposals for the property, but the parcel was never officially rezoned and remains R-1. Ordinance 1514 removed the “holding zone” Special Area K from the Comprehensive Plan in 2019 following a public process and approval by City Council.

Staff provided this information to Planning Commission in the Staff Report dated April 2, 2021 and discussed it during the April 12, 2021 hearing, as referenced in the approved minutes for the hearing. Staff agrees with the applicant that Planning Commission and City Council ultimately decided the C-R designation was not appropriate for this parcel, but do not agree that discussion during a City Council hearing on October 3, 2018 supported an assisted living facility as one of the most desired uses for the property.

The applicant has kindly provided the approved minutes from the October 3, 2018 City Council meeting, in which the property was considered for a rezone from R-1 to C-R. The proposal was ultimately denied. The minutes can be found in the Applicant Materials, Attachment A. Staff did not find any language captured in the minutes asserting or implying an assisted living facility was one of the most desired uses for the property. The only occurrence of the phrase ‘assisted living facility’ included in the minutes is as follows:

“Mayor Hodson asked if the TSP [Transportation System Plan] took into account the worst case scenario for how the corner would be developed. Mr. Brown [Planning Director at the time] said it used a reasonable worst case scenario. There were a limited number of commercial uses that could go in, such as a daycare or assisted living facility.”

Assisted living facilities are a Conditional Use in the R-1 zone, they are not permitted outright. According to the CMC 16.50.110 Conditional Use proposals are subject to a discretionary process culminating in the Planning Commission “weigh[ing] the proposals positive and negative features that would result from authorizing the particular development at the location proposed and to approve such use [subject to Conditional Use criteria and Conditions of Approval].” Thus, without specific reference to the contrary, it

is inaccurate to state that for this particular parcel a Conditional Use would be the most desired use, even over the uses permitted outright in the R-1 zone.

2. The applicant has provided additional discussion asserting the residents of the facility will not drive. A previously undisclosed ratio of 'memory care' residents to 'assisted living' residents brought up at the Planning Commission hearing made Commissioners question whether the two types of resident would create different levels of impact, particularly whether any of the assisted living residents would be capable of driving and whether the number of anticipated visitors would remain the same. The applicant has provided two letters from health care professionals in the field of elderly care in support of the fact that assisted living residents are not capable of driving for myriad of possible reasons. The applicant reiterates that the only traffic or parking comes from the employees, visitors, or deliveries. A condition of approval requiring residents of the facility do not drive or park cars on-site may be appropriate. The condition could relate to the applicant providing written assurance of long term use of the site for each resident. It would be difficult for staff to monitor compliance with this condition of approval outside of written assurance documentation provided by the applicant.

Staff note a designated loading berth or area was not included in the applicant's original materials and refer to Section CMC 16.10.060 for Off-Street Loading facility standards. The alternate site plan provided shows a loading area next to the refuse containers at the southeastern quadrant of the site.

3. The applicant states the proposal provides an above average capacity for parking compared to similar facilities in the area. They have provided new information regarding required parking ratios for comparable uses in other jurisdictions around the region including Oregon City (0.14 space per bed), Happy Valley (0.33 space per bed), Clackamas County (0.2 space per bed), Washington County (0.25 per bed), and the City of Portland (0.025 spaces per bed), which are all lower than the ratio required in the City of Canby (0.5 spaces per bed + 1 space per employee).

They have also provided parking ratios of six elder care facilities that are currently operating in the region. The ratios of parking spaces to resident beds range from .19 to .71 and capture several business models, including all assisted living, all memory care, day care only, or a combination. Staff note the ratio of parking spaces to resident beds proposed for the facility currently being reviewed is .42 if the garage and driveway spaces specifically designated for independent living duplexes are not considered, or .58 if those spaces are considered.

The applicant has also provided an alternate site plan that adds an additional 12 parking spaces to serve the facility on-site, which would create a ratio of .54 if the garage and driveway spaces specifically designated for independent duplexes are not considered, or .70 if those spaces are considered.

Staff notes additional parking spaces would create a conflict with the maximum impervious surface coverage allowed for the property designated by the R-1 standards, which is 60%. The original site plan for the project showed 60.3% impervious surface coverage. A variance would be required to exceed the maximum impervious surface coverage allowed in the R-1 Zone. The applicant has the option of using pervious pavement on the site which they have bought up to reduce overall coverage. This would require an additional Condition of Approval be adopted requiring full engineering and a maintenance agreement. Draft language for this Condition is included later in this memo.

Staff Discussion of Final Findings

1. Unclear Definition of Use. The applicant has provided additional detail on the use of the facility, namely the type of resident who will live there. The applicant states the impacts of assisted living residents on the second floor and memory care residents on the first floor would be no different than if the residents were all memory care patients. The services inside are very similar, and will incur the same impacts.

Staff finds this additional clarification useful and anticipate the impact for the types of resident will indeed be the substantially similar. Further, whether the specific patient needs physical care, mental care, or a combination of both is not considered in the definition 'nursing home' found in the CMC. Section 16.04.445 defines *Nursing Home* as

“a means any institution or facility defined as a long term care facility for licensing purposes under state statute or the rules of the Department of Human Services, including a long term care facility operated as part of a dual facility. “Dual facility” means a facility that operates both a hospital and a long term care facility on the same campus.”

Because this proposal required a Conditional Use approval from Planning Commission it was in their purview to discuss the use of the facility in more particular detail than provided by the definition found in the Code. Staff believe with the additional information provided by the applicant that both resident types are appropriate under the umbrella land use designation of Nursing Home.

2. Unclear number of beds. The applicant has clarified there will be 102 beds in the facility. The confusion may have come from the designation of 'rooms' to 'beds', as some rooms will have two beds and some will have one.

Staff find this sufficient clarification to address the previously unclear number of beds in the facility.

3. Unclear Allocation of Parking Spaces. The applicant has provided additional parking ratio comparables for other facilities in the region, as well as an alternate site plan proposing 72 parking spaces. They also clarify that the discrepancy between 60 and 61 spaces was due to the allocation of a loading area, which is not considered a parking space.

Staff find the parking ratio information from comparable facilities compelling supporting information for the ratio proposed at this facility. CMC Section 16.10.110 allows for discretion in determining appropriate parking ratios provided the applicant provide information enough to prove the modified number of spaces is sufficient. The additional information provided, in addition to the reaffirmed assurance that none of the residents of the facility will drive or own cars, provides confidence that 60 spaces will be sufficient, therefore a variance will not be needed. Given the unique use of the site, it is appropriate to provide the discretion to accept the proposed number of parking spaces.

4. Building Mass and Density. The applicant has provided additional renderings of the facility clarifying the articulation and separation of the two buildings created by pedestrian pathways and entryway pergolas.

Staff believe the supplemental renderings do provide clarity on the proposed design of the facility and reaffirm that it will meet setback and height requirements of the R-1 zone.

Conditional Use approval criteria require “the characteristics of the site are suitable for the proposed use considering size, shape, design, location, topography, existence of improvements and natural features” (16.50.010.B). The 2.3 acre site is located at the southeast corner of S Ivy Street and SE 13th Avenue, both classified as arterial roads in the Transportation System Plan (TSP). The TSP provides an access spacing standard of 330’ between driveways and/or local streets taking access off of an arterial road. Due to the dimensions of the lot (330’ x 315’) and because there are existing driveways on parcels to the south and an existing local street access to the east, this site would require an exception to the spacing standard regardless of the proposed use. The trip generation estimated for the proposed development is less than 30 peak hour am or pm trips, and 295 daily trips. Typically, this volume of trips would not even necessitate a second access point to the site, meaning one access is sufficient for all proposed trips. Because of the nursing home use however, a second restricted access has been shown off of Ivy Street providing right-in right-out access only with a mountable curb, specifically to allow for navigation of emergency vehicles without requiring them to back up. This accommodation is supported by Oregon Administrative Rule 411-054-0200 (2)(h) “Facilities must have an entry and exit drive that will allow for [vehicle circulation] without the need for vehicles to back up.” Staff feel this accommodation is appropriate and believe a second access will further disperse the estimated daily trips between the two roads.

Conditional Use approval criteria also require “the proposed use will not alter the character of the surrounding areas in a manner which substantially limits, or preclude the use of surrounding properties for the uses listed as permitted in the zone” (16.50.010.D). Staff note that other Conditional Uses common in the R-1 zone such as schools and community centers typically have structures with similar massing, for example Lee Elementary and the Canby Adult Center, located directly North of the subject property. There are also existing R-1 parcels which have been granted Conditional use approval for the specific use of nursing home, as proposed here.

5. Traffic Impacts on Ivy and 13th. The applicant reiterates what their consulting engineer has asserted and that the City’s consulting traffic engineer affirmed that the impacts of this development will not cross operational thresholds which require additional study and do not necessitate any required mitigation.

Conditional Use approval criteria also require “all public facilities and services exist to adequately meet the needs of the proposed development” (16.50.010.C). Staff agree the transportation engineers have produced accurate information to support the above finding, and also reference previous discussion regarding the unique access spacing restrictions of the site which makes any use with a low trip generation preferable.

Lastly, Planning Commission’s concerns regarding the 2010-2030 study period of the City Transportation System Plan should not inordinately impact this development when the same document has been used for other projects in the same area. The TSP will be updated before the close of the study period, the year 2030.

Staff Recommendation

Should the Mayor and City Council agree to consider the additional information provided by the applicant, Staff believe the information is sufficient to address Planning Commission’s final findings of denial. Permitting new information will allow the city council to find, “That the Commission did not adequately consider all of the information which was pertinent to the case.”

Staff do not recommend remanding this decision back to Planning Commission because additional information and sufficient clarification has been provided for City Council to determine whether the original findings have been addressed. The applicant has waived the state mandated 120 day timeline for a limited duration in order to put forth a good faith effort to refine their proposal in response to the findings and are entitled to judicial efficiency to the extent possible.

Therefore, staff recommend Council overturn the Planning Commission's decision and approve APP21-01.

Should the City Council decide a Condition of Approval addressing pervious pavement be required, draft language for the Condition is included here and should be stated as part of the Motion put forth by the Council.

Condition of Approval: Before site work begins, the applicant shall submit full engineering plans and a maintenance agreement for all pervious pavement to be installed on site. At no point shall the impervious coverage ratio on the site exceed 60.3%. The pervious pavement cannot be replaced with impervious material without additional review by Canby Planning Staff.

Council Action

The Planning Commission denied the applicant's request based on a series of findings that responded to approval criteria found in the Municipal Code for the two application types (Design Review and Conditional Use) involved. Both these findings and those originally prepared by planning staff recommending approval of the project are included as attachments to this memorandum as Attachments D and E, respectively.

There are three possible actions that the City Council may take in regards to the appeal of the Planning Commission's decision. These are:

1. Uphold the Planning Commission's denial of the request and affirm the Planning Commission's final written findings.
2. Overturn the Planning Commission's denial of the request based on one or more of the findings listed above (see a–c under "Appeal Review Criteria").
3. Remand the decision back to the Planning Commission.

Sample language: *"I move to approve Option ___ as indicated in the Council Staff Memorandum dated May 21, 2021."* [Note that choices 2 or 3 (or a combination of these) require the Council to identify findings that support their decision.]

Attachments:

- A. Project Applicant's Appeal Application and Materials
- B. Alternate Site Plan and Additional Renderings from Project Applicant (received after Planning Commission decision.)
- C. Public Comments Submitted after Planning Commission decision.
- D. Planning Commission Minutes for April 12, 2021 Hearing
- E. Planning Commission Findings, Conclusion & Final Order for Applications DR 20-03 & CUP 20-03
- F. Planning Commission Packet from April 12, 2021 Hearing, including:
 - a. Staff Report dated April 2, 2021 for the April 12, 2021 Hearing

- b. Written Comments received for April 12, 2021 Hearing
- c. Applicant Submittal for Applications DR 20-02 & CUP 20-03



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

LAND USE APPLICATION

RECEIVED

By Canby Planning Brianna Addotta at 3:29 pm, Apr 20, 2021

Appeal of Planning Commission Decision

Process Type III

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

☒ Applicant Name: Petronella Donovan Phone: 503-810-9045
Address: 182 Warner Parrot Rd. Email: petra@donovaninvestments.com
City/State: Oregon City, Oregon Zip: 97045

☒ Representative Name: Edward Radulescu Phone: 503-679-2493
Address: 919 NE 19th Ave. #155 Email: eddie@eprdesign.com
City/State: Portland, Oregon Zip: 97232

☒ Property Owner Name: Waterstone Investments Phone: 503-810-9045
Signature: *Petronella Donovan*
Address: 182 Warner Parrot Rd. Email: petra@donovaninvestments.com
City/State: Oregon City, Oregon Zip: 97045

☐ 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

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

FILE NUMBER OF DEVELOPMENT BEING APPEALED: DR 20-03 CUP20-02

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

APPEAL OF PLANNING COMMISSION DECISION – TYPE III

Instructions to Appellant

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

Applicant
Check City
Check

- | | | |
|-------------------------------------|--------------------------|---|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | One (1) paper copy of application. The City may request further information at any time before deeming the application complete. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Payment of appropriate fees – cash, credit card or check only. Refer to the city's Master Fee Schedule for current fees. Checks should be made out to the <i>City of Canby</i> . |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | A written statement of appeal shall clearly state the nature of the decision being appealed and the reasons why the appellant is aggrieved. The reasons why the appellant is aggrieved shall be provided in regards to the criteria and standards in 16.89.050 (1) (2) (c). |

APPEAL OF A PLANNING COMMISSION DECISION—APPLICATION PROCESS

Appeal. The Planning Commission's decision on a Type III decision or Type II appeal may be appealed to the City Council as follows:

1. The following have legal standing to appeal:
 - a. The applicant;
 - b. Any person who was mailed notice of the decision;
 - c. Any other person who participated in the proceeding by testifying or submitting written comments; and
 - d. The City Council, on its own motion.
2. Procedure.
 - a. A Notice of Appeal shall be filed in writing, on forms provided for the purpose by the Planning Director, within 10 days of the date the Notice of Decision was mailed.
 - b. The Notice of Appeal shall be accompanied by all required information and fees.
 - c. The appeal shall be limited to the specific issues raised during the comment period and public hearing process unless the hearings body allows additional evidence or testimony concerning any other relevant issue. The hearings body may allow additional evidence if it determines that such evidence is necessary to resolve the case. The purpose of this requirement is to limit the scope of appeals by encouraging persons to be involved in the public hearing. Only in extraordinary circumstances should new issues be considered by the hearings body on an appeal.

3. The City Council shall overturn the decision of the Planning Commission only when one or more of the following findings are made:
 - a. That the Commission did not correctly interpret the requirements of this title, the Comprehensive Plan, or other requirements of law;
 - b. That the Commission did not observe the precepts of good planning as interpreted by the Council; or
 - c. That the Commission did not adequately consider all of the information which was pertinent to the case.
4. The Council's action on an appeal shall be governed by the same general regulations, standards, and criteria as apply to the Commission in the original consideration of the application.

Any decision of the Planning Commission may be appealed to the City Council unless otherwise specified in this Title. Such appeals will be processed using the Type III procedures unless otherwise specified in this Title. The decision of the City Council regarding a Type IV decision, appeal of a Planning Commission decision, or any other process contained within this title, is the final decision of the City.

April 20, 2021

Appeal of Planning Commission Decision – Type III

RE Application Number: DR20-03 CUP20-02

RECEIVED

By Canby Planning Brianna Addotta at 3:29 pm, Apr 20, 2021

Dear City of Canby Planning Department,

I, Petronella Donovan, an owner and applicant of the project located at 1300 S. Ivy St. in Canby, Oregon, would like to appeal the planning commission decision to deny the application DR20-03 CUP20-02. The reason for the appeal request is because the planning commission did not adequately consider, or provide opportunity to further present or detail, all of the information presented to them on or before the public hearing; specifically with regards to the nature of the proposed use of the building, parking calculation and reductions, and other details provided in the application and staff report. The project met all of the approval criteria for the Design Review and the Conditional Use as proposed and all of the information and details was provided to the City; which ultimately recommended approval. The planning commission did not provide sufficient comment or opportunity to consider the approval criteria and the proposal before denying the application. Please consider this appeal request and process / schedule the appeal hearing. Thank you.

Sincerely,



Petronella Donovan

Waterstone Investments

May 10, 2021

City of Canby, City Council
Brianna Addotta, Planner

Supplements for DR20-03 and CUP 20-02

Hi Brianna, as I mentioned on the phone, our law firm has been retained by the applicant “Asteria Senior Living” to assist in clarifying some of the facts and law in relation to this land use application. There were a number of aspects not considered in this land use application, and some misunderstandings before the planning commission.

ZOOM meetings, are not always easy for everyone to speak, to know what anyone else is reading or saying, nor to offer additional information. As you are fully aware staff had a very thorough staff report that recommended APPROVAL of this application, but unfortunately it appears that – probably due to zoom -- a few things were not communicated clearly enough to the planning commission back on April 12, and this led to errors that the City Council should correct and reverse. Thus, we think three specific things should be understood by the City Council.

- 1) This specific property was an area of special concern and one of the most desired uses of this was as an assisted living facility.
 - 2) Asteria Facility Residents cannot drive, so they don’t have cars or need parking.
 - 3) Asterias proposed amount of parking is high for industry standards, and would be the most parking the region for similar facilities if the City wants to use Asteria’s alternate site plan.
- 1) **It does not appear to have been pointed out that in the recent past, the City Council made land use decisions which determined that one of the preferred uses of this exact lot was an assisted living center since it is zoned R-1, and located in this ‘area of special concern K’.**

In 2018, both the Planning Commission and the City Council voted to reject a change to Commercial C-R zone, and expressed a desire that this lot remain R-1. This was labeled by the city as an area of “Special Concern” as it has a unique characteristic of being between sandwiched between the School/City property, the Hope Village Campus, busy Ivy St., and residential subdivisions. Thus, it was discussed that it would take a unique use to be placed in

this corner. Probably due to this situation this property has been undeveloped for many years. We are attaching the previous “minutes” and Order from that decision in 2018. **App-1.**

Now, the “Asteria Senior Living” center is the solution for that long-standing problem. A highly attractive, low volume, low traffic, residential care facility is the perfect land use transition from the residential subdivision and quality homes in Dinsmore to the busy Ivy St., then across the street to the large Hope Village campus. This residential use solves those problems. City Counsel should know that the facility cannot be converted to another kind of residential use without requiring another conditional use permit and the kind of review now underway. That is the nature of all conditional uses, as opposed to a zone change, for instance. So this precise use is a great fit for the unique nature of this site.

2) The residents in the assisted living portion cannot drive.

We want to make it perfectly clear that Asteria Senior Living residents, are not people who have the capacity to drive a vehicle. The residents do not have cars, do not even drive, and accordingly do not store any vehicles there.

To answer any question on this, we are attaching some information from experts in the field of elderly care.

- A. A letter from Annie Lupei, of Caring Hands, she is a registered nurse in the field of long term care facilities. She explains that due to various reasons like medical conditions, medications, memory or orientation issues, these residents will not drive. **App-2.**
- B. A letter from Doctor Rodica Malos, from the Good News Clinic in Gresham who explains that people who move into assisted living facilities are people with multiple or severe issues that can no longer live independently, require assistance with daily living, sometimes 24-hours per day and do not and should not drive. **App-3.**

Furthermore, the applicant is willing to, even though it seems unnecessary and a bit offensive, or excessive, but they are willing to put in their residential agreements for Asteria that the residents cannot store a vehicle on the property and confirm that they do not drive.

Thus, the only traffic, or parking, comes from the employees, visitors or deliveries. In this sense, this high-assistance type facility is much less impact, less traffic, and less ‘busy’ on the outside than other residential uses would be. The residents are typically inside, or outside with an escort. So the ‘impact’, much like Hope Village across the street is largely un-noticeable since the residents are disabled in one way or another making them dependent. There will also be 8 townhouses that are physically, visually, and functionally a buffer in the type of buildings,

between Dinsmore and Ivy St. The residents of those 8 units might have cars, but they also have their own 16 dedicated parking spots.

It is those reasons that Staff's previous recommendation to approve Asteria with 60 parking spaces was accurate and the correct decision. City Council should be made aware that Canby Municipal City code allows a deviation from the standard parking #'s when the use justifies fewer parking spaces. **16.10.010 says,**

“A lesser number of spaces may be permitted by the [city] based on clear and objective findings that a lesser number of parking spaces will be sufficient to carry out the objective of this section”.

Here, the proposed findings should state the clear and objective facts that because the nature of this specific facility, and the disability and condition of the residents, the per-bed standard does not apply, but the other parking standards do apply and the proposed parking of 60 spaces exceeds the 55 required by the code for staff, visitors, the 8 duplexes and deliveries.

3) The Asteria site plan provides an above average capacity for parking compared to similar facilities in the Canby area. Asteria's alternative site plan would be #1 most parking for any similar facility in the area.

Based upon the fact that the resident of Asteria will not drive or have cars on-site, the legal of parking provided by the initial site plan should be sufficient for findings that CMC 16.10.010 applies here and 60 spaces is sufficient.

However, the applicant can even expand the parking to 72 spaces if the City prefers, requires, or thinks that would be a necessary mitigation for any parking issues. We are attaching and ALTERNATE site plan, as **App-4** for the City to use if it desires increased parking rather than landscaping, and this site plan would still meet both the parking and the landscaping requirements if approved.

But, Asteria's proposed 60 parking spaces is on the high end of the regional industry average for this type of facility. Asteria's ALTERNATE plan of 72 spaces would be # 1 most spaces in the region around Canby with a ratio (parking/beds) of 66.5%. Thus, requiring the full 73 spaces, would be acceptable, but probably legally on the edge of excessive as that is more than nearly all the other similar facilities in the area. See below “Facility Parking Examples”.

FACILITY PARKING EXAMPLES

Asteria Facility

Parking Spaces: 56

Duplex Parking Spaces: 16 (These are the only residents that could be driving)

Total Parking: 73 = Ratio – 66.4 %

Loading Spaces: 1

Below are comparable facilities and city codes we found in the area showing the number of beds they have in relationship with the parking they are operating with:

Code Standards for Required Off-Street Parking By Jurisdiction for Nursing Facility, Memory Care, and Residential Care Facilities:

- **Oregon City:** 0.14 Per Bed
- **Happy Valley:** .33 Per Bed
- **Clackamas County:** 0.2 Per Bed
- **Washington County:** 0.25 Per Bed
- **City of Portland:** 0.25 Per Bed

Gilman Park

Address: 2205 Gilman Dr, Oregon City, OR 97045

Total Units 101

Assisted living 101 (so these people may actually drive and have cars)

Parking spaces: 72

Ratio – 71.2%

Countryside Living Thelma's Place

Address: 390 NW 2nd Ave St, Canby, OR 97013

Total Units 55

Memory care 55

Parking spaces 0, unless you count on-street public parking then 31

Ratio - 56%

Berry Park

Address: 13669 Gaffney Ln, Oregon City, OR 97045

Total Units 99

Independent Living 87

Cottages 12

Parking spaces = 61

Ratio= 62%

Rackleff Place

Address: 655 SW 13th Ave, Canby, OR 97013

Total Units 25

Assisted living 25

Parking spaces: 13

Ratio - 52%

Mountain Park Memory Care (All Memory Care)

Address: 13600 SE 122nd Ave. Clackamas, Oregon 97015

Total Beds 98

Parking spaces: 19

Ratio: 19.3%

Miracle Heights Happy Valley RCF (No Memory Care)

Address: 13677 SE 147th Ave. Happy Valley, Oregon

Total Beds 55

Parking spaces: 15

Ratio: 27.3%

Comparable Facilities and their Parking Ratios:

Gilman Park

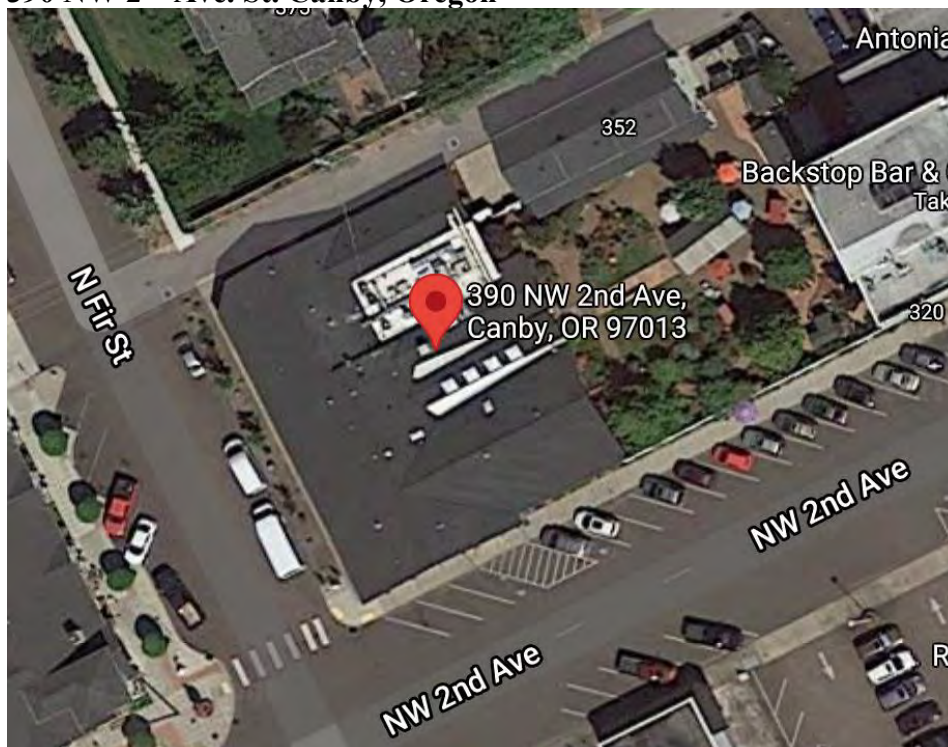
2205 Gilman Dr. Oregon City, Oregon



72 Off-Street Parking Spaces for 100 Beds; Ratio of .71 Per Beds

Countyside Living Thelma's Place

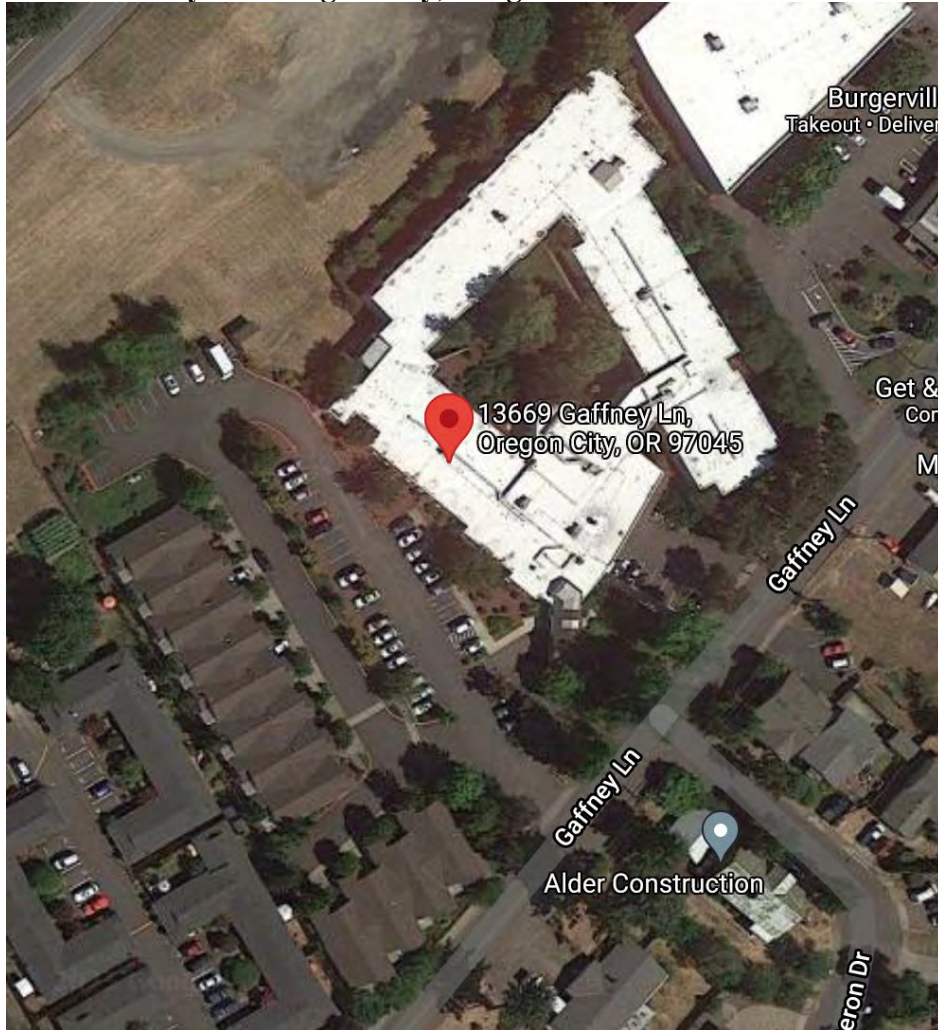
390 NW 2nd Ave. St. Canby, Oregon



0 Off-Street Parking Spaces; Ratio of 0 Per Beds

Berry Park

13669 Gaffney Ln. Oregon City, Oregon



61 Off-Street Parking Spaces; Ratio of .61 Per Bed

Rackleff Place

655 SW 13th Ave. Canby, Oregon



13 Off-Street Parking Spaces; Ratio of .52 Per Bed

Mountain Park Memory Care
13600 SE 122nd Ave. Clackamas, Oregon



19 Off-Street Parking Spaces; Ratio of .19 Per Bed

Miracle Heights Happy Valley RCF
13677 SE 147th Ave. Happy Valley, Oregon



15 Off-Street Parking Spaces; Ratio of .27 Per Bed

Code Standards for Required Off-Street Parking By Jurisdiction for Nursing Facility, Memory Care, and Residential Care Facilities:

- **Oregon City:** 0.14 Per Bed
- **Happy Valley:** .33 Per Bed
- **Clackamas County:** 0.2 Per Bed
- **Washington County:** 0.25 Per Bed
- **City of Portland:** 0.25 Per Bed

BEFORE THE CITY COUNCIL
OF THE CITY OF CANBY



A REQUEST FOR A ZONE CHANGE)
FROM R-1 LOW DENSITY RESIDENTIAL)
ZONE TO C-R RESIDENTIAL-)
COMMERCIAL ZONE)
1300 S IVY STREET)

FINDINGS, CONCLUSION & FINAL ORDER
ZONE CHANGE AMENDMENT
BUTCH BUSSE
ZC 18-04

NATURE OF THE APPLICATION

The Applicant sought approval for the Zone Change Amendment application **File# ZC 18-04** of 2.59 acres of real property described as Tax Lot 41E04A04800, 1300 S Ivy St, Clackamas County, Oregon from (R-1) Low Density Residential to (C-R) Commercial-Residential.

HEARINGS

The Planning Commission considered application **File# ZC 18-04** after the duly noticed hearing on September 10, 2018 during which the Planning Commission recommended by a 4/1 vote that the City Council deny **File# ZC 18-01** although approval was recommended in the staff report.

The City Council considered application **File# ZC 18-04** after the duly noticed hearing on October 3, 2018 during which the Council voted 5/0 to deny **File# ZC 18-04**. These findings are entered to document the denial.

CRITERIA AND STANDARDS

In judging whether or not the Zone Change application shall be approved, the City Council determines whether criteria from the *City of Canby Land Development and Planning Ordinance* are met, or can be met by observance of conditions. Applicable criteria and standards were reviewed in the Planning Commission staff report dated September 10, 2018 and presented at the October 3, 2018 public hearing of the Canby City Council along with the Planning Commission's recommendation. Specifically, the City Council applied the standards and criteria of Canby Municipal Code 16.54.040, intentionally considering the Comprehensive Plan of the city, giving special attention to Policy 6 of the land use element and implementation measures along with the policies of the county, state, and local districts.

FINDINGS AND REASONS

The Staff Report was presented and written and oral testimony was received at the City Council public hearing. The Planning Commission recommended that the City Council deny Zone Change **File# ZC 18-04** leaving the R-1 zone in place as offering a more suitable and compatible uses for the area. The City Council voted to deny the zone change because it didn't meet the mandatory approval criteria set out in Policy No. 6 for this particular area of special concern (area K) which requires an actual usage application to be considered at the same time as the zone

change. Without a definitive use for consideration at the time of application, a zone change to Residential Commercial in this area would allow various and numerous incompatible outright uses which would also violate Policy No. 1 of the Comprehensive Plan. Considering the nature of the surrounding uses in the area (R-1, school, and high traffic), the amount of potential outright uses for the Residential Commercial zoning listed in Canby Municipal Code 16.24 that are conflicting or incompatible with the current surrounding uses thwarts the City's mandate to group compatible uses as necessitated by Policy No. 1.

CONCLUSION

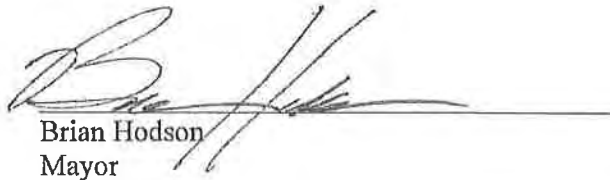
In summary, the City Council denied **File# ZC 18-04** as stated above. The City Council's order is reflected below.

ORDER

Based on the application submitted and the facts and the supplemental findings from the public hearings held, the City Council **denied** the Zone Change Amendment application **ZC 18-04**.

I CERTIFY THAT THIS ORDER denying **File # ZC 18-04** was presented to and **DENIED** by the City Council of the City of Canby.

DATED this 3rd day of October 2018.


Brian Hodson
Mayor


Bryan Brown
Planning Director

ORAL DECISION –October 3, 2018

AYES: Smith, Parker, Dale, Heidt & Spoon

NOES: None.

ABSTAIN: None.

ABSENT: Hensley

WRITTEN FINDINGS – October 17, 2018

AYES: Smith, Parker, Hensley, Dale, Heidt & Spoon

NOES: None.

ABSTAIN: None.

ABSENT: None.

ATTEST:

A handwritten signature in cursive script, reading "Kimberly Scheafer", written over a horizontal line.

Kimberly Scheafer, MMC
City Recorder

Caring Hands

503-774-8254

Annie Lupei RN

4507 SE Ramona St. Portland, OR 97206

Ph:

Fax: 503-771-5999

annie.lupei@comcast.net

Letter for City Commission

Date: 05-05-2021

To whom it may concern,

My name is Annie Lupei, RN. I have been a nurse consultant for over 37 years and worked in long-term care facilities doing various jobs such as: RN Assessments, Service Plans, Nursing Delegations, teaching wound care and other nursing tasks. Residents that live in these long-term care facilities are there because they can no longer live safely at home and need assistance with activities of daily living. These residents do not drive due to various reasons like medical conditions, side effects of medications, getting lost, trouble seeing, difficulty staying in their own travel lane and being easily distracted. These are just some of the reasons that residents in assisted living, residential care facility and Memory Care do not drive. Most of transportations for doctor appointments or for other outings in communities are done by their families, Wheelchair van, or by facility's auto vehicle.

Sincerely,

Annie Lupei, RN

05/05/2021

To Who It May Concern

Based on my 30 years' experience providing care to elderly suffering from multiple chronic conditions in different care facilities, I came to the realization that residents who live in assisted living are people with multiple chronic conditions and with multiple physical and emotions needs who can no longer live independently. They need help as a result of physical or mental limitations. Residents who move into assisted living are older and have multiple health complications. From cognitive, functional and mobility concerns, difficulty hearing or seeing, bowels or bladder issues, chronic illnesses like heart disease, arthritis, Parkinson's, diabetes or dementia. In assisted living residents are provided with long-term housing, assistance with all activity of daily living (ADLs) such as bathing, dressing and grooming, using the toilet, bladder and bowel care, walking, mobility, transferring, nutrition, feeding, Medication administration, 24-hour supervision. Transportation for doctors' appointments or other activities in community, the facility staff and families arrange for transportation per facility's agreement and contract.

From DMV's website we found out why seniors should not be driving. It is stated that when driving elderly

- "Feeling nervous or fearful while driving
- Dents and scrapes on the car or on fences, mailboxes, garage doors, curbs, etc.
- Difficulty staying in the lane of travel
- Getting lost
- Trouble paying attention to signals, road signs and pavement markings
- Slow response to unexpected situations
- Medical conditions or medications affecting the ability to handle the car safely
- Frequent "close calls" (i.e. almost crashing)
- Trouble judging gaps in traffic at intersections and on highway entrance/exit ramps
- Other drivers honking at you and times when you are angry at other drivers
- Friends or relatives not wanting to drive with you
- Trouble seeing the sides of the road when looking straight ahead
- Being easily distracted or having a hard time concentrating while driving
- Having a hard time turning around to check over your shoulder while backing up or changing lanes
- Frequent traffic tickets or warnings in the past two years"

https://www.oregon.gov/odot/DMV/50plus/Pages/50plus_stop_driving.aspx

Sincerely

Dr. Rodica Malos, DNP, ANP-BC

Good News Clinic, Gresham , Oregon

App-3

**CANBY CITY COUNCIL
CITY COUNCIL WORK SESSION
October 3, 2018**

PRESIDING: Mayor Brian Hodson.

Council Present: Tyler Smith, Greg Parker, Tim Dale, Tracie Heidt, and Sarah Spoon. Councilor Traci Hensley was absent.

STAFF PRESENT: Rick Robinson, City Administrator; Joseph Lindsay, City Attorney; and Kim Scheafer, City Recorder.

OTHERS PRESENT: None.

The Work Session was cancelled due the Executive Session running long.

**CANBY CITY COUNCIL
REGULAR MEETING MINUTES
October 3, 2018**

PRESIDING: Mayor Brian Hodson.

COUNCIL PRESENT: Tyler Smith, Greg Parker, Tim Dale, Tracie Heidt, and Sarah Spoon. Councilor Traci Hensley was absent.

STAFF PRESENT: Rick Robinson, City Administrator; Joseph Lindsay, City Attorney; Jorge Tro, Police Lieutenant; Rod Grafe, Municipal Court Judge; Kathryn Heulscher, Police Officer; Irene Green, Library Director; Bryan Brown, Planning Director; and Kim Scheafer, City Recorder.

OTHERS PRESENT: Kyle Lang, Gregory Williams, Frank Cutsforth, Butch Busse, Bob Cambra, Kamet Sanders, Dennis Richey, Mike Grant, Mike Agee, Carol Rosen, Shawn Varwig, Pat Sisul, Walt Daniels, Scott & Teresa Sasse, Roland Iparraguirre, Kim & Betsy Redifer, Micki Paul, Roger Swanson, Bill Hill, Barb & Craig Carpenter, Kevin & Sarah Hayes, Keri & Gary Morris, Roger Swanson, Chris Waffle, Bill Fenton, Marjorie Stathes, Richard Montecucco, Roger Steinke, Kelsey Cordill, Jeff Waters, and Jason Montecucco.

CALL TO ORDER: Mayor Hodson called the Regular Meeting to order at 6:00 p.m. in the Willow Creek Conference Room.

****Councilor Dale moved to go into Executive Session pursuant to ORS 192.660(2)(h) Litigation. Motion was seconded by Councilor Heidt and passed 5-0.**

OPENING CEREMONIES: Mayor Hodson reconvened the Regular Meeting at 7:08 p.m. in the Council Chambers followed by the opening ceremonies.

Swearing in of Police Officer – Lieutenant Jorge Tro introduced Officer Kathryn Heulscher.

Officer Heulscher introduced her family and friends in attendance.

Councilor Heidt – No contact.
Councilor Spoon – No contact.
Mayor Hodson – No contact.

Staff Report: Bryan Brown, Planning Director, said the intent of the application was to annex 9.55 acres into the City and rezone it from County RRFF5 to City R-1. No concept plan or development agreement was required for the annexation. He discussed the location of the property, which was adjacent to 99E and Territorial Road. The Comprehensive Plan designated the property as LDR, low density residential, which was consistent with the R-1 zone. This request did not include any development application, however the applicant submitted a tentative plat that showed how the property might be developed into 22 lots. The intent was to infill an area that was already surrounded by existing single family residential with stubbed streets already aimed at coming into this area. The applicant would be connecting to those existing streets to fill out the area. There was a deep ravine on the west end of the property that was undevelopable. There would be a connection to Territorial Road as well. The two existing homes would be preserved. Right-of-way for Territorial Road would be included in the annexation. He then discussed the review criteria. The applicant had submitted a three year projected lot inventory. Available platted lots and the expected consumption rate were used to determine the sufficient supply of available land. The City was nearing the three year buildable land supply that was the standard used. The annexation was logical and fit in with the character of the neighborhood. There were adequate facilities to serve the site. The Planning commission recommended approval of the application.

Mayor Hodson opened the public hearing at 8:25 p.m.

Applicant: Frank Cutsforth said he had been living on this property since 1984 and had purchased it in 1975. Since then, development had occurred all around the property. He had planned that it would be developed one day.

Pat Sisul, Sisul Engineering, said the property was an irregular boundary of the City. Annexation of the property would bring in the only piece left adjacent to Territorial Road that was not in the City and would square off the corner. The development of the nearby subdivisions had stubbed public streets and utilities to the site. Annexation would allow for the three dead-end streets to extend in a logical fashion through the development and looping of current dead-end water mains. Since this was only an annexation request, no trees would be cut down and no buildings would be demolished at this time. The deep ravine had water flowing through it and could not be developed. The trees that were in that area would be preserved and there could be other trees saved around the remainder of the property. However, it was too soon in the process to discuss specific trees. There would be 20 new lots on the site, and two existing lots would be preserved. That would be a 2-3 month supply of building lots in Canby. He discussed the buildable lands inventory analysis, and how it was unknown when and if some of the lots would be developed. He thought it made sense to bring this property in at this time. The proposed annexation was consistent with the Comprehensive Plan, there were adequate facilities and services, and the timing was right.

Proponents: None.

Opponents: None.

Rebuttal: None.

Mayor Hodson closed the public hearing at 8:38 p.m.

****Councilor Parker moved to approve the Cutsforth's Annexation and Zone Change File ANN 18-02/ZC 18-02 and upon annexation, the zoning of the subject properties to be designated as R-1, as indicated by the Canby Comprehensive Plan Map. Motion was seconded by Councilor Dale and passed 5-0.**

ZC 18-04 (Busse) – Mayor Hodson read the Public Hearing Format.

Conflict of Interest

Councilor Smith – No conflict, plan to participate.

Councilor Parker – No conflict, plan to participate.

Councilor Dale – No conflict, plan to participate.

Councilor Heidt – No conflict, plan to participate.

Councilor Spoon – No conflict, plan to participate.

Mayor Hodson – No conflict, plan to participate.

Ex Parte Contact

Councilor Smith – A resident called him, but he declined the call.

Councilor Parker – Drove by the site frequently.

Councilor Dale – Walked by the site regularly and lived by it. Received multiple contacts from neighbors.

Councilor Heidt – Was in contact with a Planning Commissioner after the Planning Commission meeting.

Councilor Spoon – Drove and walked by the site regularly and had spoken with neighbors and with people on both sides of the matter.

Mayor Hodson – No contact. Lived close to the site.

Joe Lindsay, City Attorney, asked if they could participate and judge the evidence fairly with the contacts they had made.

Councilors Dale and Spoon said yes, they could.

Staff Report: Mr. Brown said this was a request to rezone property located on the corner of SE 13th Avenue and S Ivy Street. It was 2.59 acres that was zoned R-1, low density residential, and the applicant proposed to rezone it to C-R, residential commercial. The most important criterion with any zone change was if it followed the Comprehensive Plan designation. In 2003, a Comprehensive Plan Map amendment rezoned the property to R-C. It was brought into the City as an Area of Special Concern K, explaining why they thought in 2003 that the R-C land use designation would be an appropriate use for the property. The only application before them was for a zone change, not development. The Planning Commission's recommendation was for denial as they thought the conditions in the area had changed in the last 15 years. After reviewing all of the documents, staff thought the C-R zone was an appropriate request for this property. There was a concurrent development application, but that was not being reviewed tonight. A retail commercial use would be one of the highest uses for the property and the property was by two of the busiest arterial streets in the community. A rezone did not require a traffic study and the Transportation Planning Rule analysis showed the Transportation System Plan took into account the proposed zoning of the property. Conditions of approval could be placed on the zone change, but staff had found no infrastructure deficits for the property.

Mayor Hodson asked why the property was designated as an area of special concern.

Mr. Brown said one of the primary reasons was the City was in Periodic Review where land use and the Comprehensive Plan were evaluated to make sure they were in alignment with state land use goals. In doing so, the City was looking for areas where a wider variety of housing types could be provided. This area was one of those properties with a willing property owner. The rezone did not accompany the change to the Comprehensive Plan map in order to give the property owner the flexibility to either develop with the R-1 zone or C-R zone. The R-C designation was a placeholder in the text of the Comprehensive Plan.

Mayor Hodson asked if the TSP took into account the worst case scenario for how the corner would be developed. Mr. Brown said it used a reasonable worst case scenario. There were a limited number of commercial uses that could go in, such as a daycare or assisted living facility.

Mayor Hodson asked if it took into account the development planned nearby.

Mr. Brown said the TSP looked at the Comprehensive Plan designations for all of the properties in the City and based their models on full development in a 20 year horizon.

Mayor Hodson asked if there was a deficit of facilities for that corner.

Mr. Brown said at the pre-application meeting the applicant did not think there was a problem with serving this use.

Councilor Smith asked if there was a development concept plan for this property.

Mr. Brown was not sure.

Councilor Smith did not think the C-R zone would fit on this property.

Mr. Brown said they would be small, personal services type of uses that would serve a neighborhood area. A convenience store or gas station would not be allowed in this zone.

Councilor Spoon asked about the conditions that could be placed on the zone change.

Mr. Brown said they could be sidewalk improvements or water or sewer line improvements.

Councilor Spoon asked about the reasons this was designated as an area of special concern.

Mr. Brown stated that the people at that time thought either residential or commercial would be appropriate for this property.

Councilor Spoon asked about the amount of industrial development when this property was designated an area of special concern.

Mr. Brown said most of the industrial development had happened in the last few years and people did not use 13th Avenue as much back then as it was used today.

Councilor Spoon asked if the language stating a zone change would be required from R-1 if the property was redeveloped obligated them to a particular zone change or was it stating a zone change would be required.

Mr. Lindsay said the way he read the Special Area "K" language was permissive to give a lot of flexibility. They were leaving it open as to what zone it could be changed to.

Councilor Smith thought that language meant that the redevelopment application should be submitted at the same time as the zone change so they would know what the use for the property would be.

Mr. Brown said it was indicated specifically that they wanted to give the property owner the flexibility to develop the property as it was currently zoned or allow them to rezone to the placeholder C-R zone.

It was clarified that the Council would be the ones to make the decision on which zoning designation this property should have.

Councilor Heidt clarified there was a lot of high density around town, but it was tied up right now in low density development. She wanted to know how that happened.

Mr. Brown explained it was a future designation for those properties. They had changed the Comprehensive Plan designations to meet state land use goals so that in the future property owners could transition to a different use. Those properties have not been rezoned, only the Comprehensive Plan designations were changed to indicate a future transition was appropriate. The state land use goals required a balance and a variety of housing types in the City.

Councilor Heidt said there was R-1.5 surrounding this property and the area would become higher density.

Councilor Dale asked if Clackamas County made a determination on access off of Ivy for this parcel.

Mr. Brown said yes, they had said the City's driveway separation standard was to be used. There was not enough frontage on Ivy to meet that standard, but the County would allow an emergency access on Ivy which would help with the developability of the property.

Councilor Dale clarified there were not sidewalks on all sides in that area.

Mayor Hodson opened the public hearing at 9:26 p.m.

Applicant: Butch Busse had been a resident of Clackamas County for most of his life. Over the last 20 years his main focus had been rural communities. He was hoping to continue that relationship in Canby.

Roland Iparraguirre, attorney representing the applicant, stated the Planning Commission reviewed this application in September and recommended denial. He addressed the issues that had been raised by the Planning Commission. The first was traffic and parking. Several Commissioners and local residents thought the development proposal would generate too much traffic and possibly create congested or unsafe conditions on the roads. This application was not for development and the scope of the hearing was for a zone change only. A traffic study was performed in July and the engineers concluded that the zone change and development proposal would not degrade the service levels of the surrounding streets or create unsafe conditions. No off-site mitigation was recommended. He submitted a copy of the traffic

study into the record. The second issue was that times had changed since the 2003 Comprehensive Plan amendment and what might have been appropriate in 2003 no longer fit the neighborhood. He understood how people liked their neighborhood and did not want it to change. Staff had recommended approval of the zone change request basing the recommendation on aligning with future land use designation for the property as envisioned by the Comprehensive Plan. All necessary public services were available. The C-R land use designation for this property was assumed in the 2010 Transportation System Plan. The transportation parameters of state law were satisfied and the zone change was consistent with the TSP and Comprehensive Plan. The 2003 Comprehensive Plan text amendments sought out areas that could be C-R zones to satisfy the mandated state land use planning process. The City had officially operated and administered all activity related to the subject property as if the property was already zoned C-R. Nearby residents in Dinsmore Estates wanted to retain the R-1 zoning. Dinsmore Estates was built in 2005 and was adjacent to this property. When it was being developed, the property owner of this subject property had asked Dinsmore Estates for a full size access road between the two properties. Dinsmore Estates fought that request relying on the fact that the City had designated the property as C-R. The City sided with Dinsmore Estates because the subject property was zoned as C-R and a full access road was not required. Mr. Busse came to the City months ago with his plans to develop this property and the City guided him through the process using the C-R zoning. Shortly before the Planning Commission meeting, it was discovered that the property was not zoned C-R, but zoned R-1. The application complied with the Comprehensive Plan and statewide goals. Staff had recommended approval, and he requested approval tonight.

Councilor Smith asked how they had not known that this was zoned R-1.

Mr. Iparraguirre said the City had operated under the guise of it being C-R zoned for 15 years and processed applications as if it was C-R. Title companies had issued reports that had the designation of this property was C-R.

Commissioner Smith thought the area of special concern language stated that the zoning and development applications needed to be done simultaneously to match the zoning with the proposed use.

Mr. Iparraguirre agreed with staff that the language was meant to be a placeholder to provide flexibility for the property owner and future development of the property.

Mr. Busse said if someone spent a lot of money designing a development before the zone change was approved, it was putting a lot of effort and financing into the process before they knew they would be able to do that development. If the zone change was approved, they would be able to make the development fit the zoning of the property. The zone change was the first step.

Mr. Brown said the day of the Planning Commission meeting a long time resident contacted staff and said they never remembered the property being changed to the zone. Staff had never had a reason to suspect that the zoning maps were not correct. Staff went back and pulled the ordinances and Comprehensive Plan text amendments and found the zoning had never been changed. All of the other properties at the time had been changed except this one.

Mayor Hodson asked what they intended to build on the property.

Mr. Busse stated they wanted to build attached townhomes.

Proponents: Mike Agee, real estate agent representing the land owner, submitted notes from the pre-application meeting that was done by the land owner where staff had told him that the property was zoned C-R. This was the land owner from 2003 who was told that the property had been rezoned to C-R. He had listed the property many times and had verified the zoning through the City and title companies. Three hours before the Planning Commission meeting, they were notified that someone had brought to staff's attention that there was a problem. He had people interested in buying the property and they had all been told it was zoned C-R. The applicant bought the property after reviewing the pre-application meeting notes and wanted to do a townhome project and did the design for that project. That process had to be put on hold when they found out about the zoning issue, and they had to submit a zone change application. Decisions had been made on surrounding properties that affected the outcome of this property. These decisions had been made based on the zoning map that showed the property as C-R. The owner of the property was a co-applicant for this zone change and was asking for the zoning that had been granted to him in 2003.

Opponents: Dennis Richey, resident in Dinsmore Estates, had served as a Planning Commissioner and Public Safety Committee Chair in West Linn previously. He had problems with the intended use of the property. He thought the Council did not have all of the knowledge that the Planning Commission had when they made their decision to deny the application.

Janet Sanders had lived in Canby for 24 years and 2 ½ years ago moved to Dinsmore Estates. When she purchased that home, she was shown the stub streets and was told the adjacent property would be developed. She did not think the priority should be what a developer wanted to do with a property and the revenue they wanted to generate on the lot. She thought the area of special concern language was open to interpretation of what was needed by the City. Things had changed in 15 years. She did not think that because it had been wrong on the Comprehensive Plan map that it needed to be made right by creating another wrong.

Bob Cambra, Canby resident, opposed the request as it wasn't in the community's best interest. The zoning had not been changed in 2003 because the people at the time wanted present day officials to evaluate the request based on today's circumstances. Today a rezoning would open the opportunity for greater concentration of development and higher usage than R-1. This was one of the busiest intersections on the south side of town. There would be congestion, safety issues, and parking problems if the development went through. This was the wrong location for the concentrated usage. This development and those being built in the surrounding area would make the situation worse. He asked that the zoning remain as R-1.

An audience member asked what the Council was actually deciding. Mayor Hodson explained the application was for a zone change from R-1 to C-R.

Scott Sasse, Canby resident, said in 2003 Tom Schultz got a Conditional Use Permit to build greenhouses and sell retail. He sold the business to someone else who did the same thing. When the greenhouses were gone, it was supposed to go back to R-1. He questioned that this zoning was done in 2003. He didn't have a problem with development but wished it was different. There would be additional traffic and the traffic study shouldn't have been done in July when school was out.

Scott Sanders, Canby resident, thought the zone change should be based on the redevelopment application. The traffic study was done in July when traffic was lower. He had seen congestion and queuing issues in this area. When this was done in 2003, they thought development would occur to the

south, and it had actually gone north. The Council needed to look at the current situation when making this decision.

Rebuttal: Mr. Iparraguirre said this was only a request for a zone change, and there would be ample opportunity for the public to give input on the possible development of the property. There were ramifications to 15 years that they thought this was zoned C-R. He asked what the owner's rights were now that the property was R-1. There was potential for a dispute between this property and Dinsmore Estates for access. The owner should not be penalized because a mistake had been made. A lot of different uses were contemplated in the traffic study and all of them met the parameters.

Councilor Smith thought there was an access road off of SE 15th and SE 14th.

Mr. Iparraguirre was talking about an access road between the two properties. An argument was made that there should have been access as part of the Dinsmore development.

Mayor Hodson closed the public hearing at 10:17 p.m.

Councilor Heidt asked if an R-1.5 development was permissible under the C-R zone.

Mr. Lindsay explained there were outright permitted uses and conditional uses in the C-R zone and some of the outright permitted uses included what was outright permitted in the R-1.5 zone.

Councilor Spoon asked about the purpose of areas of special concern. Mr. Lindsay said it was used to call out the unique characteristics of an area and to place special requirements on the area to guide the development of these unique areas.

Councilor Smith read from the Area of Special Concern "K" language and discussed how he thought the C-R designation was already placed on the parcel. He thought at the time they realized putting a C-R zone in the middle of R-1, R-1.5, and School District might not be compatible. He thought this provision was written to require consideration of both the zone and the use at the same time.

Councilor Heidt said they knew what the applicant wanted to do with the property even though they were only addressing the zone change at this time.

Councilor Smith said they did not have all of the other requirements for the land use proposal in front of them.

Councilor Spoon said the intent of the area of special concern was to guide the development in a particular manner. She agreed that there needed to be a land use application along with the zone change to make sure the direction for this area was being followed. It was unlike most areas where a zone change was done first because it was an area of special concern. She empathized with the applicant's situation, but did not think that she was obligated to vote in a certain way due to the circumstances. She did not think C-R was the appropriate zoning for the site.

Mr. Lindsay thought the language of Area of Special Concern "K" left it open that the City might wish to have a development application along with the zone change. The language was permissive and did not require a development application. It was up to the Council whether or not to say it was necessary for their vote.

Councilor Heidt thought the language allowed both C-R and R-1.5 zoning. It could be residential or commercial.

Councilor Spoon said nowhere in the description did it indicate that was the intent.

Mr. Lindsay said the Council could interpret what the language meant today.

Councilor Parker thought the most appropriate zone for this property was R-1.

Councilor Dale said when he looked at the unique character of the area he saw a large retirement community, R-1 built to the boundaries, two schools, parks, and a busy intersection. The reality of today must be considered. He also agreed that a development proposal needed to be brought in with the zone change. He thought the highest, best, and most appropriate use for the property was R-1.

Councilor Smith agreed that R-1 was the most appropriate and compatible with the surrounding uses.

Councilor Heidt thought the City needed to take responsibility for the mistake that was made. They had promoted the C-R zone with the Dinsmore development and with this applicant. She thought the people in 2003 foresaw a lot of the development that had occurred and that C-R would fit in with the higher density in the area.

Councilor Smith did not think a mistake had been made. When he was Planning Commission Chair, he remembered discussing residential going in this area.

Councilor Spoon was not sure a mistake had been made. Some of the onus of due diligence was on the developer, not just on the City. A mistake should not obligate a public body to correct it by changing policy at the expense of the City that would last decades.

****Councilor Smith moved to deny ZC 18-04 (Busse) because this was an area of special concern that required a development application to be considered at the same time as the zone change request. This was a mandatory approval criterion in these circumstances. The application also did not meet Comprehensive Plan policies 1 and 6 because R-C in that area was not the most appropriate considering the nature of the surrounding uses of R-1, schools, and heavily traveled area and would be most compatible as an R-1 zone. Motion was seconded by Councilor Heidt and passed 5-0.**

RESOLUTIONS & ORDINANCES:

Ordinance 1493 – **Councilor Smith moved to approve Ordinance 1493, AN ORDINANCE, PROCLAIMING ANNEXATION INTO THE CITY OF CANBY, OREGON 9.55 ACRES INCLUDING 8.91 ACRES OF REAL PROPERTY DESCRIBED AS TAX LOTS 800 AND 900 OF PORTION OF SE ¼, SEC. 27, T.3S., R.1E., W.M. (TAX MAP 31E27DB); AND TAX LOT 601 OF PORTION OF SE ¼, SEC. 27, T.3S., R.1E., W.M. (TAX MAP 31E27AD); AND APPROX. 0.64 ACRES OF ADJACENT NE TERRITORIAL ROAD RIGHT-OF-WAY; AND AMENDING THE EXISTING COUNTY ZONING FROM RURAL RESIDENTIAL FARM FOREST FIVE ACRE (RRFF-5) TO CITY LOW DENSITY RESIDENTIAL (R-1) FOR THE ENTIRE AREA; AND SETTING THE BOUNDARIES OF THE PROPERTY TO BE INCLUDED WITHIN THE CANBY CITY LIMITS to come up for second reading on October 17, 2018. Motion was seconded by Councilor Spoon and passed 5-0 on first reading.

Ordinance 1494 – This ordinance was not voted on since the zone change was not approved.

Ordinance 1495 – ****Councilor Spoon moved to adopt Ordinance 1495, AN ORDINANCE AUTHORIZING THE CITY ADMINISTRATOR TO EXECUTE A CONTRACT WITH PBS ENGINEERING & ENVIRONMENTAL, INC. FOR TRANSPORTATION ENGINEERING & TECHNICAL SERVICES OF NORTH QUIET ZONE IMPROVEMENTS (N ELM ST – N GRANT ST – N IVY ST); AND DECLARING AN EMERGENCY. Motion was seconded by Councilor Heidt and passed 5-0 by roll call vote.**

NEW BUSINESS: Amendment to Employment Contracts with City Administrator, City Attorney, and Municipal Court Judge – Mayor Hodson said the Council had gone through a review process for these three positions. He described the compensation changes that were being proposed.

****Councilor Dale moved to adopt the amendment to employment contracts with the City Administrator, City Attorney, and Municipal Court Judge. Motion was seconded by Councilor Spoon and passed 5-0.**

Councilor Smith thought a new process needed to be developed for the Municipal Court Judge evaluation.

ADMINISTRATOR'S BUSINESS & STAFF REPORTS: Mr. Robinson thanked the Council for the wage increase.

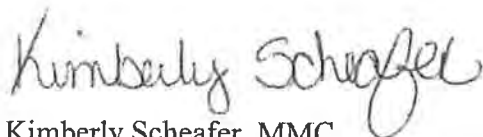
CITIZEN INPUT: None.

ACTION REVIEW:

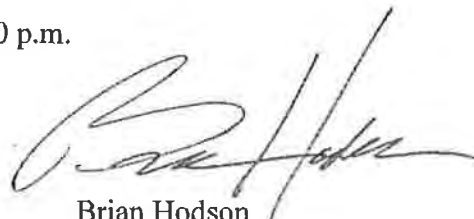
1. Approved the Consent Agenda.
2. Resolution 1298 failed for lack of second.
3. Approved Ordinance 1493 to come up for second reading on October 17, 2018.
4. Adopted Ordinance 1495.
5. Approved the amendment to employment contracts with the City Administrator, City Attorney, and Municipal Court Judge.

There was no Executive Session.

Mayor Hodson adjourned the Regular Meeting at 11:00 p.m.



Kimberly Schaefer, MMC
City Recorder



Brian Hodson
Mayor

Assisted with Preparation of Minutes - Susan Wood

May 17, 2021

City of Canby, City Council
Brianna Addotta, Planner

DR20-03 and CUP 20-02

Brianna, thank you for your work on the staff report. As you pointed out, the Planning Commission's statements, and then findings and reasons for denying the application revolved around five topics. Thus, we wish to clarify and address those 5 issues directly so you know what any additional argument by the applicant will be and can incorporate the actual request numbers and details into your staff report.

1) The definition of the use.

The Planning Commission appeared to be confused about the nature of the use. The use is one single use, for land-use purposes similar to a nursing home. The planning commission's confusion appears to be due to the fact that there are both a memory care unit, and an assisted living unit in the same facility. Both together constitute one-single elderly care facility where the services are very similar for both units. The planning commission appears to have unanswered questions of whether there would be different impacts from an assisted living unit on the second floor, than the memory care unit on the first floor. The answer is no.

The impacts are the same. In order to qualify for assisted living, the person, by definition, must not be able to live independently. It may be a variety of physical disabilities, ailments, diseases, or other physical limitations, but the people in the assisted living unit required assistance with their activities of daily living. They may need help walking, bathing, eating, seeing, getting out of bed, etc. but by definition cannot care for themselves. The people in the assisted living unit have not been diagnosed with dementia. On the other hand, residents who have been diagnosed with dementia, also have security doors, they may or may not be in better physical capability than other residents, but they have severe enough dementia that they necessitate being in a secure memory care facility. These people also are at such a high level of dementia that they cannot care for themselves independently. Thus, the services inside are very similar, same impacts, with the main difference being that the memory care unit has locking security doors to prevent the residents from wandering.

2) The number of beds.

The applicant proposed 102 total beds, period. The planning commission appears to have been confused by the fact that there are two residential units that are proposed to have two rooms in

them – you will note that the applicant’s design engineer said 49 “rooms” at on point... which apparently confused the Planning Commission because that equates to 47 beds in the assisted living portion. Thus, the applicant proposes 102 beds, and the application is based on 102 beds.

The applicant has expressed flexibility with how the rooms are configured but does not want this to lead to confusion. But if the City deemed it necessary the facility could be modified easily to could do 100 beds by making two other residences into two-room residences.

3) Allocation of parking spaces.

The applicant proposes 60 parking spaces to comply with CMC 16.10.010. Again, the applicant has expressed flexibility if the city deems it necessary but does not want to cause any confusion. The Planning Commission appears to have gotten confused between 60 and 61 because there are 60 dedicated parking spaces and 1 loading zone that was not counted as a parking space, but does factor in to understand that a regular parking space will not be occupied for loading or unloading.

For purposes of the application we ask that the number to be used is the 60 shown on the applicant’s site plan. Again, not to create any confusion, but the applicant again simply tried to show flexibility by showing that more parking COULD be added, if the city wanted to demand it and allow a reduction in the landscape/pervious surface area. But the ratios of parking-to-beds is very good for Asteria as proposed with 60 parking spaces and 1 loading space. The expert from Avant on this topic assessed that there will be an ordinary maximum of about 36 parking spaces used on the property, leaving plenty of other open parking spaces, and far exceeding the 44 that was recommended as necessary.

4) Building mass and density.

This concern of the planning commission is easily rectified. The pictures and renderings submitted to the planning commission apparently did not show them well enough that there are actually two separate building; that there is a courtyard and walkways in between building A and building B, and that there is a large outdoor courtyard in the center of building A. Therefore neither “mass” or density of the building itself should really be an issue. New color renderings have been submitted, showing the front view, street view and side views which demonstrate that from Ivy or 13th the visual appeal will be exceptional. The set-backs, building height, visibility and other factors are in compliance and approvable as noted by staff.

5) Traffic impacts on IVY and 13th.

As noted in the previous staff findings, professional engineers have reviewed this proposed use and noted that this use “generate[s] much less traffic than a single or multi family dwelling unit” and that traffic counts were so low for the use that even a second driveway would not normally be recommended. However here, two driveways, with one being right turn only, will

additionally mitigate the low level of traffic impact even more. The traffic engineers expanded the scope of their study and data from 3 to 5 years and found that the intersection will exceed ODOT's operational standards and due to this intersection having such a low accident rate, that no mitigation was even necessary. Thus, the experts have given their opinions that the traffic generated by the proposed use, is lower than that of other approvable uses in this zone, and that the proposed use meets or exceeds all applicable traffic factors.

Also, as you are certainly aware, something else to keep in mind is that all of this must be considered in light of the background policy in the OAR's and state law requiring only use of clear and objective approval standards for residential housing. 660-008-0015. "a local government may adopt and apply only clear and objective standards, conditions and procedures regulating the development of needed housing on buildable land". Some of the 'concerns' of the commission were not really relating to approval criteria, nor were they clear or objective approval standards.

Best wishes,
Tyler

SITE DETAILS:

Attachment B

SITE ADDRESS:

1300 S. IVY ST.
CANBY, OREGON

JURISDICTION:

CITY OF CANBY

SITE ZONING:

R-1; LOW DENSITY RESIDENTIAL

PROPOSED USE:

ASSISTED LIVING / NURSING CARE (CONDITIONAL USE);
SINGLE FAMILY DUPLEXES FOR SENIOR LIVING

LAND USE PROCESSES REQUIRED:

TYPE III SITE PLAN & DESIGN REVIEW
CONDITIONAL USE REVIEW

TOTAL SITE AREA:

111,973 S.F.

SITE DENSITY PROPOSED:

102 RESIDENT BEDS
8 DUPLEX UNITS

PROPOSED BUILDING COVERAGE:

32,588 S.F.

PROPOSED HARDSCAPE AREA:

34,951 S.F.

PROPOSED LANDSCAPED AREA:

44,434 S.F.

TOTAL CARE FACILITY PARKING SPACES66 PARKING SPACES W/ 2 HANDICAP VAN ACCESSIBLE SPACE
AND 1 HANDICAP ACCESSIBLE SPACE

TOTAL DUPLEX PARKING SPACES: 8 GARAGE SPACES + 8 PARKING SPACES = 16 PARKING SPAC

TOTAL ALL PARKING SPACES: 72

LOADING SPACES: 1

TOTAL BICYCLE PARKING: 8 SPACES

GENERAL SITE PLAN NOTES:

SITE FURNISHINGS SUCH AS FENCES, & ANY OTHER FURNISHINGS SHALL BE CONSTRUCTED W/ 20% SUSTAINABLE HARVESTED MATERIALS, SUCH AS FORESTRY STEWARDSHIP COUNCIL (FSC)-CERTIFIED WOOD & RECYCLED CONTENT MATERIALS, EXCLUDING PLASTICS. THE INTENT OF THIS STANDARD CAN ALSO BE ACHIEVED THROUGH THE USE OF LOCALLY SOURCED MATERIALS, ORIGINATING WITHIN 500 MILES OF THE SITE

A MIN. OF 20% RECYCLED CONTENT PAVEMENT OR PAVEMENT BASE, SUCH AS CONCRETE GRINDINGS FOR BASE MATERIALS OR BLAST FURNACE SLAB ADDITIVES OR ASPHALT W/ GLASS FOR HARD-SCAPE ELEMENTS SUCH AS STREETS, SIDEWALKS, PATHS, PARKING AREAS & COURTYARDS SHALL BE PROVIDED

REFERENCE LANDSCAPE PLANS FOR LANDSCAPE PLANTING DETAILS

REFERENCE CIVIL SHEETS FOR R.O.W. IMPROVEMENTS, PERVIOUS PAVEMENT DETAILS, STORM-WATER MANAGEMENT, ETC.

PROVIDE A LEVEL CEMENT CONCRETE PAD, MIN. 4" THICK, @ GROUND ELEVATION. THE PAD SHALL BE DESIGNED TO DISCHARGE SURFACE WATER RUNOFF TO PREVENT STANDING WATER TO DRAIN @ GARBAGE ENCLOSURE

THE VEHICULAR APPROACH AREA & STAGING AREA SHALL NOT HAVE A PERCENT OF GRADE EXCEEDING 3%, SLOPED IN ANY DIRECTION

PROVIDE A CLEAR STAGING AREA IN FRONT OF THE ENCLOSURE W/ A MIN. LENGTH & WIDTH TO ALLOW FOR A 3' PERIMETER AROUND ALL SIDES OF THE CONTAINER WHEN BEING SERVICES OUTSIDE OF THE ENCLOSURE

A MIN. OF 3', INCLUDING PAD AREA, SHALL BE PROVIDED IN FRONT OF EACH CONTAINER FOR MANEUVERABILITY IN DEPOSITING SOLID WASTE OR RECYCLABLE MATERIALS

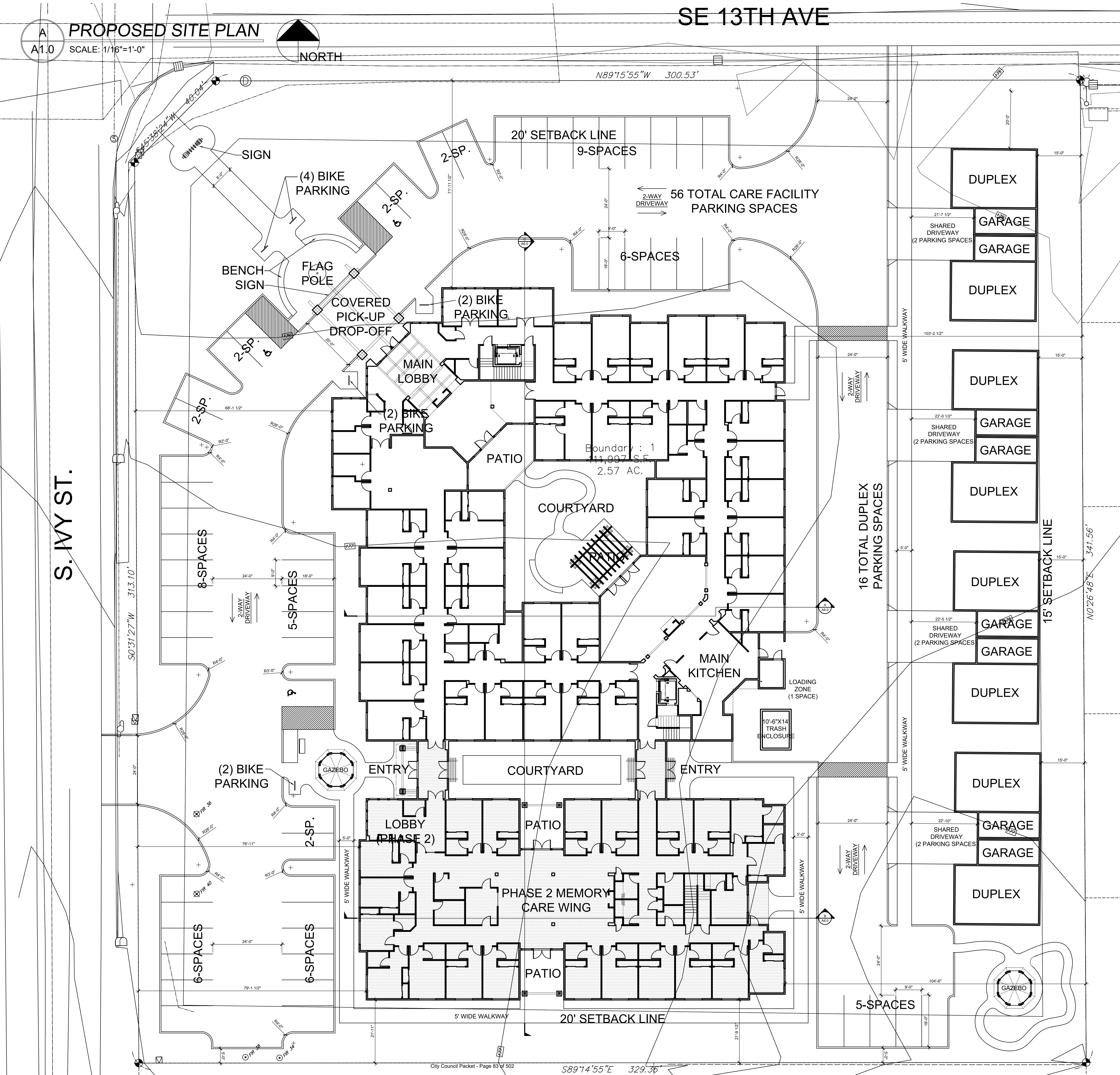
PROVIDE A "NO PARKING" SIGN THAT SHALL BE PAINTED TO ON THE PAVEMENT IN FRONT OF THE GARBAGE AREA TO PROVIDE SAFE & UNOBSTRUCTED ACCESS FOR SERVICING CONTAINERS

GARBAGE & RECYCLING ENCLOSURE GATES SHALL SWING FREE OF OBSTRUCTIONS & HAVE RESTRAINERS IN THE OPEN & CLOSED POSITIONS. THE GATE SWING SHOULD OPEN TO A MIN. OF 120 DEGREES

OFF STREET PARKING SHALL BE COMPLETED PRIOR TO ISSUANCE OF CERT. OF OCC. & PROVIDED FOR EMPLOYEES & VISITORS. NO STORAGE OF NON-OPERABLE VEHICLES OR OF MATERIALS PERMITTED

OWNER TO FURNISH ALL OUTDOOR FURNITURE SHOWN ON SITE PLAN

ALL PEDESTRIAN WALKWAYS, BUILDING ENTRANCES AND EXITS, AND OUTDOOR USE AREAS TO HAVE LIGHTING PROVIDING A MIN. OF 5 FOOT CANDLE ILLUMINATION, TYP.



nw

A&D

from design concept to architectural reality

NW Architecture & Design, PC

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REGISTERED ARCHITECT

REVIEW SET

PORTLAND, OREGON

STATE OF OREGON

EXPIRES: 12-31-21

Canby Senior Living

1300 S Ivy St.

Canby, Oregon

An Independent Living, Residential Care,
& Memory Care Community

Waterstone Investments, LLC.

These plans and the designs
herein are copyrighted under
Federal Law by EPR DESIGN,
LLC. & NW ARCHITECTURE &
DESIGN, P.C.

SITE PLAN

REV. NO. 1 DATE: 5/3/2021

DRAWN BY:

REVIEWED BY:

SHEET: A1.0 App-4





Attachment C

Written comments submitted by:

Terry L Waddell
315 SE 14th Place
Canby, Oregon 97013
terrylwaddell@gmail.com

Regarding: City File No: 21-01; Appeal of Planning Commission Denial of Memory Care Facility; 1300 S Ivy St. (DR 20-03 & CUP 20-02); Hearing June 2, 2021, 7:30pm

My concern about this memory care facility is:

1. The number of vehicles going in and out of the property, i.e., staff, visitors and vendors.
2. Adding more traffic to an already busy intersection.
3. The lack of adequate parking on the memory care site.

I attended a Zoom meeting last fall put on by AKS Engineering & Forestry (no City/County staff were present) and told them that until the Covid virus is under control and traffic on Ivy and 13th returns to normal they will not be able to do an accurate traffic study. When students return to school full-time and workers return to their workplaces, this intersection and surrounding streets will once again become very congested. The school buses servicing Canby and North Marion Schools travel 13th all day long. Parents drop off and pick children up at Ackerman and Lee Schools. These schools are hubs for youth sports and jamborees along with events like the record flea market often creating a shortage of parking causing participants to park in surrounding neighborhoods.

Two other high traffic businesses are located at this intersection, the swim center and senior center.

I am asking the planners and City Council to please allow for adequate on-site parking when approving new construction. Please don't let our neighborhoods become parking lots for businesses that didn't allocate enough space on their own property to provide for their needs. Carefully consider the existing congestion at this intersection before adding to it.

Thank you

Terry Waddell

City of Canby
Comments Regarding the appeal for the proposed Memory Care Facility
on 13th and Ivy: DR20-03 & CUP20-02.

THE MAJORITY OF RESIDENTS OF DINSMORE II CONCUR WITH THE
ORIGINAL FINDINGS BY THE PLANNING COMMISSION.

1. Parking- 60 parking places are totally inadequate. The number of staff, visitors, and some residents in the duplexes will negatively affect the neighborhood streets. Several times we have requested information on an approximate number of staff that would need parking and never have gotten the calls returned. We do not want our neighborhood to become a parking lot!
2. Bed count- 104 beds in the facility, plus the duplexes along the fence, puts this into a high density qualification! It does not fit in the R-1 zoning.
3. 4 major exits (Larch street, the Senior Center, the pool, and the school) north of Ivy on 13th already make that intersection very difficult to get out during morning and afternoon hours. When Dinamore II was built Larch Street was a contention point because the intersection was already classified as overtaxed. This has not decreased, other than the fact that the school, pool, and senior center are TEMPORARILY closed. Any traffic studies during this pandemic are totally invalid. Three of the major contributors that feed into the north end of 13th were removed from the flow, as were school buses traveling to other locations. Commercial traffic was almost non-existent during the early stages of the pandemic when the traffic study was done. The usual "rush hours" were nonexistent.

Many residents called me when they got their written comments back because of a misprint of the email address. They were further frustrated when they next tried to deliver their comments by hand, and couldn't get into the building. Thus my comments represent more than just myself. My request to extend the period for comments was denied.

Dennis Richey
Past Chair, Dinsmore II HOA
315 SE 13th Place
503 816 9929



Attachment D

Minutes Canby Planning Commission Monday, April 12, 2021

(Commissioner John Savory (Chair))

Commissioner Larry Boatright (Vice Chair)

Commissioner Jeff Mills

Commissioner Jason Padden

Commissioner Jennifer Trundy

Commissioner Michael Hutchinson

Commissioner James Hieb

PRESENT: Commissioners John Savory, Larry Boatright, Jason Padden, James Hieb, and Jeff Mills

ABSENT: Commissioners Michael Hutchinson, Jennifer Trundy

STAFF: Don Hardy- Planning Director, Brianna Addotta- Associate Planner, Laney Fouse- Recording Secretary

OTHERS: Petronella Donovan, Edward Radulescu, Gary Spanovich, Zach Fogg, Sharon Kraxberger, Richard Georgescu, Bill Vermillion

CALL TO ORDER Chair Savory called the meeting to order at 7:00 p.m.

CITIZEN INPUT ON NON-AGENDA ITEMS – None

MINUTES a. None

NEW BUSINESS - None

PUBLIC HEARING

- a. The proposal is a request for Conditional Use and Design Review approval for a Memory Care Facility with 102 beds and four independent living duplexes, with associated parking and site improvements. **DR 20-03 and CUP 20-02 (Memory Care Facility).**

Chair Savory opened the public hearing and read the hearing statement. He asked if any commissioners had ex parte contacts or conflicts of interest to declare. There was none. Commissioner Boatwright lives in the area and drives past the property, and his son once rented the site for a temporary use. He does not believe either of these facts will affect his decision.

Brianna Addotta, Associate Planner, presented the staff report. The request was Conditional Use and Design Review III approval for a senior living facility with 102 beds and 8 independent senior living units at 1300 S. Ivy St. She presented the applicable criteria for Design Review and Conditional Use applications and provided existing conditions of the property. It is a 2.6 acre parcel at the SE corner of SE 13th Ave. and S Ivy St. It has 2 existing driveways, one single family home, and a storage structure. It was previously designated Special Area K, which was a designation from the Comprehensive Plan, that established an overlay of the C-R zone to encourage developers to apply for future zone change and development. This designation did not change the base zoning of R-1. Projects have been applied for in the past but were never approved, and the Special Area K designation was removed in 2019 through Ordinance 1514, it no longer applies.

She presented an area map showing the swim and adult centers to the north, single family residential to NW, senior living and assisted living facilities to the west. South is a retail shop, SE is more single family residential.

Specific applications considered: Conditional use for Nursing home use in R-1 zone and Design Review 3 for new buildings. The details of project include 1 two story facility with 102 beds, 2 beds per room. 4 independent senior living duplexes on east side. Retain both accesses, one on Ivy and one on 13th. 31% landscaping and 60 parking spaces. Elevations and renderings of facility show a building larger than a single family home but similar in design. Design elements meet residential standards. The 4 duplexes represent 8 units, one story, 600 square feet with 1 car garage each and shared driveway, one driveway spot each. 15' setback to residential to the east is applied.

30% required landscaping, 31.7% proposed. 15% required landscaping in the parking lot, 28% proposed. Variety of vegetation, showing street trees.

Ms. Addotta addressed the approval criteria. The R-1 zone allows nursing homes as a Conditional Use. A 37' building height is proposed. 35' in height is the maximum allowed in R-1 zone, but this follows the 'stepback standard' of the Conditional Use criteria, allowing an increase their setbacks by 2 feet in order to accommodate 2 additional feet in height.

The property is in Lighting Zone 1. Maximum 2600 lumens are allowed for fully shielded light fixtures, the maximum proposed for this site is 23 foot candles (1 foot candle is 1 lumen per square foot, measures the application of light on the space). Lighting is centralized in the courtyard interior to the site.

Next she presented the reduced parking request. A table showing how the 60 parking spots have been allocated was provided. Nursing home standard is 1 space per 2 residents + 1 space per employee. Applicant has requested the 51 parking spaces for the 102 residents typically required by the Canby Municipal Code be removed. The applicant states in their application materials that no residents of the facility will drive. Other categories of required parking have been addressed. 8 spaces are required for the duplex units, 33 staff parking spaces and 5 visitor spaces are required- which was deemed comparable. The applicant provided two comparable facilities in the region as well as industry standard ratios for the use. For the same reason, 7 parking spots are designated for outside care providers and swing shift employees. The chart stated 55 parking spaces would be required if the 51 resident parking spaces were not considered required. The chart of proposed parking showed 0 parking spaces proposed for the memory care facility residents, 16 spaces for the senior living duplexes, 33 for staff, 7 for swing employees and outside providers, and 10 for visitors. The applicant has proposed 60 total parking spaces. The total number of parking spaces required per Code standard is 106.

The applicant's traffic consultant Gary Spanovich interjects to state the driveways are not for visitors of the facility.

Next discussed was the request for reduced access spacing. The applicant has requested exception to the spacing standard of driveways/intersections on arterials. Both Ivy and 13th are arterials, which hold a 330' spacing standard from intersection or other driveway. Ms. Addotta pointed out the lot is 330' by 315', meaning any access proposed concurrent to development of the site would have to have some degree of spacing exception, due to the dimensions of the lot as well as existing driveways and local streets immediately to the south and east of the property, respectively.

Existing driveways are 10' and 110' south of the southern property line. Both driveways belong to an existing retail establishment. A local street access (Larch St.) is 60' east of the eastern property line. The applicant has proposed the entrance on S. Ivy St. 90' north of the existing driveway. The entrance off of 13th Ave. is proposed to 90' to the west of the existing access onto Larch St.

The Dept. of Health Services and Facility Planning and Safety OAR 411-054-0200(2) (h) states "Facilities must have an entry and exist drive that will allow for [vehicle circulation] without the need for vehicles to backup." The parking lot is not circular in consideration of the neighbors to the south and east. Ms. Addotta stated typically 2 accesses would not be allowed on a corner parcel, and not for a use that generated the low number of trips anticipated, but that State rules provide the ability to consider two accesses for this particular proposal.

Traffic Study summary was provided. The study was conducted by Charbonneau Engineering, reviewed by DKS. Intersections studied include 13th Ave and Ivy St., the proposed access on 13th Ave., and the proposed access on Ivy St. 21 am peak hour trips and 29 pm peak hour trips were reported, with a total of 295 daily trips. A 2% background regional growth rate was applied, and trips from projects currently under development were applied. The study did not identify any safety or intersection capacity issues.

Ms. Addotta discussed a Condition of Approval making the access from Ivy St. a right-in right-out only. This would allow the free flow of emergency vehicles while providing direction for passenger vehicles to keep traffic moving on Ivy St.

One monument sign is proposed integrated into the entrance archway and a freestanding sign in the northwest corner of the property, visible from the intersection. Planning Commission may approve this signage now as appropriate for the Conditional Use, and the applicant shall follow up with a Type 1 sign application which can be approved administratively.

Correspondence received includes conditions of approval from the City Engineer, one public comment from Donald Chambers, resident, concerned about the safety and accessibility of the intersection at 13th and Ivy, and one public comment from Zach Fogg, questioning the need for assisted living in the area given the presence of Hope Village.

Ms. Addotta stated the traffic study provided shows the intersection will not fail because of this project, and the additional consideration of the right-in right-out only access onto Ivy St. will help north south traffic additionally. While staff understand market considerations can be of legitimate concern as to the success or failure of a facility, it is not within Planning Staff or Planning Commissioners purview to consider market factors when making a Land Use decision on Design Review or Conditional Use applications.

She then summarized the Conditions of Approval. Standard conditions for Design Review for new development, e.g. utility installation, storm drainage analysis, etc. Frontage improvements along Ivy and 13th. Access from S. Ivy St. must be right in right out only with associate infrastructure and signage, plans must be provided and approved before site work commences. Requirements for additional administrative documentation, e.g. bike parking detail and sign permit application. Signage for 5 visitor parking spaces.

Staff recommended approval of DR 20-03 and CUP 20-02 based on the applications submitted and the facts, findings, and conclusions of the staff report, subject to the Conditions of Approval.

Questions to Staff by Hearing Body

Commissioner Heib asked if this project was in any way associated with Hope Village or Marquis Companies. Ms. Addotta said no.

Commissioner Mills asked was building mass considered in the design review in context of the R-1 zone, the question is, is this compatible with R-1. That's the focus of the Design Review. The mass of the building seems completely out of character for the R-1 zone in the city and the R-1 development surrounding. Ms. Addotta stated the only design review consideration outside the R-1 design requirements is the length of the building, which has been addressed with a breezeway and entry gazebo about 2/3 down the site on the Ivy St. side. It was not shown clearly in the renderings but is shown on the site plan.

Commissioner Mills asked how the visitor parking spaces in the driveway work. People who are visiting residents of the facility could park in a driveway space and block the garage. Ms. Addotta responded no, those spaces are separate from the visitor parking spaces. 5 visitor parking spaces will be marked in front of the primary facility for visitors of the facility. The duplex units operate as typical duplex units would with garage and driveway to be used by the occupant of the corresponding unit, and their care providers and guests. He pointed out page 5 of the staff report has the parking chart, arithmetic is incorrect. Staff had double counted 5 visitor spaces. Commissioner Padden confirmed the arithmetic. Total required was determined to be 61, total proposed was determined to be 60. Amendment to the staff report would be made to reflect this.

Commissioner Heib asked whether there is anything mandating that the facility cannot be converted into typical residences in the future, that they won't be rented out to younger/more capable tenants. Ms. Addotta responded this won't be developed like a condo complex. There are 2 beds per room, all other facilities are shared and controlled by staff. The residents will not be independent. Planning Director Don Hardy added that because this is a Conditional Use, the type of facility and type of resident will be a built in condition to this application and cannot be changed without another review.

Commissioner Mills asked how far in the future the traffic study went. It might be okay now but what about two decades from now? Ms. Addotta stated 2% growth factor was applied, appropriate for the area based on past growth, but I will defer to the traffic consultant on horizon.

Commissioner Boatwright asked was the study done using COVID data or non-COVID data, Ms. Addotta stated the study was done during COVID, using data that was pre-COVID. I will defer to the traffic consultant for the particulars, they provided several sets of data.

Commissioner Padden asked for clarification what a pork chop was and whether it would be mountable for emergency vehicles. Ms. Addotta responded there is no standard drawing for driveways so Public Works and I will work directly with the applicant to design the driveway. The curb will be made mountable. The porkshop is a concrete barrier that only allows the right-in right-out movements, it'll also have a sign.

Commissioner Padden asked for confirmation that the proposed accesses weren't proposed closer to respective property lines because of existing driveways on adjacent land, and how the sidewalk and planter would match up with existing facilities. He expressed concern in the future a right turn lane will be required on Ivy St. travelling north onto 13th Ave. Is there a way for these proposals to accommodate more long term questions like that? Ms. Addotta affirmed his assertion about the access spacing, stated that the facilities will transition into existing facilities. She responded that things like ultimate road width and designated turn lanes are longer term decisions, and they are documented in our Transportation System Plan. If a roadway improvement is not identified in that plan, we don't anticipate needing to plan for it in the next 10, 15, 20 years. The applicants are dedicating what is appropriate to the classification of the road.

Commissioner Savory requested clarification on possible turning movements and traffic flow if the Ivy access were a right-in right-out, discussion with staff and amongst Commissioners clarified movements for particular situations, such as an emergency vehicle needing to access off of 13th Ave. In that case, the vehicle can either turn left directly into the site if they are heading east, or turn right into the site if they were heading west, while accounting for westward traffic.

Commissioner Padden, Mills and Heib questioned whether the roundabout to be installed further down Ivy would have a positive or negative effect on this project and in their opinion it wouldn't and doesn't need further study.

End of questions to Staff.

Applicant Presentation

Petronella Donovan, property owner. Edward Radulescu as the consultant for owners of property, Gary Spanovich and Richard Georgescu present as traffic consultant and engineer respectively.

Mr. Radulescu said parking count is correct if leaving out the double counted visitor spots. He stated they were proposing 61 parking spaces. Visitor spaces will be located at the front of the building and signed. He stated the use of the property is not only Memory Care. There are 55 memory care beds on the first floor, one bed per room. There will be 49 assisted living units on the second floor, one bed per room. And there will be 8 independent senior living units in the duplexes. A total of 104 beds. The driveways will align for radius of emergency vehicles.

Questions to Applicant Team from Hearing Body

Commissioner Padden asked if it is in the contract for the residents of the facility that the residents will not drive and will not have cars parked on site. He pointed out this project was discussed that the facility is all memory care and memory care residents categorically do not drive, and now if only the first floor is memory care and the second floor residents are not memory care, he's concerned there will be a loop hole allowing the people on the second floor to own cars and drive and we won't see that impact until the facility is built.

Mr. Radulescu stated no residents in the main building will drive or own cars. As part of the level of care provided and as part of the contract. Mr. Radulescu said the entire site is registered as a care facility, would be unable to rent out individual units for any other use. Independent senior living duplex residents are only folks allowed to drive. Property owner Petronella Donovan stated people who are able to drive will not need the level of care we intend to provide.

Gary Spanovich stated the Transportation System Plan looks out to 2030, that's how long the study horizon is. Traffic modelling is done by breaking up areas into travel zones, make predictions of trips based on population. 131 trips in, 66 trips out daily in 2030. There is plenty of capacity. Mr. Spanovich stated with COVID school trips have fallen off. We

included trip counts from 2019 am and pm as well as a 2020 am and pm count. Made assumptions based on 2022 opening goal. They would rather see two full access points, it's important that the right-in and right-out accommodate fire trucks.

Engineer Richard Georgescu stated the site plans provided are preliminary. For example, there is a light pole where a pedestrian path is to be installed. These are items that need to be addressed through construction drawings.

Chair Savory asked Ms. Addotta if Planning had input on that.

Ms. Addotta stated that it would be easier to move the planned pedestrian pathway than move the traffic light. Mr. Radulescu agreed and stated they'd like to build a small entrance courtyard instead. Ms. Addotta said that sounded great, but be mindful of the 60% maximum impervious surface allowed.

Commissioner Savory stated these last minute detail changes are concerning, I would rather see a final plan. Commissioner Boatwright: Because the property is vacant now, they have the ability to design the pedestrian facilities to City Code, he is confident it will be accommodated.

End of questions to applicant from Hearing Body.

Chair Savory called for proponents of the applications, saw none.

Chair Savory called for opponents or neutral commenters of the project. There was one.

Bill Vermillion, member of the public and president of residents association for Hope Village had several questions. He clarified that Hope Village owns Hope Village properties, Marquis Companies operate them. He then expressed concern that site plan is preliminary. Ms. Addotta clarified that this is typical. These site plans are as final as they can be without things like utility lines being run, etc. The moving of a traffic light is a drastic example, but you can see how we quickly found a solution with moving the pedestrian path. These changes will be documented with Type 1 Site Plan applications to ensure any aspects not reviewed tonight by Planning Commission will meet the Municipal Code objectively, with no discretion applied. The preconstruction meeting will also be another checkpoint.

Mr. Vermillion asked Am I to understand this was originally primarily senior living, and now it is primarily memory care? When did the proposed use change? At the neighborhood meeting this was presented as primarily assisted living with a small memory care component.

Mr. Radulescu yes that was discussed at the neighborhood meeting, very early on in the process. Currently it is 55 ground floor memory care units, one bed per unit. 49 second floor residential care, one bed per unit. The residents of the second floor are residents that don't have a dementia diagnoses. Could be hospice, disabled, infirm, and similar. They will need assistance with daily activities such as eating, bathing brushing teeth, etc. It's against State registration rules for memory care facilities that memory care patients be housed anywhere but a ground floor. All of these residents will need a level of care greater than an independent individual. Petronella Donovan stated this was always the plan, I envision a continuum of care where a resident may live in a duplex unit but may one day need more care and can move into the facility with minimal disruption. Addressing massing, there is a breezeway and gazebo connecting the two buildings. Courtyard is secured area for the memory care patients. Broke up the exterior facades with variations in rooflines, offsets in building elevations to mimic a multifamily development.

Mr. Vermillion asked whether it is in the purview of the Planning Commission to consider existing surrounding uses, stating Hope Village has been a good neighbor to Canby. Commissioner Savory stated The Planning Commissioners are also very limited in our purview. Economic impact is not in our purview.

Chair Savory calls for any additional public comment, sees none.

End of public comments.

Chair Savory calls for any last questions from any party.

Commissioner Padden stated the staff report addresses the scenario of 102 memory care beds, and now we are hearing it is 55 memory care beds, and 49 assisted living beds. He asked staff if this requires additional review. Ms. Addotta stated she was also surprised by the nomenclature used but it appears the applicant has asserted the impacts of both are comparable. She suggests an additional Condition of Approval reinforcing the contract stating that residents of the primary facility not drive or own cars. Commissioner Padden stated that seems necessary so that a parking problem doesn't occur years down the road.

Chair Savory calls for any last questions from all parties, hears none, and closes the public portion of the hearing.

Hearing Body Deliberation

Commissioner Padden stated they need more information about the differences of the uses. If the TSP runs out in less than 10 years he worries the growth is not accurately captured. He is unsure if the applicant can address these issues and come back to Planning Commission.

Commissioner Mills stated the applicant says the building is designed to look like a multi-family building, but this is an R-1 zone. Cannot support the design of the building with its proposed massing and size.

Commissioner Boatwright states the parking does not work out. The access for this parcel has always been an issue, that's why it's not developed yet. Concerned about the Ackerman School, which is not currently open but may reopen in the future. Building massing is also a concern, massing is too large, even though the renderings look nice we did not see all sides of the building. Concerned about the classification of residents. Memory care patients cannot drive, but impacts of second floor residents have not been provided.

Commissioner Heib stated he is concerned contracts will be signed for no cars on site, but there may be off site impacts in terms of long term parking at area locations such as the Ackerman School or the Swim center.

The applicant's traffic consultant Gary Spanovich interjects the study cannot go past 2030, adheres to state law. They studied 7 years of past traffic at the intersection. 6.4% increase on Ivy St., 3.4% of 13th Ave.

Motion: Commissioner Boatwright made a motion to deny DR 20-03 and CUP 20-02. It was seconded by Commissioner Mills. Motion to deny 5/0.

FINAL DECISIONS –

- b. DR 20-03 and CUP 20-02 (Memory Care Facility)**

Because the final findings do not capture the hearing discussion, staff recommended waiting on that decision until revised final findings can be crafted reflecting the contents of the hearing, to be signed by the Chair. Should the applicant appeal it will be heard by City Council.

ITEMS OF INTEREST/GUIDANCE FROM PLANNING COMMISSION

- a. Next regularly scheduled Planning Commission meeting – Monday, April 26, 2021 – Northwood Estates 4 Subdivision**
- b. Economic Opportunities assessment and Housing Needs assessment are on the horizon, 2022 deadline. City does not have 20 year land supply.**

ADJOURNMENT

Motion: Commissioner Boatwright made a motion to adjourn the meeting. Commissioner Mills seconded. Motion approved 5/0.

Adjourned at 8:34pm

Attachment E



City of Canby

Planning and Building Department

Sent Via Email

eddie@eprdesign.com

petra@donovaninvestments.com

DATE: April 15, 2021

RE: Notice of Decision/Final Order for DR 20-03 and CUP 20-02

The Canby Planning Commission hereby provides notice that a decision to deny **DR 20-03 and CUP 20-02 Memory Care Facility** has been rendered. The enclosed Findings, Conclusions and Final Order is your notice of the official action of the City of Canby Planning Commission.

According to Section 16.89.50 (I) of the Canby Municipal Code, this decision may be appealed to the City Council within ten (10) days of the date this notice was mailed. To do so, you must file an application for appeal with the Planning Director. If no appeal is taken within the specified period, and if no appeal is initiated by action of the City Council, the decision of the Planning Commission shall be final.

The application for appeal shall clearly state the nature of the decision being appealed and the reasons why the appellant is aggrieved. A \$1,980 fee must be enclosed with your appeal application.

If you have any further questions or concerns, please contact the Planning office at 503-266-7001.

Sincerely,

Brianna Addotta
Associate Planner

Attachment: Signed Final Findings

CERTIFICATE OF MAILING

This Notice of Decision was postmarked and placed in the mail and/or emailed on 4/16/2021 and sent to all parties with standing.

The appeal period will end on Monday April 26, 2021

Brianna Addotta, Associate Planner



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

**A REQUEST FOR SITE AND DESIGN
REVIEW AND CONDITIONAL USE
APPROVAL FOR A MEMORY CARE
FACILITY**

) FINDINGS, CONCLUSION & FINAL ORDER

**) DR 20-03 AND CUP 20-02
) MEMORY CARE
)**

NATURE OF THE APPLICATION

The proposal is a request for Conditional Use and Design Review approval for a Senior Living and Memory Care Facility with 102 beds and four independent living duplexes, with associated parking and site improvements.

The 2.6 acre parcel is located at the southeastern corner of S Ivy St. and SE 13th Ave. and is zoned R-1, Low Density Residential. It is currently developed with a single family home fronting Ivy Street. The lot is otherwise clear, without significant landscaping, tree coverage, or slopes. Neither frontage has been improved with public facilities. Surrounding the property are parcels zoned R-1 Low Density Residential and R-1.5 Medium Density Residential, and are developed with single family homes to the south and east, Canby Adult Center and Swim Center to the north, and Hope Village Senior Living Community to the west.

The proposal is a request seeking to build a two-story assisted living facility building with a memory care endorsement, and eight 700 SF cottages for Independent Living. 31% landscaping is proposed. A parking plan specific to the use of Memory Care has been provided to address a lower parking ratio than the Nursing Home standard set by the Municipal Code, 60 parking spaces are proposed.

HEARINGS

The Planning Commission considered applications **DR 20-03 AND CUP 20-02** after the duly noticed hearing on April 12, 2021 during which the Planning Commission **DENIED** by a 5/0 vote **Memory Care (City Files # DR 20-03 and CUP 20-02)**. These Findings are entered to document the denial.

CRITERIA AND STANDARDS

In judging whether or not the aforementioned application shall be approved, the Planning Commission determines whether criteria from the City of Canby Land Development and Planning

Ordinance are met, or can be met by observance of conditions. Applicable code criteria and standards were reviewed in the Staff Report dated April 2, 2021 and presented at the April 12, 2021 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 Site and Design Review and Conditional Use applications and applied Conditions of Approval in order to ensure that the proposed project will meet all required City of Canby Land Development and Planning Ordinance approval criteria. During the meeting, Planning Commissioners voiced the following concerns as unaddressed by the applicant team:

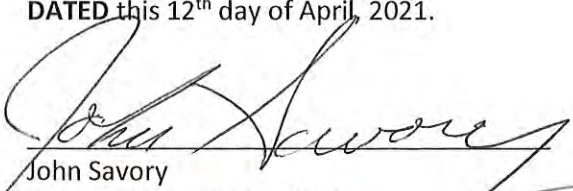
- Unclear definition of use. Applicant materials stated intent to construct a “102-bed elderly care facility with a memory care endorsement licensed by the State of Oregon.” It was disclosed during the meeting the first floor of the facility would have 55 memory care beds and the second floor would have 49 senior residential assisted living rooms. Commissioners expressed concern the impacts of a residential assisted living use would differ from a memory care use.
- Unclear number of beds. It was disclosed during the meeting the first floor of the facility would have 55 memory care beds and the second floor would have 49 residential care rooms, which is a total of 104 beds. Applicant materials stated primary facility would house 102 total beds.
- Unclear allocation of parking spaces. The applicant materials provide inconsistent parking space counts. The site plan states there will be 52 parking spaces and 3 handicap spaces. Counting the parking spaces on the site plan shows there are 60 total parking spaces proposed. During the meeting the applicant stated there would be 61 total parking spaces.
- Building massing and density. Commissioners expressed concerns that the massing and size of the primary facility was incongruous with the R-1 zone, and states fewer beds would facilitate a more compatible building.
- Traffic analysis for intersection of SE 13th Ave and S Ivy St. Commissioners expressed concerns sufficient information was not given by the applicant to provide confidence the intersection would not be negatively impacted. Additionally, concerns were expressed about the ingress and egress from the driveway on S Ivy St.


DETERMINATION

THE PLANNING COMMISSION DETERMINED THAT DR 20-03 / CUP 20-02 DOES NOT CONTAIN SATISFACTORY MATERIAL NECESSARY TO ASSURE THE PROPOSED DEVELOPMENT IS CONSISTENT WITH DESIGN REVIEW AND CONDITIONAL USE PERMIT APPROVAL CRITERIA. THEREFORE, IT IS ORDERED BY THE PLANNING COMMISSION OF THE CITY OF CANBY THAT DR 20-03 / CUP 20-02 BE DENIED.

I CERTIFY THAT THIS ORDER denying DR 20-03 and CUP 20-02, was presented to and DENIED by the Planning Commission of the City of Canby.

DATED this 12th day of April, 2021.


John Savory
Planning Commission Chair


Don Hardy
Planning Director


Brianna Addotta for Laney Fouse Lawrence, Attest
Recording Secretary

ORAL DECISION: April 12, 2021

Name	Aye	No	Abstain	Absent
John Savory		x		
Larry Boatright		x		
Jennifer Trundy				x
Jeff Mills		x		
Michael Hutchinson				x
Jason Padden		x		
James Hieb		x		

WRITTEN DECISION: April 16, 2021

Name	Aye	No	Abstain	Absent
John Savory		x		
Larry Boatright		x		
Jennifer Trundy				x
Jeff Mills		x		
Michael Hutchinson				x
Jason Padden		x		
James Hieb		x		

**DR 20-03 and CUP 20-02 Memory Care
Findings, Conclusion, & Final Order
Signature Page**



Attachment F

AGENDA CANBY PLANNING COMMISSION

Meetings can be viewed on CTV Channel 5 or Canby YouTube

Monday, April 12, 2021

7:00 PM (Virtual Zoom Meeting)

(Commissioner John Savory (Chair))

Commissioner Larry Boatright (Vice Chair)

Commissioner Jennifer Trundy

Commissioner Jeff Mills

Commissioner Michael Hutchinson

Commissioner Jason Padden

Commissioner James Hieb

1. CALL TO ORDER

- a. Invocation
- b. 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. Staff and the Planning Commission will make every effort to respond to questions raised during citizens input before the meeting ends or as quickly as possible thereafter. ***If you would like to speak on non-agenda items, please email or call the Recording Secretary no later than 3 pm on the meeting date and provide your name, the topic you'd like to speak on, and your email address. Email: fousel@canbyoregon.gov or call: 503-266-0685. Once your information is received, you will be sent instructions for signing into Zoom. Commissioners and Staff will be attending this meeting virtually.

3. MINUTES – Planning Commission Minutes are delayed because of secretary absence. Staff will have these complete as soon as we are able.

4. NEW BUSINESS – None

5. PUBLIC HEARING To testify, please email or call the Recording Secretary no later than 3 pm on the meeting date and provide your name and email address. Email: fousel@canbyoregon.gov or Call: 503-266-0685. Once your information is received, you will be sent instructions for signing into Zoom. Commissioners and Staff will be attending this meeting virtually.

- a. The proposal is a request for Conditional Use and Design Review approval for a Senior Living and Memory Care Facility with 102 beds and four independent living duplexes, with associated parking and site improvements. **DR 20-03 and CUP 20-02 (Memory Care Facility).**

6. FINAL DECISIONS –

- a. DR 20-03 and CUP 20-02 (Memory Care Facility)

7. ITEMS OF INTEREST/REPORT FROM PLANNING STAFF–

- a. Next regularly scheduled Planning Commission meeting – Monday, April 26, 2021.

8. ITEMS OF INTEREST/GUIDANCE FROM PLANNING COMMISSION

9. ADJOURNMENT

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

PLANNING COMISSION
APRIL 12, 2021 MEETING

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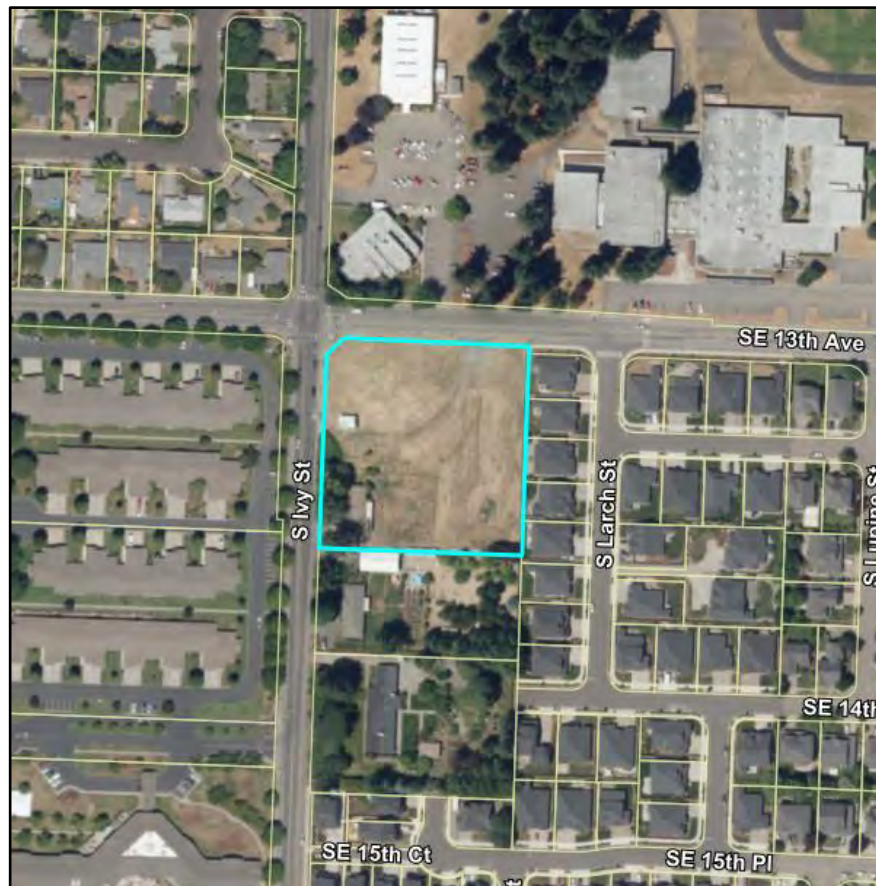


City of Canby

STAFF REPORT CONDITIONAL USE AND DESIGN REVIEW FILE NUMBERS DR20-03 & CUP20-02

HEARING DATE: April 12, 2021
STAFF REPORT DATE: April 2, 2021
TO: Planning Commission
STAFF: Brianna Addotta, Associate Planner

Request for Conditional Use and Design Review approval for a Senior Living and Memory Care Facility with 102 beds and four independent living duplexes, with associated parking and site improvements.



Property/Owner Information

Location: 1300 S. Ivy St.
Tax Lots: 41E04DA04800
Property Size: 2.6 acres
Comprehensive Plan: LDR Low Density Residential
Current Zoning: R-1 Low Density Residential Zone
Owner: Asteria Senior Living
Applicant: EPR Design
Application Type: Site and Design Review, Conditional Use (Type III)
City File Numbers: DR20-03 & CUP20-02

Existing Conditions

The 2.6 acre parcel is located at the southeastern corner of S Ivy St. and SE 13th Ave and is zoned R-1, Low Density Residential. It is currently developed with a single family home fronting Ivy Street. The lot is otherwise clear, without significant landscaping, tree coverage, or slopes. Neither frontage has been improved with public facilities. Surrounding the property are parcels zoned R-1 Low Density Residential and R-1.5 Medium Density Residential, and are developed with single family homes to the south and east, Canby Adult Center and Swim Center to the north, and Hope Village Senior Living Community to the west.

Project Overview

The proposal is a request seeking to build a two-story assisted living facility building with a memory care endorsement, and eight 700 SF cottages for Independent Living. 31% landscaping is proposed. A parking plan specific to the use of Memory Care has been provided to address a lower parking ratio than the Nursing Home standard set by the Municipal Code, 60 parking spaces are proposed.

Staff Recommendation

Based on the applications submitted and the facts, findings, and conclusions of this report, staff recommends **Approval** of DR 20-03 & CUP20-02 pursuant to the **conditions of approval** identified at the end of this Staff Report.

Table of Contents	
Staff Findings	Page 3-14
Public and Agency Comments	Page 14-15
Staff Recommendation and Conditions of Approval	Page 15-17
Applicant Materials	Attachment A
Traffic Scoping Memo	Attachment B
Transportation Executive Summary	Attachment C
Revised Preliminary Review from City Engineering Consultant	Attachment D

STAFF FINDINGS

Applicable Code Sections

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
- 16.42: Signs
- 16.43: Outdoor Lighting Standards
- 16.46: Access Limitations on Project Density
- 16.49: Site and Design Review
- 16.50: Conditional Uses

The following analysis evaluates the proposed project's conformance with applicable approval criteria and other municipal code sections, as listed above in Section I and in the order that they appear in the Canby Municipal Code.

16.08 General Provisions

16.08.090 Sidewalks required

The Planning Commission may impose appropriate sidewalk and curbing requirements as a condition of approving any discretionary application it reviews.

The applicant has stated they will be installing public facilities to the recommendation of the City's consulting Engineer and in accordance with the standard configurations appropriate to S Ivy Street and SE 13th Avenue.

Finding: Staff refer to the memo submitted by Hassan Ibrahim, P.E. on January 27, 2021 in which he outlines the requirements for both frontages. Staff recommend a condition of approval requiring improvements be installed to the standards provided therein.

16.08.150 Traffic impact study (TIS)

Based on information provided by the applicant about the proposed development, the city will determine when a TIS is required.

16.08.160 Safety and functionality standards

The City will not issue any development permits unless the proposed development complies with the city's basic transportation safety and functionality standards, the purpose of which is to ensure that development does not occur in areas where the surrounding public facilities are inadequate. Upon submission of a development permit application, an

applicant shall demonstrate that the development property has or will have the following:

- A. Adequate street drainage, as determined by the city.
- B. Safe access and clear vision at intersections, as determined by the city.
- C. Adequate public utilities, as determined by the city.
- D. Access onto a public street with the minimum paved widths as stated in Subsection E.
- E. Adequate frontage improvements as follows:
 - 1. Local streets and neighborhood connectors, a minimum paved width of 16 feet along the site's frontage.
 - 2. Collector and arterial streets, a minimum paved width of 20 feet along the site's frontage.
 - 3. For all streets, a minimum horizontal right-of-way clearance of 20 feet along the site's frontage.
- F. Compliance with mobility standards identified in the TSP. If a mobility deficiency already exists, the development shall not create further deficiencies. (Ord 1340, 2011)

Findings: City transportation consultant Kevin Chewuk of DKS provided a scope for the required traffic study (Attachment B). The applicant retained Gary Spanovich of Charbonneau Engineering LLC to complete the study. The full study is included in the applicant materials (Attachment A). Staff has worked with DKS to review the study and have determined the applicant has provided sufficient information to address the scope and have shown the proposal to meet minimum safety and functionality standards, and refers to the executive summary provided by Kevin Chewuk of DKS for details (Attachment C).

16.10 Off Street Parking

16.10.010 Exceptions. At the time of establishment of a new structure or use, change in use, or change in use of an existing structure, within any planning district of the city, off-street parking spaces and off-street loading berths shall be as provided in this and following sections. A lesser number of spaces may be permitted by the Planning Commission based on clear and objective findings that a lesser number of parking spaces will be sufficient to carry out the objective of this section.

16.10.050 Parking standards designated

Nursing Home: *1.00 spaces per 2 beds for patients plus 1.00 space per employee.*

Findings: The applicant has applied for an exception to the designated parking standards for the nursing home land use. The development would consist of 102 memory care patient beds and 8 senior living units. The standard parking requirement for an institutional nursing home is 1 space per 2 resident beds plus 1 space per full time employee. The applicant provided us with staffing numbers for the proposed facility, which will have around the clock staff in day, night, and swing shifts. Specific staffing numbers can be found in the applicant materials, a memo titled Addendum for Parking Demand dated February 4, 2021.

Based on the numbers provided, a maximum of 33 employees would be working during the day shift. Staff notes outside providers and swing employees should also be accounted for; meaning an additional 7 parking spaces. The facility is expected to bring a maximum of 5 visitors a day, which is considered average in the industry. The applicant has provided a letter from a comparable facility in support of this figure. This provides a conservative estimate of 47 required parking spaces for staff and visitors of the facility. Eight senior living units require an additional 8 parking spaces, bringing the requirement to 55 spaces. In addition, 102 resident beds would require 51 parking spaces. Therefore, 106 parking spaces would be required following the parking standards in CMC 16.10.050.

The applicant is proposing a total of 60 parking spaces. The basis for the reduction request lies in the particular type of resident that will be living there, particularly in the 102 resident beds inside the primary building. The applicant states residents of this building will all be patients with established memory care requirements. They do not drive and will not need to utilize any parking for themselves. Removing the need for 51 patient parking spaces leaves 55 parking spaces required. The applicant has provided an additional 5 parking spaces beyond this requirement, although staff note 6 of the parking spaces are driveways for the independent living duplexes and won't be available for staff of the facility and would most likely only be used by residents of the duplexes, their healthcare providers and their guests.

Staff finds the proposal reasonable and specific enough to address the unique circumstances of this use. Staff recommend a condition of approval to install visitor parking signage in front of the five designated parking spaces for visitors.

Parking Designated	Required	Proposed
Memory Care Facility Residents	51 (nursing home standard)	0
Independent Senior Duplexes	8	16
Staff	33	33
Outside Providers & Swing Employees	7	7
Visitors	5 (no code standard, based on industry information)	10
Total	106	60
Total without Memory Care Resident Parking	55	60

16.10.070 Parking lots and access

Parking Lots

A. Parking stall dimensions shall meet the standards found in Table 16.10.070 of the Canby Municipal Code.

B. Areas for standing or maneuvering of vehicles shall have paved asphalt, concrete, solid concrete paver surfaces, or paved tire track strips maintained adequately for all weather use and so drained as to avoid the flow of water across sidewalks or into public streets. The full width of driveways must be paved.

C. Groups of more than four (4) parking spaces shall be so located and served by driveways that their use will require no backing movements or other maneuvering within a street right-of-way other than an alley.

D. Parking bumpers or wheel stops shall be provided to prevent cars from encroaching on the street right-of-way, adjacent landscaped areas, or adjacent pedestrian walkways.

E. Accessible parking shall be provided, constructed, striped, signed and maintained as required by ORS 447.233 and all Oregon Structural Specialty Code requirements.

Findings: The applicant has provided a site plan that shows compliance with the parking lot standards.

Access and Driveways

A. Driveways shall be limited to one per property except for... property with a frontage of over 250 feet. Double frontage lots and corner lots may be limited to access from a single street, usually the lower classification street.

B. If additional driveways are approved by the City Administrator or designee, a finding shall be made that no eminent traffic hazard would result and impacts on through traffic would be minimal.

C. Driveway widths shall be as follows: 12 foot minimum, 36 foot maximum

D. Driveway spacing shall be as follows for an Arterial: Intersection 330', Driveway 330'.

E. For roads with a classification of Collector and above, driveways adjacent to street intersections shall be located beyond the required queue length for traffic movements at the intersections.

F. The Public Works Supervisor may approve the location of a driveway closer than fifty (50) feet from the intersection of collector or arterial streets.

Findings: The applicant has requested an exception to the intersection spacing standards in order to accommodate two driveways on this corner lot. Both driveways are approximately 200' away from the intersection, where the standard spacing required is 330'. The nature of the use as a memory care and senior living facility requires ease of access for emergency and first responder vehicles. Two driveways will allow these vehicles to circulate the property without excessive backing movements. The Department of Health Services and Facilities Planning and Safety in OAR 411-054-0200 (2)(h) states that "Facilities must have an entry and exit drive to and from the main building entrance that will allow for picking up and

dropping off residents and for mail deliveries without the need for vehicles to back up.” The traffic report provided by the applicant and confirmed by transportation engineering partner DKS states the site distance from the driveways is considered safe. Because the traffic counts are so low for the use, with 24 a.m. peak hour trips and 29 p.m. epeak hour trips, a second driveway would not be required or encouraged under another use not regulated by state statute. Therefore, staff recommends a condition of approval that the Ivy St. driveway be restricted to right-in right-out turning movements through the installation of a ‘porkchop’ driveway divider as well as appropriate signage. This provides the required circulation for emergency vehicles and will facilitate traffic flow moving through the intersection.

16.10.080 Street tree plan

A street tree plan may be provided in lieu of meeting the requirement of planting a tree every 30 lineal feet of street frontage. The street tree plan can compensate for driveways, utilities, or other obstructions that inhibit the 30 foot spacing standard requirement.

The applicant has provided a landscaping plan which includes street trees along both Ivy Street and 13th Avenue.

Findings: Staff find the proposal meets requirements for a street tree plan. Staff recommend a condition of approval requiring inspection after installation before certificate of occupancy.

16.10.100 Bicycle Parking Standards

Nursing Home: *1.00 spaces per 5 beds for patients or residents.*

Bicycle parking dimensions must be 6’ deep, 2’ wide, with 7’ of overhead clearance. A 5’ isle shall remain clear for safe maneuvering and a 2’ buffer shall be left clear around each space. Bicycle parking shall be located in well-lit secure locations within 50 feet of the main entrance to the building.

Findings: The independent living units each have a one car garage as well as a one car driveway where bicycles can be stored. Regarding the primary facility, 102 beds requires 20 bicycle parking spaces. The applicant’s site plan shows a total of 6 bicycle parking spaces. The applicant has stated 20 bicycle parking spaces shall be provided adjacent to the northwestern entrance to the facility, but has not submitted a revised site plan detail to support this. Staff recognizes there is ample open space near the northwestern entrance to accommodate the required 20 spaces. Staff recommends a condition of approval requiring a type one site plan application be submitted with bicycle parking details before certificate of occupancy.

16.16 R-1 Low Density Residential Zone

16.16.020 Conditional Uses

E. Nursing Homes are a conditional use in the R-1 zone.

16.16.030 Development Standards

The Conditional Use section of the Municipal Code states

16.50.060 A conditional use shall comply with the standards of the zone, except as specifically modified in granting the conditional use permit and as specified:

Building height. A height maximum of 75 feet; provided that each yard is increased by the addition of five feet over the requirement for every five feet or fraction thereof of additional height over the maximum allowed by the zone.

Signs. Signs may be permitted for a conditional use in keeping with the nature of the use. Signs proposed at the time of conditional use review shall be reviewed by the Planning Commission regarding size, height, and location.

The applicant has provided a site plan and narrative to show compliance with these standards.

Findings: A summary of the development standards of the R-1 zone as applicable to this project is provided along with a discussion regarding building height allowances. Signs will be discussed in the following section.

Standard Minimum Yard Requirements (R1)		Standard Lot Coverage Standards (R1)	
Street side with driveway	20 feet	Max impervious surface	60%
Corner lot rear yard (1 story/2 story)	10/15 feet	Min. landscaping	30%

The standard maximum height allowed in the R-1 zone is 35 feet. The proposed two story memory care facility is 37 feet tall, while the independent living duplexes are one story under the standard maximum height. Give the rule outlined in 16.50.060, the two additional feet proposed in height requires an additional 5 feet applied to each setback. Because this is a corner lot, it has two front yards and two back yards. This means the setbacks applicable to this project are a 20 foot rear setback to the south, and a 15 foot rear setback to the east. The front setbacks to the north and west are handily met due to the configuration of the parking lot.

The standard maximum impervious surface allowed in the R-1 zone is 60%. The applicant has proposed 32,588 square feet of building coverage and 34,951 square feet of impervious surface on an 111,973 square foot lot. That is 67,539 square feet of total impervious surface, which is 60.3% coverage on the lot. This meets the maximum standard for the R-1 zone. Staff recommend a condition of approval that no additional impervious surfacing may be installed without additional review. The minimum landscaping required for the site is exceeded, 44,434 square feet of landscaping is proposed with 39% total site coverage.

16.42 Signs

16.42.020 Administration and permit requirements

Signs proposed at the time of conditional use or site and design review application shall be reviewed by the Planning Commission regarding size, height, location concurrent to conditional use review.

The applicant has provided details and rendering of two proposed signs for their facility, included in the applicant plan set. The first sign is a freestanding monument sign with 10.5 square foot wooden face supported by a decorated 6 foot tall monument 48 square feet in size and crafted with a stone base and timber posts. The second sign is a wall sign located on the breezeway entrance of the building, facing the intersection of Ivy St. and 13th Ave. Exact dimensions and materials have not been provided but the sign is shown in a rendering provided by the applicant.

Findings: The development code does not provide specific signage standards for memory care facilities. Staff compare the proposed signage to the signage standards for a multi-family development because the nature of the use and proposed design are similar. If those rules were applied to this property they would be allowed one monument sign along each frontage, sized 16 square feet per face with a maximum height of 7 feet. They would also be allowed one wall sign per building frontage with a maximum size of 60 square feet on the primary frontage and 30 square feet on a secondary frontage.

The signage proposed would be approvable under these standards. Staff find the signage proposed is generally appropriate for the use and recommend Planning Commission approve the signage plan with a condition that sign permits be required for each sign to verify compliance before final approval.

16.43 Outdoor Lighting Standards

16.43.110 Lighting Plan Required

This property is residentially zoned and therefore requires an L1 lighting standard. The L1 standard requires low ambient lighting. In residential zones outdoor lighting for conditional uses shall be minimized, especially near property lines, to avoid light trespass into homes.

Findings: The applicant has provided a lighting plan showing minimal light trespass onto adjacent residential properties; the maximum trespass is calculated at approximately 5 lumens. The configuration of the site is as such that the bulk of the vehicle circulation and therefore required lighting is oriented away from the residential development to the south and east and instead orients towards the center of the site and out towards the intersection.

16.46 Access Limitations on Project Density

16.46.020 Ingress and Egress

A. 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.

16.46.030 Access Connection: Spacing on City Streets

Street Facility	Max. spacing between roadways	Min. spacing between roadways	Min. spacing roadway to driveway	Min. spacing between driveways
Arterial	1,000 feet	660 feet	330 feet	330 feet

Private access to arterial roadways shall only be granted through a requested variance of access spacing policies when access to a lower classification facility is not feasible.

Findings: The site is located at the southwest corner of S Ivy Street and SE 13th Avenue, both of which are classified as arterial streets. The applicant has asked for an exception of access spacing standards in order to accommodate two accesses as is required for the proposed use. Staff finds the applicant has provided sufficient information in the Traffic Report to determine the safety of the proposed driveways and refers to the executive summary provided by Kevin Chewuk of DKS for details. The site has been designed to place the driveways as far away from the intersection as is feasible while accommodating required parking, a ten foot landscape buffer from the single family homes to the south, and the required five foot distance from property lines. Staff has recommended a condition of approval to restrict access of one of the driveways to right-in right-out only, reducing the impact of allowing a second driveway required for the use.

16.49.040 Site and Design Review - Criteria and Standards

- A. In review of a Type III Site and Design Review Application, the Board shall, in exercising or performing its powers, duties or functions, determine whether there is compliance with the following:
1. The proposed site development, including the site plan, architecture, landscaping and graphic design, is in conformance with the standards of this and other applicable city ordinances insofar as the location, height and appearance of the proposed development are involved; and
 2. The proposed design of the development is compatible with the design of other developments in the same general vicinity; and
 3. The location, design, size, color and materials of the exterior of all structures and signs are compatible with the proposed development and appropriate to the design character of other structures in the same vicinity.

4. The proposed development incorporates the use of Low Impact Development (LID) best management practices whenever feasible based on site and soil conditions. LID best management practices include, but are not limited to, minimizing impervious surfaces, designing on-site LID storm water management facilities, and retaining native vegetation.

5. The Board shall, in making its determination of compliance with this Ordinances, shall use the matrix in Table 16.49.040 to determine compatibility unless this matrix is superseded by another matrix applicable to a specific zone or zones under this title. An application is considered to be compatible with the standards of Table 16.49.040 if the following conditions are met:

- a. The development accumulates a minimum of 60 percent of the total possible number of points from the list of design criteria in Table 16.49.040; and
- b. At least 10 percent of the points used to comply with (a) above must be from the list of LID Elements in Table 16.49.040. (Ord. 1338, 2010).

D. In review of a Type III Site and Design Review Application, the Board shall, in exercising or performing its powers, duties or functions, determine whether there is compliance with the INTENT of the design review standards set forth in this ordinance.

The applicant states that the design of the building is modeled to blend with the various recently built development in the area and reflects a NW style of finishes and materials. The building has been limited to 2-story with the building articulation designed so that the building is broken into 2 main building volumes and the smaller duplex structures designed similar to surrounding single-family homes. The larger portion of the buildings have been set towards the streets with large setbacks that incorporate landscaping and parking areas (similar to the development across S. Ivy St. and SE 13th Ave). The smaller structures have been placed on the east side of the site where the single-family homes are located on the neighboring properties. This provides a buffer from the large building by placing the single-family homes (proposed duplexes) between the neighboring homes and the larger proposed memory care building on the site.

Findings: The applicant filed a Type III application, and provided a detailed response to Table 16.35.040 to demonstrate the project earns 69% of total points, 18% of which are LID specific. Staff refers to pages 6 through 10 of the Site and Design Review application form as well as the narrative provided by the applicant to view these materials.

16.49.065 Bicycle and pedestrian facilities

The internal walkway system shall be extended to the boundaries of the property. On-site facilities shall be provided to accommodate safe and convenient pedestrian and bicycle access, connecting to adjacent residential areas and neighborhood activity centers.

Findings: Staff concludes that the applicant adequately addressed this criterion through installation of public improvements along the entirety of the property frontage, as well as several delineated pedestrian crossings across the parking lot to the buildings. Bicycle parking is directly accessible from the northwestern corner of the site via an eight foot wide paved path.

16.49.080 General provisions for landscaping

The minimum area requirement for landscaping for developments coming under design review shall be 30% for all residential zones. Parking lot landscaping shall be included in total landscaping calculations.

16.49.120 Parking lot landscaping standards

Landscaping Within a Parking Lot

A. Area within a parking lot shall include the paved parking and maneuvering area, as well as any area within ten (10) feet of any exterior face of curb surrounding the paved parking and maneuvering area.

B. Each interior landscaped area shall be a minimum of six (6) feet wide, unless the area is added to the required perimeter landscaping.

C. The use of LID best management practices in parking lots is encouraged whenever site and soil conditions make it feasible. Such practices include, but are not limited to, permeable surfacing materials, and integrating LID stormwater management facilities into the required landscaping areas.

D. Minimum 15% area required to be landscaped within a residentially zoned parking lot.

E. All parking areas with more than 16 spaces shall include landscape islands to break up the parking area into rows of not more than 8 contiguous parking spaces.

F. Landscape islands shall have a minimum area of 48 square feet and a minimum width of six (6) feet.

G. Landscape islands shall contain at least one tree.

Findings: The applicant provided scaled landscape plans and comments to address planting and landscape provisions listed in this section. The information contained specifics on LID storm water management, controls during construction, specification of tree and plant materials and other information required in this section and contained in the landscape calculation form provided with the application. After a review of all information provided, staff concluded that the project meets these standards.

16.50 Conditional Uses

16.50.010 Authorization to grant or deny conditional uses.

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

- A. The proposal will be consistent with the policies of the Comprehensive Plan and the requirements of this title and other applicable policies of the city;
- B. The characteristics of the site are suitable for the proposed use considering size, shape, design, location, topography, existence of improvements and natural features;
- C. All required public facilities and services exist to adequately meet the needs of the proposed development;
- D. The proposed use will not alter the character of the surrounding areas in a manner which substantially limits, or precludes the use of surrounding properties for the uses listed as permitted in the zone. (Ord. 740 section 10.3.75 (A), 1984)

16.50.040 Placing conditions on a permit.

In permitting a new conditional use, the Planning Commission may impose conditions which it finds necessary to avoid a detrimental impact and to otherwise protect the best interests of the surrounding area or the community as a whole. These conditions may include the following:

- A. Limiting the manner in which the use is conducted, including restricting the time an activity may take place, and restraints to minimize such environmental effects as noise, vibration, air pollution, glare and odor;
- B. Establishing a special yard, other open space or lot area or dimensions;
- C. Limiting the height, size or location of a building or other structure;
- D. Designating the size, number, location, and nature of vehicle access points;
- E. Improving the street and/or expanding the rights-of-way;
- F. Designating the size, location, screening, drainage, surfacing or other improvement of a parking area or truck loading area;

G. Limiting or otherwise designating the number, size, location, height and lighting signs;

H. Limiting the location and intensity of outdoor lighting and requiring its shielding;

I. Requiring diking, screening, landscaping or other facility to protect adjacent or nearby property and designating standards for its installation and maintenance;

J. Designating the size, height, location and materials for a fence;

K. Protecting and preserving existing trees, vegetation, water, resources, wildlife habitat or other significant natural or open space areas;

L. Limiting the number, location, and design of street accesses and requiring shared access when appropriate.

Findings: In addition to the criteria listed in Section 16.35.040 for conditional uses in the R-1 zone, the above criteria should also be addressed to assure consistency of the use within the zone. Staff has reviewed the proposed use and the criteria in 16.35.040 that resulted in the necessity for a Conditional Use Application against the above criteria. Staff determined that there are no policies in the Canby Comprehensive Plan or other policies that would be inconsistent with the applicant's proposed use or request for an exception to the minimum parking requirements.

The site is suitable for the proposed use which will offer around the clock memory care to seniors in a two story residential facility and four duplexes intended to provide more independent senior living. The buildings will have a residential design with a classic northwestern design, with muted colors and textures similar to other buildings in the area.

Based on comments from City agencies at the Pre-Application Conference, all public utilities are available and adequate to serve this proposed use on this site. Staff refers to the utility site plans included in the applicant materials.

Conditions of Approval have been called out throughout this Staff Report as appropriate to the use and anticipated impacts of the proposed development.

PUBLIC COMMENTS:

Comment received January 22, 2021 from Donald Chambers, resident at 164 SW 13th Avenue:

It would be a bad choice to build this on 1300 S Ivy lot as Ivy & 13th is a very busy intersection and to get on to Ivy or 13th from this site would be very dangerous as I know I live on the 13th close to this intersection.

Staff Response: We understand as the southern part of Canby develops intersections will see increased use, and because this proposal is on a corner lot where two arterials intersect, traffic function and flow are under particular scrutiny. Staff worked closely with both the applicant and Transportation Engineer Kevin Chewuk to ensure the intersection will remain both safe and functional. The executive summary provided by Mr. Chewuk details how the demands of this proposal will not cause the intersection or surrounding system to fail. The nature of the use as a memory care facility necessitates a second driveway; staff has required the driveway on Ivy St. have access restricted to right-in right-out to reduce impact on traffic flow.

Comment received January 26, 2021 from Zach Fogg, VP of Operations for Marquis Companies:
To Whom It May Concern:

Marquis at Hope Village has been an assisted living, skilled nursing and more recently, a memory care partner with the Hope Village Independent senior living campus for many years. As you are aware, the Hope Village campus is located adjacent to the above proposed new memory care facility and as such, if approved, this development will have a significant negative impact on the existing Marquis and Hope Village operations. Marquis and Hope Village have been premier community partners with the city and neighborhood and have provided much needed senior services to Canby and the surrounding area for many, many years. In addition, Hope Village is planning major expansion of its services on property it owns to the south of the campus to further its commitment to the seniors of Canby.

We are very skeptical that an adequate market need exists at this location for additional units. Marquis has operated senior service facilities in the state for over 30 years and our experience tells us that approving this new facility will burden the viability and success of both Hope Village and this new facility. In fact, we would argue that no industry expert/market study analysis would show the need for, or viability of, a new facility at this location with the addition of Marquis' RCF Memory care and Hope Village's Independent living expansion.

Please consider the needs of the seniors in the community and not approve this development. One strong and viable senior housing community with experienced operators is what this community continues to need. We do not need the addition of an inexperienced operator and additional units that only detract from the excellent services Canby seniors continue to receive at Hope Village. Thank you and should you have any questions or want further input, let me know.

Staff Response: Planning Commission and City of Canby Planning staff have a limited scope for land use and development review. In this case, market factors such as demand for a particular use cannot be considered when reviewing a land use application. Chapter 16 of the Canby Municipal Code contains the breadth of our purview, and all applicable standards found in that chapter have been addressed by the applicant.

AGENCY COMMENTS:

City Engineer provided comments in a memo dated January 28, 2021 (Attachment D).

STAFF CONCLUSION/RECOMMENDATION:

Staff concludes that the use is in conformance with the City's Comprehensive Plan and the Zoning Ordinance. Additionally, the relevant site and design standards and minimum acceptable compatibility scores are met, and the site can accommodate the proposed use. The public service and utility provision to the site is available. Staff recommends **approval** of DR 20-03/CUP 20-02 subject to meeting the **conditions of approval** listed below.

Approval of this application is based on submitted application materials. Approval is strictly limited to the submitted proposal and is not extended to any other development of the property. Any modification of development plans not in conformance with the approval of application DR 20-03/CUP 20-02, including all conditions of approval, shall first require an approved modification in conformance with the relevant sections of the Canby Municipal Code.

CONDITIONS OF APPROVAL:

1. The applicant shall file a sign permit for signage as shown in the applicant materials and as described in this staff report. The proposed signs must also secure a building permit from Clackamas County Building Inspection prior to their installation. (B. Addotta)
2. The applicant shall designate the five visitor parking spaces with signage and inform residents and their families where they are. (B. Addotta)
3. The project must be in conformance with the applicable findings and recommendations outlined by the City Engineer in his memorandum dated January 28, 2021. (H. Ibrahim)
4. The design engineer shall submit to the City of Canby for review and approval a revised site plan of the driveway providing access onto S. Ivy Street to accommodate a right-in right-out porkchop and associated signage. Revised plans shall be provided and approved before site work commences. (B. Addotta)

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

5. The design engineer shall submit to the City of Canby for review and approval at the time of final construction plan approval a storm drainage analysis and report applicable to the defined development area detailing how storm water disposal from both the building and the parking areas is being handled. Any drainage plan shall conform to an acceptable methodology for meeting adopted storm drainage design standards as indicated in the Public Works design standards. (J. Nelzen)
6. A Sediment and Erosion Control Permit will be required from the City prior to commencing site work. (H. Ibrahim)
7. Prior to the issuance of a building permit, the installation of public or private utilities, or any other site work other than rough site grading, construction plans must be approved and signed by the City and all other utility/service providers. A Pre-Construction Conference

with sign-off on all final construction plans is required. The design, location, and planned installation of all roadway improvements and utilities including but not limited to water, electric, sanitary sewer, natural gas, telephone, storm water, cable television, and emergency service provisions is subject to approval by the appropriate utility/service provider. The City of Canby's preconstruction process procedures shall be followed. (J. Nelzen)

8. Construction plans shall be designed and stamped by a Professional Engineer registered in the State of Oregon. (H. Ibrahim)
9. The project applicant shall apply for Clackamas County Building permits and a City of Canby Erosion Control Permit from the Canby Public Works Department. (B. Addotta)
10. Clackamas County Building Codes Division will provide structural, electrical, plumbing, and mechanical plan review and inspection services for construction of the project. (B. Addotta)
11. The applicant shall provide a bicycle parking detail showing compliance with the dimensional standards of bicycle parking as explained in CMC 16.49.065. (B. Addotta)

Prior to Occupancy:

12. Prior to occupancy of the facility, all landscaping plant material indicated on the submitted landscape plan shall either be installed and irrigated as proposed, or sufficient security (bonding, escrow, etc.) shall be provided pursuant to the provisions of CMC 16.49.100 (B). The applicant should be aware that the City street tree fee is now \$250 per tree if planted by the City, and the City recommends submittal of a separate Street Tree Plan to assist in the location, species, and total tree count. (B. Addotta)
13. City inspection of driveways and sidewalks for overall condition and for ADA compliance is required. (H. Ibrahim)



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

LAND USE APPLICATION

Conditional Use Process Type III

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

☐ Applicant Name: _____ Phone: _____
Address: _____ Email: _____
City/State: _____ Zip: _____

☐ Representative Name: _____ Phone: _____
Address: _____ Email: _____
City/State: _____ Zip: _____

☐ Property Owner Name: _____ Phone: _____
Signature: _____
Address: _____ Email: _____
City/State: _____ Zip: _____

☐ 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

① All property owners represent they have full legal capacity to and hereby do authorize the filing of this application and certify that the information and exhibits herewith submitted are true and correct.

② All property owners understand that they must meet all applicable Canby Municipal Code (CMC) regulations, including but not limited to CMC Chapter 16.49 Site and Design Review standards.

③ All property owners hereby grant consent to the City of Canby and its officers, agents, employees, and/or independent contractors to enter the property identified herein to conduct any and all inspections that are considered appropriate by the City to process this application.

PROPERTY & PROJECT INFORMATION:

Street Address or Location of Subject Property _____ Total Size of Property _____ Assessor Tax Lot Numbers _____

Existing Use, Structures, Other Improvements on Site _____ Zoning _____ Comp Plan Designation _____

Describe the Proposed Development or Use of Subject Property _____

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



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

CHECKLIST

Conditional Use Process Type III

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

Applicant City
Check Check

- ☐ ☐ One (1) copy of this application packet. The City may request further information at any time before deeming the application complete.
- ☐ ☐ Payment of appropriate fees – cash or check only. Refer to the city’s Master Fee Schedule for current fees. Checks should be made out to the *City of Canby*.
- ☐ ☐ **Please submit one (1) electronic copy of mailing addresses in either an EXCEL SPREADSHEET or WORD DOCUMENT** for all property owners and all residents within 500 feet of the subject property. **If the address of a property owner is different from the address of a site, an address for each unit on the site must also be included and addressed to “Occupant.”** A list of property owners may be obtained from a title insurance company or from the County Assessor’s office.
- ☐ ☐ One (1) copy of a written statement describing the Conditional Use Permit request, and detailing how your request meets the approval criteria. **Ask staff for applicable Municipal Code chapters and approval criteria.** Applicable Code Criteria for this application includes:

- ☐ ☐ One copy of either the recorded plat or the recorded deeds or land sales contracts that demonstrates how and when legal property lines were established and where the boundaries of the legal lot(s) of record are located. If the property is a lot or parcel created by plat, a copy of the recorded plat may be obtained from the Clackamas County Surveyor’s office. If the property is a legal lot of record created by recorded deed or land sales contract at a time when it was legal to configure property lines by deed or contract, then those recorded deeds may be obtained from the Clackamas County Office of the Clerk, or a Title Company can also assist you in researching and obtaining deeds.
- ☐ ☐ N/A If the development is located in a Hazard (“H”) Overlay Zone, submit one (1) copy of an affidavit signed by a licensed professional engineer that the proposed development will not result in significant impacts to fish, wildlife and open space resources of the community. If major site grading is proposed, or removal of any trees having trunks greater than six inches in diameter is proposed, then submit one (1) copy of a grading plan and/or tree-cutting plan.
- ☐ ☐ **Two (2) 11” x 17” paper copies** of the proposed plans, printed to scale no smaller than 1”=50’. The plans shall include the following information:
 - ☐ **Vicinity Map.**
 - ☐ Vicinity map at a scale of 1”=400’ showing the relationship of the project site to the existing street or road pattern.
 - ☐ **Site Plan**-the following general information shall be included on the site plan:
 - ☐ Date, north arrow, and scale of drawing;

- ☐ Name and address of the developer, engineer, architect, or other individual(s) who prepared the site plan;
- ☐ Property lines (legal lot of record boundaries);
- ☐ Location, width, and names of all existing or planned streets, other public ways, and easements within or adjacent to the property, and other important features;
- ☐ Location of all jurisdictional wetlands or watercourses on or abutting the property;
- ☐ Finished grading contour lines of site and abutting public ways;
- ☐ Location of all existing structures, and whether or not they are to be retained with the proposed development;
- ☐ Layout of all proposed structures, such as buildings, fences, signs, solid waste collection containers, mailboxes, exterior storage areas, and exterior mechanical and utility equipment;
- ☐ Location of all proposed hardscape, including driveways, parking lots, compact cars and handicapped spaces, loading areas, bicycle paths, bicycle parking, sidewalks, and pedestrian ways;
- ☐ Callouts to identify dimensions and distances between structures and other significant features, including property lines, yards and setbacks, building area, building height, lot area, impervious surface area, lot densities and parking areas;
- ☐ Location of vision clearance areas at all proposed driveways and streets.
- ☐ **Landscape Plan**
The following general information shall be included on the landscape plan:
 - ☐ Layout and dimensions of all proposed areas of landscaping;
 - ☐ Proposed irrigation system;
 - ☐ Types, sizes, and location of all plants to be used in the landscaping (can be a “palette” of possible plants to be used in specific areas for landscaping);
 - ☐ Identification of any non-vegetative ground cover proposed, and dimensions of non-vegetative landscaped areas;
 - ☐ Location and description of all existing trees on-site, and identification of each tree proposed for preservation and each tree proposed for removal;
 - ☐ Location and description of all existing street trees in the street right-of-way abutting the property, and identification of each street tree proposed for preservation and each tree proposed for removal.
- ☐ **Elevations Plan** - The following general information shall be included on the elevations plan:
 - ☐ Profile elevations of all buildings and other proposed structures;
 - ☐ Profile of proposed screening for garbage containers and exterior storage areas;
 - ☐ Profile of proposed fencing.
- ☐ **Sign Plan.**
 - ☐ Location and profile drawings of all proposed exterior signage.
- ☐ **Color and Materials Plan.**
 - ☐ Colors and materials proposed for all buildings and other significant structures.

CONDITIONAL USE – TYPE III: APPLICATION PROCESS

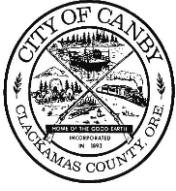
1. Prior to submitting an application, all applicants are encouraged to request a pre-application meeting with the City, or the City Planner may determine that a pre-application meeting is necessary after an application has been discussed or upon receipt of an application by the City. To schedule a pre-application meeting, an applicant must submit a completed pre-application form and set of preliminary plans to the Planning Department.

2. At the time an application is submitted to the City, payment of all required application processing fees is required. An application will not be accepted without payment of fees. City Staff can provide you with information concerning application fees.
3. Staff will check the application, making sure that it is complete and all fees are paid. Copies of the application materials are also routed to various City/State/County departments, as applicable, for their comments. The City Planner will accept or return the application with a written list of omissions within thirty (30) calendar days of the submittal.
4. Staff investigates the application, writes a staff report, issues public notice, notifies surrounding property owners, and makes all facts relating to the request available to the Planning Commission and all interested parties.
5. Prior to the public hearing, the City will prepare notice materials for posting on the subject property. Staff will post this material at least ten (10) days before the public hearing.
6. The staff report will be available to all interested parties at least seven (7) days prior to the hearing.
7. The Planning Commission holds a public hearing. The staff report is presented to the Commission. Testimony is presented by the applicant, proponents and opponents, followed by rebuttal from the applicant.
8. The Commission then issues findings of fact which support approval, approval with conditions, or denial of the application. A decision may be appealed to the City Council.
9. If the Planning Commission decision is appealed, City Council holds a public hearing. The staff report is presented and testimony taken, as at the original hearing(s). Unless the City Council decides to hear the appeal de novo, only testimony regarding items already in the record is permitted, and no new information may be entered. In the case of an appeal, the Council may affirm, revise, or reverse the decision of the Planning Commission in all or in part. The Council may also remand the matter back to the hearing body for further consideration.

CONDITIONAL USE PERMIT – TYPE III: STANDARDS AND CRITERIA

Under Section 16.50.010 of the Canby Municipal Code, an application for CONDITIONAL USE PERMIT approval shall be evaluated based on the following standards and criteria:

- A. The proposal will be consistent with the policies of the Comprehensive Plan and the requirements of this title and other applicable policies of the city; and
- B. The characteristics of the site are suitable for the proposed use considering size, shape, design, location, topography, existence of improvements and natural features; and
- C. All required public facilities and services exist to adequately meet the needs of the proposed development; and
- D. The proposed use will not alter the character of the surrounding areas in a manner which substantially limits, or precludes the use of surrounding properties for the uses listed as permitted in the zone.



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

LAND USE APPLICATION

SITE AND DESIGN REVIEW General Type III

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

☐ Applicant Name: _____ Phone: _____
Address: _____ Email: _____
City/State: _____ Zip: _____

☐ Representative Name: _____ Phone: _____
Address: _____ Email: _____
City/State: _____ Zip: _____

☐ Property Owner Name: _____ Phone: _____
Signature: _____
Address: _____ Email: _____
City/State: _____ Zip: _____

☐ 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

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

PROPERTY & PROJECT INFORMATION:

Street Address or Location of Subject Property _____ Total Size of Property _____ Assessor Tax Lot Numbers _____

Existing Use, Structures, Other Improvements on Site _____ Zoning _____ Comp Plan Designation _____

Describe the Proposed Development or Use of Subject Property _____

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

SITE AND DESIGN REVIEW APPLICATION – TYPE III–INSTRUCTIONS

All required application submittals detailed below must also be submitted in electronic format on a CD, flash drive or via email. Required application submittals include the following:

Applicant City
Check Check

- | | | |
|--------------------------|--------------------------|--|
| <input type="checkbox"/> | <input type="checkbox"/> | One (1) copy of this application packet. The City may request further information at any time before deeming the application complete. |
| <input type="checkbox"/> | <input type="checkbox"/> | Payment of appropriate fees – cash or check only. Refer to the city’s Master Fee Schedule for current fees. Checks should be made out to the <i>City of Canby</i> . |
| <input type="checkbox"/> | <input type="checkbox"/> | Please submit one (1) electronic copy of mailing addresses in either an EXCEL SPREADSHEET or WORD DOCUMENT for all property owners and all residents within 500 feet of the subject property. If the address of a property owner is different from the address of a site, an address for each unit on the site must also be included and addressed to “Occupant.” A list of property owners may be obtained from a title insurance company or from the County Assessor’s office. |
| <input type="checkbox"/> | <input type="checkbox"/> | One (1) copy of a written, narrative statement describing the proposed development and detailing how it conforms with the Municipal Code and to the approval criteria, including the applicable Design Review Matrix, and availability and adequacy of public facilities and services. <u>Ask staff for applicable Municipal Code chapters and approval criteria.</u>
Applicable Code Criteria for this application includes:

<hr/> <hr/> <hr/> <hr/> |
| <input type="checkbox"/> | <input type="checkbox"/> | Three (3) copies of a Traffic Impact Study (TIS), conducted or reviewed by a traffic engineer that is contracted by the City and paid for by the applicant (<u>payment must be received by the City before the traffic engineer will conduct or review a traffic impact study.</u>
Ask staff to determine if a TIS is required. |
| <input type="checkbox"/> | <input type="checkbox"/> | One (1) copy in written format of the minutes of the neighborhood meeting as required by Municipal Code 16.89.020 and 16.89.070. The minutes shall include the date of the meeting and a list of attendees. |
| <input type="checkbox"/> | <input type="checkbox"/> | One (1) copy in written format of the minutes of the pre-application meeting |
| <input type="checkbox"/> | <input type="checkbox"/> | One copy of either the recorded plat or the recorded deeds or land sales contracts that demonstrates how and when legal property lines were established and where the boundaries of the legal lot(s) of record are located. If the property is a lot or parcel created by plat, a copy of the recorded plat may be obtained from the Clackamas County Surveyor’s office. If the property is a legal lot of record created by recorded deed or land sales contract at a time when it was legal to configure property lines by deed or contract, then those recorded deeds may be obtained from the Clackamas County Office of the Clerk, or a Title Company can also assist you in researching and obtaining deeds. |
| <input type="checkbox"/> | <input type="checkbox"/> | If the development is located in a Hazard (“H”) Overlay Zone, submit one (1) copy of an affidavit signed by a licensed professional engineer that the proposed development will not result in |

N/A

Visit our website at: www.canbyoregon.gov

Email Application to: PlanningApps@canbyoregon.gov

significant impacts to fish, wildlife and open space resources of the community. If major site grading is proposed, or removal of any trees having trunks greater than six inches in diameter is proposed, then submit one (1) copy of a grading plan and/or tree-cutting plan.

Applicant Check ☐ City Check ☐

Two (2) 11" x 17" paper copies of the proposed plans, printed to scale no smaller than 1"=50'. The plans shall include the following information:

- ☐ Vicinity Map. Vicinity map at a scale of 1"=400' showing the relationship of the project site to the existing street or road pattern.
- ☐ Site Plan-the following general information shall be included on the site plan:
 - ☐ Date, north arrow, and scale of drawing;
 - ☐ Name and address of the developer, engineer, architect, or other individual(s) who prepared the site plan;
 - ☐ Property lines (legal lot of record boundaries);
 - ☐ Location, width, and names of all existing or planned streets, other public ways, and easements within or adjacent to the property, and other important features;
 - ☐ Location of all jurisdictional wetlands or watercourses on or abutting the property;
 - ☐ Finished grading contour lines of site and abutting public ways;
 - ☐ Location of all existing structures, and whether or not they are to be retained with the proposed development;
 - ☐ Layout of all proposed structures, such as buildings, fences, signs, solid waste collection containers, mailboxes, exterior storage areas, and exterior mechanical and utility equipment;
 - ☐ Location of all proposed hardscape, including driveways, parking lots, compact cars and handicapped spaces, loading areas, bicycle paths, bicycle parking, sidewalks, and pedestrian ways;
 - ☐ Callouts to identify dimensions and distances between structures and other significant features, including property lines, yards and setbacks, building area, building height, lot area, impervious surface area, lot densities and parking areas;
 - ☐ Location of vision clearance areas at all proposed driveways and streets.
- ☐ Landscape Plan, with the following general information:
 - ☐ Layout and dimensions of all proposed areas of landscaping;
 - ☐ Proposed irrigation system;
 - ☐ Types, sizes, and location of all plants to be used in the landscaping (can be a "palette" of possible plants to be used in specific areas for landscaping);
 - ☐ Identification of any non-vegetative ground cover proposed, and dimensions of non-vegetative landscaped areas;
 - ☐ Location and description of all existing trees on-site, and identification of each tree proposed for preservation and each tree proposed for removal;
 - ☐ Location and description of all existing street trees in the street right-of-way abutting the property, and identification of each street tree proposed for preservation and each tree proposed for removal.
- ☐ Elevations Plan

The following general information shall be included on the elevations plan:

 - ☐ Profile elevations of all buildings and other proposed structures;
 - ☐ Profile of proposed screening for garbage containers and exterior storage areas;
 - ☐ Profile of proposed fencing.

- ☐ Sign Plan.
 - ☐ Location and profile drawings of all proposed exterior signage.
 - ☐ Color and Materials Plan.
 - ☐ Colors and materials proposed for all buildings and other significant structures.
- ☐ ☐ One (1) copy of a completed landscaping calculation form (see page 5)
- ☐ ☐ One (1) copy of a completed Design Review Matrix (see page 6)

SITE AND DESIGN REVIEW APPLICATION: LANDSCAPING CALCULATION FORM

Site Areas

1. Building area		- Square footage of building footprints
2. Parking/hardscape		- Square footage of all sidewalks, parking, & maneuvering areas
3. Landscaped area		- Square footage of all landscaped areas
4. Total developed area		- Add lines 1, 2 and 3
5. Undeveloped area		- Square footage of any part of the site to be left undeveloped.
6. Total site area		- Total square footage of site

Required Site Landscaping (Code 16.49.080)

7. Percent of landscaping required in Zoning District		- Fill in the Appropriate Percentage: R-1, R-1.5, R-2 Zones: 30%; C-2, C-M, C-R, M-1, M-2 Zones: 15%; C-1 Zone: 7.5%
8. Required minimum square footage of landscaping		- Multiply line 4 and line 7
9. Proposed square footage of landscaping		- Fill in value from line 3

Required Landscaping within a Parking Lot (Code 16.49.120(4))

Note: This section and the next apply only to projects with more than 10 parking spaces or 3,500 square feet of parking area

10. Zone		- Fill in the Appropriate Zone and Percentage: C-1 Zone: 5%; Core Commercial sub-area of the Downtown Canby Overlay: 10%, except for parking lots with 10 or more spaces and two or more drive aisles: 50 square feet per parking space; All other zones: 15%.
11. Percent of required landscaping		
12. Area of parking lot & hardscape		- Fill in area of parking and maneuvering areas plus all paved surface within ten (10) feet of those areas.
13. Number of vehicle parking spaces		- For Core Commercial sub-area in the Downtown Canby Overlay only, fill in the total # of parking spaces on-site.
14. Required square footage of landscaping within 10 feet of parking lot		- Multiply area of parking lot (line 12) by percent of required landscaping (line 11) -OR- for the CC sub-area in the Downtown Canby Overlay multiply line 13 by 50 square feet.
15. Proposed square footage of Landscaping within 10 feet of parking lot		- Calculate the amount of landscaping proposed within 10 feet of all parking and maneuvering areas.

Parking Lot Tree Calculation

16. Number of parking spaces		- Total number of vehicle parking spaces
17. Area of parking lot & hardscape		- Area from line 12
18. Number of parking spaces (line 16) divided by 8		- Round up to the nearest whole number
19. Area of parking lot area (line 17) divided by 2,800		- Round up to the nearest whole number
20. Number of required trees in parking lot		- Fill in the larger of row 18 and row 19
21. Number of trees provided within 10 feet of parking lot		- Fill in the number of proposed trees within 10 feet of parking and maneuvering areas.

SITE AND DESIGN REVIEW APPLICATION: DESIGN REVIEW MATRIX

Applicants: Please circle the applicable point column to your project and compute the total and percentages at the end of the table.

Table 16.49.040 Site Design Review Menu

As part of Site and Design Review, the following menu shall be used as part of the review. In order to “pass” this table 60% of total possible points shall be earned, 10% of the total possible points must be from LID elements

Design Criteria	Possible Points				
Parking	0	1	2	3	4
Screening of parking and/or loading facilities from public right-of-way	Not screened	Partially screened	Fully screened	-	-
Parking lot lighting provided	No	Yes	-	-	-
Parking location (behind building is best)	Front	Side	Behind	-	-
Number of parking spaces provided (% of minimum required)	>120%	101-120%	100%	-	-
Screening of Storage Areas and Utility Boxes	0	1	2	3	4
Trash storage is screened from view by solid wood fence, masonry wall or landscaping.	No	Yes	-	-	-
Trash storage is located away from adjacent property lines.	0 - 10 feet from adjacent property	11 - 25 feet from adjacent property	>25 feet from adjacent property	-	-
Utility equipment, including rooftop equipment, is screened from view.	Not screened	Partially screened	Fully screened	-	-
Access	0	1	2	3	4
Distance of access to nearest intersection.	≤70 feet	71 - 100 feet	>100 feet	-	-
Pedestrian walkways from public street/sidewalks to building entrances.	One entrance connected.	-	Walkways connecting all public streets/sidewalks to building entrances.	-	-
Pedestrian walkways from parking lot to building entrance.	No walkways	Walkway next to building only	Walkways connecting all parking areas to building entrances	-	-

Tree Retention	0	1	2	3	4
Design Criteria	Possible Points				
Percentage of trees retained	<10%	10-50%	51-75%	>75%	NO EXISTING TREES -
Replacement of trees removed	<50%	≥50%	-	-	NO EXISTING TREES -
Signs	0	1	2	3	4
Dimensional size of sign (% of maximum permitted)	>75%	50-75%	<50%	-	-
Similarity of sign color to building color	Not similar	Somewhat similar	Similar	-	-
Pole sign used	Yes	No	-	-	-
Building Appearance	0	1	2	3	4
Style (similar to surroundings)	Not similar	Somewhat similar (1 or 2 points possible depending on level of similarity)		-	-
Color (subdued and similar to surroundings is better)	Neither	Similar or subdued	Both	-	-
Material (concrete, wood and brick are best)	Either 1 or 2 points may assigned at the discretion of the Site and Design Review Board				
Size of building (smaller is better)	>20,000 square feet	≤20,000 square feet	-	-	-
Provision of public art (i.e. murals, statues, fountains, decorative bike racks, etc.)	No	-	-	-	Yes
Landscaping	0	1	2	3	4
Number of non-required trees provided	-	At least one tree per 500 square feet of landscaping.	-	-	-
Amount of grass (less grass is better) (% of total landscaped area)	>50%	25-50%	<25%	-	-
Low Impact Development (LID)	0	1	2	3	4
Use of pervious paving materials (% of total paved area)	<10%	-	10-50%	51-75%	>75%
Provision of park or open space area	None	-	Open space (Generally not for public use)	-	Park (public or privately owned for public use)

Design Criteria	Possible Points				
Use of drought tolerant species in landscaping (% of total plants)	<25% drought tolerant	-	25-50% drought tolerant	51-75% drought tolerant	>75% drought tolerant
Provision of additional interior parking lot landscaping (% of minimum required)	100%	101-110%	111-120%	>120%	-
Provision of an eco-roof or rooftop garden (% of total roof area)	<10%	-	-	10-50%	>50%
Parking integrated within building footprint (below-grade, structured parking, or tuck-under parking) (% of total on-site parking)	<10%	-	-	10-50%	>50%
Disconnecting downspouts from city stormwater facilities	None	Some downspouts disconnected	All downspouts disconnected	-	-
Shared parking with adjacent uses or public parking structure (% of total required parking spaces)	None	<50%	≥50%	-	-
Provision of rain gardens/bioretenention areas for stormwater runoff (% of total landscaped area)	None	-	10-50%	51-75%	>75%
Total Possible Points = 71, 60%=42.6 points, 10%=7.1 points					

Total Points Earned: _____ (42.6 points required for 60%)

Total LID Points Earned: _____ (7.1 required for 10%)

SITE AND DESIGN REVIEW – TYPE III: APPLICATION PROCESS

1. Prior to submitting an application, all applicants are encouraged to request a pre-application meeting with the City -or- the Planning Director may determine that a pre-application meeting is required prior to submitting an application. To schedule a pre-application meeting, an applicant must submit a completed pre-application form and set of preliminary plans to the City Planner, and after receiving the Planner's initials, must then make and take (3) copies of the pre-application materials to the Canby Public Works Department to schedule the pre-application meeting. The amount of the fee for a pre-application meeting is based on whether the application involves a public hearing or not.
2. Prior to submitting an application, applicants may be required to hold a neighborhood meeting with surrounding property owners and any recognized neighborhood association representative, pursuant to the procedures described in Canby Municipal Code Section 16.89.070. In certain situations, the Planning Director may waive the neighborhood meeting requirement.
3. At the time an application is submitted to the City, payment of all required application processing fees is required. An application will not be accepted without payment of fees. City Staff can provide you with information concerning application fees.
4. Staff will check the application, making sure that it is complete and all fees are paid. Copies of the application materials are routed to various City/State/County departments, as applicable, for their comments. The application is reviewed for completeness; the City Planner will accept or return the application with a written list of omissions within thirty (30) calendar days of the submittal.
5. Staff investigates the application, writes a staff report, issues public notice, notifies surrounding property owners, and makes all facts relating to the request available to the Planning Commission and all interested parties.
6. Prior to the public hearing, the City will prepare notice materials for posting on the subject property. Staff will post this material at least ten (10) days before the public hearing.
7. The staff report will be available to all interested parties seven (7) days prior to the hearing.
8. The Planning Commission holds a public hearing. The staff report is presented to the Commission. Testimony is presented by the applicant, proponents and opponents, followed by rebuttal from the applicant.
9. The Commission then issues findings of fact which support approval, modification, or denial of the application. A decision may be appealed to the City Council.
10. If an approval or a denial is appealed, City Council holds a public hearing. The staff report is presented and testimony taken, as at the original hearing(s). Unless the City Council decides to hear the appeal de novo, only testimony regarding items already in the record is permitted, and no new information may be entered. In the case of an appeal, the Council may affirm, revise or reverse the action of the Planning Commission in all or in part. The Council may also remand the matter back to the hearing body for further consideration.
11. Prior to construction of the project, a preconstruction meeting is held with the City and all applicable utility and service providers. If required, this meeting must be held and approval of Plan set by all agencies, and payment of Canby System Development Charge (SDC) and construction excise tax to the City before issuance of any building permits for the project(s) by Clackamas County.

SITE AND DESIGN REVIEW – TYPE III: REVIEW CRITERIA (*Code 16.49.040*)

1. The Planning Commission shall, in exercising or performing its powers, duties or functions, determine whether there is compliance with the following A through D, and with Criteria 4, 5, and 6 below:
 - A. The proposed site development, including the site plan, architecture, landscaping and graphic design, is in conformance with the standards of this and other applicable City ordinances insofar as the location, height and appearance of the proposed development are involved; and
 - B. The proposed design of the development is compatible with the design of other developments in the same general vicinity; and
 - C. The location, design, size, color and materials of the exterior of all structures and signs are compatible with the proposed development and appropriate to the design character of other structures in the same vicinity; and
 - D. The Planning Commission shall, in making its determination of compliance with subsections B and C above, use the applicable matrix [*pages 8-12*] to determine “compatibility”.
2. The Planning Commission shall, in making its determination of compliance with the above requirements, be guided by the objectives and standards set forth in this section. 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 development. If the site and design review plan includes utility facilities or public utility facility, then the City Planner shall determine whether those aspects of the proposed plan comply with applicable standards.
3. The Planning Commission shall, in making its determination of compliance with the requirements set forth, consider the effect of its action on the availability and cost of needed housing. The Planning Commission shall not use the requirements of this section to exclude needed housing types. However, consideration of these factors shall not prevent the Planning Commission from imposing conditions of approval necessary to meet the requirements of this section. The costs of such conditions shall not unduly increase the cost of housing beyond the minimum necessary to achieve the purposes of this ordinance.
4. As part of the site and design review, the property owner may apply for approval to cut trees in addition to those allowed in Chapter 12.32, the City Tree Ordinance. The granting or denial of said application will be based on the criteria in Chapter 12.32. The cutting of trees does not in and of itself constitute change in the appearance of the property which would necessitate application for site and design review.



Pre-application Meeting

**1300 S Ivy Street – Memory Care Facility
May 22, 2019**

Attended by:

Richard S Georgescu, RSG Engineering Co, 503-380-6179
Edward Radulescu, EPR Design/NW Arch & Design, 503-679-2493
Doniel Donovan, Owner, 503-928-9970
Hassan Ibrahim, Curran-McLeod Engineering, 503-684-3478
Daryll Hughes, Wastewater Treatment, 503-266-0647
Veronica Wilson, Owner, 503-740-5023

Doug Erkson, Canby Utility, 503-263-4331
Petronella Donovan, Owner, 503-810-9045
Ryan Potter, Planning, 503-266-0712
Jerry Nelzen, Public Works, 503-266-0759
Sandy Freund, Planning, 503-266-0775
Juliano Wilson, Owner, 503-969-3432

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

OWNER, Petronell Donovan

- We do senior housing and we want to do assisted living/indoor memory care facility and also have some independent living cottages/houses.

CURRAN-MCLEOD ENGINEERING, Hassan Ibrahim

- SE 13th Avenue is an arterial street and you will need to dedicate 10 ft the right-of-way (ROW) to match what is existing on the east side.
- You will need to build half street improvements on SE 13th Avenue including curb, sidewalks, planter strip and street lighting. The curb will be located based on what is matching to the east, which is 22 ft from the center line. The sidewalk needs to be 6 ft wide and the planter strip is a minimum of 4-1/2 ft wide.
- You do not meet the required access spacing for an arterial street of 330 ft from the nearest intersection of SE 13th Avenue and S Ivy Street. What needs to happen is a design exception by your engineer and we will certainly validate it because your hands are tied here, but we need something documented on why you cannot meet the access spacing other than where the location of the driveway is located.
- South Ivy Street is a county roadway and Jerry said we have a signed intergovernmental agreement (IGA) with the county and when all improvements have been completed the City of Canby will be taking over the responsibility of S Ivy Street. When you are ready to start the frontage improvements for S Ivy Street you will be building them to our standards and we will have a letter of understanding between the city and county in regards to the improvements. Petronella said we need to show the city codes and Jerry said yes because I will have a letter stating any improvements on S Ivy Street will be built to city standards, but until then you will still need to work with the county as far as permits. Hassan said S Ivy Street is an arterial street and what are your plans for this access, will it be for emergencies only and Edward said we are proposing access on SE 13th Avenue as far from the intersection

as possible and the other access will be for emergencies only and Hassan said it will not be a primary access correct. Edward said what we would like to have is have one of them be an exit only just for the flow of dropping off residents or emergency vehicles to come in and leave without having to back up anywhere on site. The reason for that is for licensing they prefer we have a drop off area for residents and emergency vehicles where they do not have to back up on site to get out and I am wondering if something like that can be allowed. Hassan said at this time, unfortunately, it is still a county road and it is their call on whether you can have that type of access. You will need to discuss this access option with Clackamas County Department of Transportation and Development (DTD). Petronella asked if in the future this will be a city street and right now we have to deal with the county, but if it comes in the future can we not have the city and Jerry said it depends on how fast the county will get back to me, but at this point you will have to follow the county standards on the driveway and as of right now it is a county decision. Edward said if the county is okay with it, would you support it and Hassan said there will be a traffic study and someone will figure out what the impact will be on the arterial street, will it be acceptable or will it cause delays, etc. Similarly, you will have to do half street improvements along S Ivy Street and I believe the face of curb is 23 ft from the centerline and I want to draw your attention to the curb placement it needs to line up with the curb line south of you at SE 16th Avenue. There will be a 6 ft curb tight sidewalk and I do not believe it is a 60 ft ROW, so no ROW dedication required on S Ivy Street.

- The driveway approaches will be private and built to commercial standards with a minimum 6 inch thick concrete with reinforcements.
- You will need to contact Matt English, Fire Marshall, Canby Fire Department, (503) 266-5851 for all the safety needs.
- We have sewer and water available on both streets and Doug said Canby Utility Water Department has a 14 inch water main on SE 13th Avenue and a 10 inch water main on S Ivy Street. Jerry said for the sewer you will want to go into SE 13th Avenue because of the utility conflicts on S Ivy Street and you would have to go through all the utilities and into Hope Village's green space. Hassan said when you make the connection to the sanitary sewer you need to be mindful of the detector/induction loops for the signal and they may be in the vicinity and if they get disrupted they have to be reinstated. You will be required to have a sampling manhole on the sewer line located at the public ROW and after the public ROW into the site will be your responsibility. Daryll said if they are set up like any other memory care facility I do not foresee any sampling taking place and if you agree this will not be upgraded to any type of industrial situation, this is my biggest concern because if someone comes in after you and would be a manufacturing type business, we do not have any way of sampling. Sandy asked if the single cottages would be sufficient for a 6 inch lateral and Jerry said one 6 inch lateral will be sufficient, but we only allow one 6 inch lateral per address and Edward said it will be only one address for the site.
- Hassan said we will need a cleanout to separate what the city maintains and what is your responsibility and it will be located at ROW. Jerry said it will be a Romac saddle at the connection and we will go over all of that with your contractor.
- Once your engineer designs the storm we will review it. All the stormwater created on site stays on site it does not go into a public street. Richard asked about the street improvements,

curb and sidewalk who is doing the storm and Hassan said you will have to put in a drywell. Edward said what about what is outside of our property line, the public stormwater goes into our site and Hassan said no. Edward asked if you wanted the drywell under the sidewalk and Jerry said you will put one in the street and Hassan said the public stormwater will be going into a catch basin, to a sedimentation manhole then to the drywell. On the private side if you do a drywell you will have to have it rule-authorized by Oregon DEQ, for the public we are covered under a citywide WPCF permit. Richard said if we do surface infiltration we do not have to go to DEQ and Hassan said correct if it is not an underground injection control (UIC) you do not. Edward asked if the soil conditions were different in Canby than in Oregon City and Jerry said it is a great area for infiltration if you get down to the cobble. Hassan said we will need a drainage report and percolation testing result sent to us to determine what the percolation rate will take the flow. Richard asked if we needed the water quality for the roof and Hassan said it is up to DEQ on what they require on private stormwater. Hassan said you need to be mindful if you do an on-site drywell it has to be 267 ft radius away from all water drinking wells. Your engineer has to demonstrate if any UIC whether public or private is 267 ft radius away from a drinking water well. Richard said if we do surface infiltration we do not have to do this and Hassan said correct.

WASTEWATER TREATMENT, Daryll Hughes

- Will you have a main kitchen on site and Petronella said yes. Daryll said requirements by the city is if any facility serving multiple people you will need a grease trap and you have that planned and the answer was yes. I will come out to the site and assess the impact of the grease trap and set a frequency of how often it gets cleaned, just like everyone else in town.
- Daryll handed the owners an environmental survey. Fill it out and send it back to me. I am required by the State of Oregon to give you the Resource Conservation and Recovery Act (RCRA) form.
- I am getting in touch with all companies in Canby that use disposable wipes coming to the wastewater treatment plant. I will be starting a process through education to prevent the disposable wipes from getting to the wastewater treatment plant because it causes issues. If there is any way we can go through this with any forethought of being able to not flush the wipes it would be fantastic for us. Petronella said I know it happened to us at our other facility as well. Daryll said in Canby I would like to try to initiate something like this to get the program going and if folks like you can be on board it would be a great partnership.

CANBY UTILITY, WATER AND ELECTRIC, Doug Erkson

- I will be discussing the water and electric today. The water can be fed from either side of your property and the sanitary sewer has to be 10 ft away from our water main. The electric will be feeding off of SE 13th Avenue, do you have a spot where the electric will be and Edward said it will be where our main trash area, loading/unloading area, kitchen or electric room will be on this side as long as it is not on the street frontage. Doug said for the water, the main to meter is all on the developer for the construction and on the electric side all trenching, backfill, staking and grades is also on the developer and we will do all of our conduit and set is up. At this time I do not know what the design will look like yet, I do not know if our design guy has looked at your design yet, but we will do that after we get all of

this pre-stuff approved. Do you have any questions for me and Edward said do you want a site plan with its design and Richard asked if you are putting the electric underground? Doug stated all the electric is underground and Hassan said the street light layout will be determine by Canby Utility and they will install them. Richard asked about the signal light and Jerry said there will be changes to the signal and from what I understand they will need to move it because of a proposed turn lane. Edward said in the past the county determines by a certain amount of parking spaces and it triggers the signal and I do not know if they still have the same rule. Jerry said he remembered this part of the signal had to be moved and Hassan said it is in the wrong spot. Petronella asked if it was city or county and the answer was county. Edward asked if there was 3-phase power available and Doug said yes and if you stated your power will be coming into your site here, we would place our transformer here, but depending on your load, which you will have to provide to us we will determine if we need a vault there or not. Richard asked if we had any as builts for the underground utilities on the existing streets and the answer was for Richard to be directed to the City of Canby website's electronic records management system to find our as-built plans for this area. Hassan said yes, between the city and Canby Utility they will, but you will still need to do surveying.

- Doug said even though the developer does the construction and installs the water line one of our water department guys will need to be out there as the inspector during all construction for the water. All material needs to be American made for the domestic water and we will inspect all the material before they go into the ground. Richard asked who does the tapping of the water main and Doug said you will do the tap unless you want us to do the tap it is up to you. A and A Drilling usually does the tap for developers and usually, it is upon the developer to do the tap, we will set the meter after the installation is complete. Richard asked about what the fire department needs and he knows they will need a double check device after the meter for the domestic water and can we only do one tap for the domestic and fire and Doug said we can discuss this. Edward asked if there was a fire hydrant located nearby and Doug stated he did not check, but I am sure there are a few around because of the school. Richard asked how far apart do the fire hydrants need to be away and Edward stated a 150 ft from the fire department connection (FDC). Doug said the fire department will determine where the fire hydrants need to be placed and how many.
- Edward asked if Doug had the flow rates for the area and Doug said no, but we can open a hydrant and verify it for you just give me a call.

PUBLIC WORKS DEPARTMENT, Jerry Nelzen

- When do you plan on starting and Edward said if everything went smooth, two years. Jerry said we are leaving a section of overlay out because of this project and they section of SE 13th Avenue is going bad and we did not want you to cut a brand new street. Edward asked when are you planning on doing the overlay and Jerry said when will you be done with your frontage improvements. Discussion ensued. Juliano said what if we do all the street work there should not be any problems because we will be out of the ROW even though it would take us two years. Jerry asked when would you have all the street work completed and Edward said if we get everything approved and started we would prioritize the street work. Jerry said before this time next year you could be done with the street work and Edward said no not before this time we would probably just be starting the construction around this time.

Jerry said there is nothing we can do about that and Hassan said we will have to see how things go here. Jerry wanted to clarify that the city is leaving this portion of SE 13th Avenue out of our yearly paving maintenance and coordinating a half street improvement with a temporary overlay because the road is falling apart, but if you have all the frontage improvements completed by July 1, 2020 we can put it back in the yearly schedule. Richard said if it is possible to get the approval to do the sewer and water work and bring them out of the roadway and we build the curb and sidewalk later you should be able to do the road. Hassan said what we are trying to accomplish is to consolidate both projects ours and yours and when we overlay we want to match your top lift elevation that is what we are trying to accomplish. We do not want to end up with a joint, a cut or paste. Jerry said we will work together and Petronella stated they appreciated us working with them.

- Will the 6 inch sewer lateral be enough for your entire facility and Richard said yes it will be enough, especially at 2% can take a town. Jerry said I understand and I realize it is private and Hassan said it is private and the more slope they put on it the more capacity it will take. Jerry said when you connect to our sewer main you will need to have a traffic control plan and I will need to see it beforehand. You will need to work with the school district and the adult center because this is a very busy road and we just put in a new sewer main through there and it is approximately 8 ft off the north curb line on SE 13th Avenue. We will want a “T” cut, Romac saddle and no insert-a-t’s and we want the cleanout with a sanitary “Y” sloping towards the main away from yours in some hardscape area like a sidewalk and behind the cleanout will be inspected by Clackamas County. We work together with the county inspector and you will need to work out some plan for the air test for the entire line. Edward said for the traffic control plan we have used D & H Flagging in the past and they know all of your requirements and Jerry said that would be great.
- We would like you to follow the existing street tree design from Dinsmore Estates to the east of you and I believe S Ivy Street will be curb tight sidewalks and you will need to match the design they have at SE 16th Avenue. If you can put together a street tree plan with your design and if you do not the planning department will have a calculation of what you will pay if the city plants the street trees and the city will maintain the trees for two years and from that point it will be your responsibility. We do have a street tree list on our website and you can determine which tree fits the planter strip requirements.
- Jerry asked if they ever thought of making this road a public road and Petronella said no because of the safety of our residents. Jerry said the reason I ask is we were hoping to connect all the roadways from the other subdivisions in the future. Discussion ensued on the neighboring properties and Petronella said she had heard about the different types of proposed uses for this site and do you see our plans for senior housing having any issues with the site. Jerry said described what some issues with the neighboring property for sewer needs. Petronella said she will talk to all the neighbors and let them know what we have planned for this site.

CITY OF CANBY, PLANNING DEPARTMENT, Ryan Potter

- The land use applications will be a Site and Design Type 3 review process, but it will also require a conditional use permit and it would be another application to be processed at the same time. It will be based on the zone and Petronella asked what is it zoned right now and

Ryan said R-1. Edward asked if the Site and Design Type 3 review was a planning commission and Ryan said yes and you will have to have a neighborhood meeting also. You will have to send out notifications to all the neighbors in a 500 ft radius of the site.

- Do you know approximately how many beds will be in the main facility and Petronella said it will be at least 100, I do not have an exact count yet. Ryan said that count will drive on how much parking we will require. Edward asked what the minimum parking ratio for this type of use and Ryan said there is not a use that exactly fits what it is, for retirement assisted living is one space per unit for a convalescent home, nursing home or sanitarium it is one space per two beds plus one space per employee. Petronella said the residents will not be driving at all and they do not need any parking and Ryan said we will need to talk to the planning director on how he will interrupt it. Sandy said Ryan will send you all the notes and criteria for the applications and the process.
- The max height of the building will be 35 ft.
- The duplex units along the back, we consider these rear yards and they will have to be 15 ft not the 10 ft you show.
- We talked about the access and the driveway spacing.
- There will be landscaping requirements for the site and in the parking lot also.
- You will need to screen the trash enclosures. Edward asked who was in charge of reviewing access for the garbage trucks and Sandy said we will send a copy of the application to Canby Disposal and see what their comments will be and if they have conditions or comments it will be in the staff report. Edward said we wanted to see how much room they needed for backing up and Richard asked if they needed a sanitary lateral for the garbage enclosure. Daryll asked if you wanted some sort of drainage for the garbage area, will it be covered and Edward said we are thinking to incorporate it into the building so it will not be outside like a trash enclosure. Daryll said if you can isolate the intrusion and it would be best not to have any sort of drain. Richard asked if it was inside the building can we have a sanitary sewer lateral and Edward said our thoughts are to have a rollup door in a big room and where the garbage truck pulls up to it. Daryll asked why you would need a drain to the sanitary sewer, could you just wipe up any messes and Richard said they would be using a hose to clean up any messes. Petronella said not that type of garbage and Jerry said you will need to submit your plans to us for this trash enclosure for review. Daryll asked what type of waste are we talking about and Richard said diapers and such and Edward said it will be in a sealed dumpster and should not leak and it will not be raining on top of it. Daryll said the drain will not be used as a primary discharge and the answer was no.

5.22.19 – 10:30AM

1300 S. Ivy St. Canby, Oregon RCF + Memory Care

Pre-Application Conference

Meeting Notes

- See notes provided by the departments
- 10' dedication of R.O.W. and improvements required along S. 13th St.
- Ivy St. is a county road and county makes the call on whether an access will be allowed on to Ivy St. Traffic study will be required
- R.O.W. improvements are required along S Ivy St. No dedication required
- Design exception required for access spacing for the driveway entrances
- Contact the Canby Fire Marshal for access and other requirements they might have
- Sewer and Water available on both streets. Sewer should be taken from 13th.
- Need to be 267' feet away from any water well for the storm water facility.
- Storm water required for ROW and Onsite. Drywells can be used if infiltration allows and must have DEQ approval
- Grease trap required for the Commercial Kitchen
- 10' lateral separation. Can be reduced for vertical separation as well.
- Need to hire someone to get the water flow rates for Fire Sprinkler and Hydrant
- Type III Site and Design Review and a Conditional Use Application Required for zone R-1. Neighborhood meeting and notification required to property owners within a 500' radius.
- Planning Commission
- 15' setbacks required at the back of the duplexes
- Min. parking to be determined by the planning director based on this type of use.
- Review required for drain in the garbage enclosure if we provide one
- Street trees required and street lighting
- Look into an 8" sewer lateral instead of a 6"

End of Meeting



919 NE 19th Ave.
Suite 155
Portland, OR. 97232
503.265.8461

design@eprdesign.com

www.eprdesign.com

1300 S. Ivy St. Canby, Oregon
Asteria Senior Living
102 Assisted Living, RCF, and Memory Care Units
8 Independent Senior Living Duplex Units

Conditional Use Approval Criteria
16.50.010

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

Response: The development meets the requirements of the R-1 base zone standards as well as the requirements for landscaping, parking, screening, and the requirements set forth by the Site Plan and Design Review.

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

Response: The site is suitable for this type of development because it is a large site located at the street corner of S. Ivy St. and SE 13th Ave. The two streets provide for easy access of visitors, staff, residence, and support vehicles (deliveries, emergency vehicles, trash collection, etc.) The site is flat and can accommodate for handicap accessibility that is required for this type of use as well as the necessary parking and landscaping. The proposed use (nursing care) is allowed in the R-1 zone with the approval of a Conditional Use application. Although it is a commercial use, it is very residential by nature as well. The site will be used as the permanent living quarters of the residents that will reside in the assisted living facility as well as the duplexes. Its proximity to other non-residential uses (Canby Adult Center, Canby Swim Center, Canby School District, and the Hope Village Senior Living Community makes this development a good fit for this neighborhood.

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

Response: The surrounding streets (SE 13th and S Ivy) provide adequate services for this development including: traffic circulation, access to the site for support services such as garbage, deliveries, and emergency vehicles. The site is well served by public water and sewer as well as gas (NW Natural) and electric (PGE). The development proposes the use of porous pavement and infiltration planters for storm water management on site. The overflow will be directed to an existing catch basin on SE 13th Ave.

4. The proposed use will not alter the character of the surrounding areas in a manner which substantially limits, or precludes the use of surrounding properties for the uses listed as permitted in the zone.

Response: The surrounding area includes both residential and commercial uses. The proposed development is a commercial use but residential in nature. S. Ivy St. and SE 13th Ave. are streets that provide adequate traffic flow and circulation to support this use. The residents of the assisted living facility will not own cars or drive to and from the site. They are residents that require 24-hour care for daily needs such as eating, bathing, medication administration, etc. due to disabilities which come with advanced age. These residents will not be driving. This portion of the site use will have traffic generated only by the staff, visitors, and support services; making it a low traffic use compared to an apartment building or other commercial use. The proposed 8 duplex units will be independent living and those residents will be driving. However, by providing only 8 units for independent living the level of traffic will be no different that if this site was development with single family homes. The duplex units will be rented to seniors only (65 and older). Because the proposed use will be licensed by the State of Oregon for 24-hour care, the site will be constantly monitored, maintained, and kept orderly. This is not a rehab, drug, or other addiction or parole facility; making it a quiet and clean use that will not disturb nearby existing development.



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1300 S. Ivy St. Canby, Oregon
Asteria Senior Living
102 Assisted Living, RCF, and Memory Care Units
8 Independent Senior Living Duplex Units

**Site Plan and Design Review Approval Criteria
16.49.040**

1. The proposed site development, including the site plan, architecture, landscaping and graphic design, is in conformance with the standards of this and other applicable City ordinances insofar as the location, height and appearance of the proposed development are involved;

Response: The proposed development is designed to meet all the applicable base zone standards outlined in the R-1 zone. The minimum landscaped area (15%) is met by providing a total of 44,434 SF of landscaped area (39.7%) and the minimum parking lot landscaping and tree requirements are also met or exceeded. The design of the building incorporates only materials that are approved for use as well as design elements required for building articulation, glazing, screening of garbage and mechanical equipment; while blending in with similar developments in the area.

2. The proposed design of the development is compatible with the design of other developments in the same general vicinity;

Response: The design of the building is modeled to blend with the various recently built development in the area and reflects a NW style of finishes and materials.

3. The location, design, size, color and materials of the exterior of all structures and signs are compatible with the proposed development and appropriate to the design character of other structures in the same vicinity;

Response: The design of the building is modeled to blend with the various recently built development in the area and reflects a NW style of finishes and materials. Although it is a large building, the building has been limited to 2-story with the building articulation designed so that the building is broken into 2 main building volumes and the smaller duplex structures designed similar to surrounding single-family homes. The larger portion of the buildings have been set towards the streets with large setbacks that incorporate landscaping and parking areas (similar to the development across S. Ivy St. and SE 13th Ave). The smaller structures have been placed on the east side of the site where the single-family homes are located on the neighboring properties. This provides a buffer from the large building by placing the single-family homes (proposed duplex's) between the neighboring homes and the larger proposed Assisted Living development on the site.



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4. The Planning Commission shall, in making its determination of compliance with subsections B and C above, use the applicable matrix *[pages 8-12]* to determine “compatibility”.

Response: See Matrix on the Land Use Application. 49 total points with 13 LID points.

2.4.21

1300 S. Ivy St. Canby, Oregon

RE: Conditional Use and Design Review Applications DR 20-03 & CUP 20-02

Addendum for Parking Demand

Parking available for the 8 Duplex Units: 16

Parking available for the Care Facility: 44

Total Proposed Number of Parking Spaces on Site: 60

Care Facility Parking Demand:

The parking demand is based on the total number of employees and visitors that will be coming to and from the site. The proposed development includes only resident units and beds licensed for advanced 24-hour care and dementia and Alzheimer's residents. Due to the condition of the residents, they will not own cars that will be parked at the site and they will not be driving to and from the site either. The following information outlines vehicle usage to and from the site:

- Day shift employees per day: 30 + 3 outside providers
- Swing shift employees per day: 12
- Night shift employees per day: 8
- Number of anticipated visitors per day: 5

Based on these numbers, the highest period of usage during any given day will be during the day shift. During this shift a total of 33 employees and 5 visitors may be present at the site. If all employees and visitors were to drive in their vehicle, a total of 38 parking spaces would be occupied. The total proposed number off-street parking spaces for the care facility is 44. This would allow an excess of 6 parking spaces that could be utilized for additional visitors.

Duplex Parking Demand:

The total number of proposed dwelling units within duplex structures is 8 units. A parking space on the driveway and a parking space within each unit's garage is provided; for a total of 2 parking space per dwelling unit (16 parking spaces total). These units will be single family dwelling units and require 2 parking space per dwelling. The proposed number of parking spaces for each dwelling unit proposed meets code criteria at a ratio of 2:1.

February 8, 2021

Canby Senior Housing
1300 S. Ivy St
Canby, OR
RE: Parking

To Whom it May Concern:

This letter is to clarify the number of parking spaces needed for Canby Senior Housing care community. This community will consist of Assisted Living and Memory Care. Based on the number of purposed units taking account for Residents, Staff, Outside Care Partners and Visitors of residents the following will justify 44 Parking Spaces supporting this need.

Shifts are as follows with Maximum Number of Staff on each shift:

6am to 2:30pm – 16 Staff Members
8:30am to 5pm – 12 Staff Members
2pm to 10:30pm – 12 Staff Members
10pm to 6:30am – 8 Staff Members

Outside Providers come in throughout the day typically between the hours of 7am and 6 pm. Each outside provider typically will stay in the community 1 hour on average. Given the number of proposed residents at peak times we will have an average of 3 outside providers utilizing parking spaces at any given time.

Visitors coming into to visit their loved ones will typically visit between the hours of 9am and 7pm and stay for an average of 2 hours. We have averaged on the high side that there may be up to 5 visitors in the community during these times.

Given this formula our peak times for parking spaces are between the times of 9am and 2:30pm. At this time if all Staff, outside providers and visitors were in the community driving singular vehicles, which would be rare, we will have a total of 36 parking spaces utilized. Which will allow for 8 additional spaces for any other visitors.

Please let me know if you have any further questions.

Respectfully,

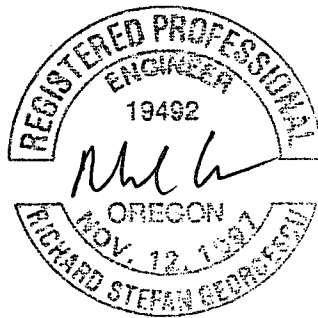


Tammy Thwaite
Principal
Avant Senior Housing Managers and Consultants, LLC

CANBY SENIOR LIVING
1300 S IVY RD, CANBY OR

DRAINAGE ANALYSIS REPORT

BY:
RSG ENGINEERING CO.



A bldg 6/30/21

NARRATIVE FOR 1300 S IVY RD, CANBY OR

GENERAL

On the existing lot, is an existing house which will be demolish. We are proposing to build senior living buildings, a parking lot and 4 duplexes for independent living.

SANITARY SEWER

On SE 13th St., it is and existing sanitary line. We are proposing a private 6" main sanitary line, which will connect sanitary laterals from all buildings, and connect with existing sanitary line.

Water

It is and existing water line on SE 13th st. We are proposing to connect a fire vault, a domestic water meter and an irrigation meter.

STORMWATER

For the parking lot, will be 4" porous asphalt over 1' of rock. Best of my calculations, is more than what we need, but will be only structural, to support a fire truck.

All roofs will be drained into infiltration planters, which will have a 1" c900 overflow pipe, connected to the existing catch basin on SE 13th St.

Figure E-3: Infiltration Test Data Table

Location: 1300 SIVY RD		Date: 7/17/20		Test Hole Number: 1	
Depth to bottom of hole: 36"		Diameter of hole: 6"		Test Method: OPEN PIT	
Tester's Name: RICHARD S. GEORGESCU P.E					
Tester's Company: RSG ENGINEERING CO Tester's Contact Number: 503-380-6179					
Depth, feet			Soil Texture		
0 - 0.5			TOP SOIL		
0.5' - 3'			GRAY CLAY w/ COBBLES		
Time	Time interval, minutes	Measurement, feet	Drop in water level, feet	Percolation rate, inches per hour	Remarks
NOON	0	0.5	-	-	FILL w/ WATER
12:15	15	0.42	0.08	3.84	
12:30	15	0.35	0.07	3.36	
12:45	15	0.30	0.05	2.4	
1 PM	15	0.26	0.04	1.92	
1:05	0	0.5	-	-	FILL w/ WATER
1:20	15	0.465	0.035	1.68	
1:35	15	0.43	0.035	1.68	
1:50	15	0.395	0.035	1.68	

2:05 15 0.36 0.035 1.68

STABILIZED FOR NEXT HOUR

$1.68 \text{ in/hr} \rightarrow \text{TAKE } 1.5 \text{ in/hr} \times 0.5 = \underline{\underline{0.75 \text{ in/hr}}}$

$0.75 \text{ in/hr} = \frac{60}{0.75} = \underline{\underline{80 \text{ min/inch}}}$

Figure E-3: Infiltration Test Data Table

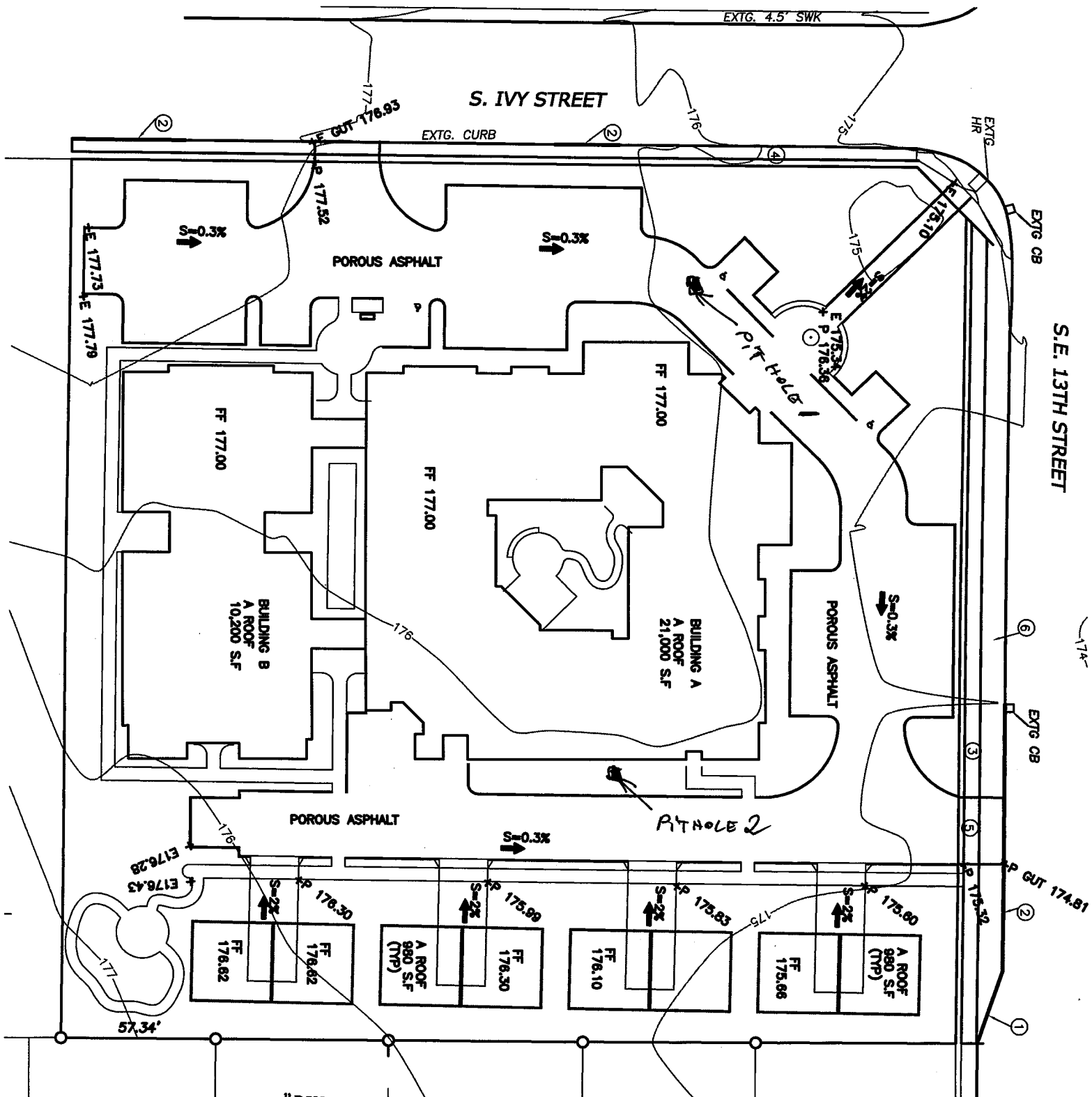
Location: 1300 SIVY RD		Date: 7/17/20		Test Hole Number: 2	
Depth to bottom of hole: 36"		Diameter of hole: 6"		Test Method: OPEN PIT	
Tester's Name: RICHARD S. GEORGE SCVP, E					
Tester's Company: RSG ENGINEERING CO Tester's Contact Number: 503-380-6179					
Depth, feet			Soil Texture		
0-0.5'			TOP SOIL		
0.5'-3'			GRAY CLAY w/ COBBLES		
Time	Time interval, minutes	Measurement, feet	Drop in water level, feet	Percolation rate, inches per hour	Remarks
3:30	0	0.5	—	—	FILL w/WATER
3:45	15	0.46	0.04	1.92	
4PM	15	0.42	0.04	1.92	
4:15	15	0.36	0.04	1.92	
4:30	15	0.32	0.04	1.92	
4:35	0	0.5	—	—	FILL w/WATER
4:50	15	0.465	0.035	1.68	
5:05	15	0.43	0.035	1.68	
5:20	15	0.395	0.035	1.68	

5:35 15 0.36 0.035 1.68

STABILIZED FOR NEXT HOUR

TAKE 1.5 in/hr $\times 0.5 = \underline{0.75 \text{ in/hr}} = \underline{80 \text{ MIN/INCH}}$

BY WELL LOG "CLAC 52004", GROUNDWATER IS 48' DEEP AT GROUND EL = 175'



BUILDING A

$$21,000 \text{ SF} = 0.48 \text{ AC}$$

***** S.C.S. TYPE-1A DISTRIBUTION *****
***** 25-YEAR 24-HOUR STORM **** 3.00" TOTAL PRECIP. *****

DATA PRINT-OUT:

AREA(ACRES)	PERVIOUS A CN	IMPERVIOUS A CN	TC(MINUTES)
.5	.0 86.0	.5 98.0	5.0

PEAK-Q(CFS)	T-PEAK(HRS)	VOL(CU-FT)
.37	7.67	4823

SUMMARY OF INPUT ITEMS

- 1) TYPE OF FACILITY: GRAVEL TRENCH/BED
- 2) STORAGE DEPTH(ft): 1.00
- 3) VERTICAL PERMEABILITY(min/in): 80.00
- 4) PRIMARY DESIGN HYDROGRAPH FILENAME: ivya
- 5) PRIMARY RELEASE RATE(cfs): .00
- 6) NUMBER OF TEST HYDROGRAPHS: 1
TEST HYD 1 FILENAME: ivya TARGET RELEASE(cfs): .00
- 7) NUMBER-OF-ORIFICES, RISER-HEAD(ft), RISER-DIAM(in): 0, 1.00, 12

PERFORMANCE:	INFLOW	TARGET-OUTFLOW	ACTUAL-OUTFLOW	PK-STAGE	STORAGE
DESIGN HYD:	.37	.00	.00	1.00	<u>1091</u>
TEST HYD 1:	.37	.00	.00	.90	1090

BUILDING A HAS $21,000 \text{ SF} \times 0.06 = 1,260 \text{ SF}$ FOR WATER QUALITY
WE HAVE $625 + 861 = 1,486 \text{ S.F} > 1,260 \text{ SF}$ OK!

WE HAVE TO STORE 1,091 cu ft OF STORM WATER

$V_{\text{ROCK}} = 1,486 \text{ SF} \times 3 \text{ feet deep} \times 0.25 \text{ VOL OF VOIDS} = 1,114 \text{ cu ft}$
 $1,114 \text{ cu ft} > 1,091 \text{ cu ft}$ NEED IT OK!

BUILDING **B** 10,200 SF ROOF = 0.23 AC

***** S.C.S. TYPE-1A DISTRIBUTION *****
***** 25-YEAR 24-HOUR STORM **** 3.00" TOTAL PRECIP. *****

DATA PRINT-OUT:

AREA(ACRES)	PERVIOUS A CN	IMPERVIOUS A CN	TC(MINUTES)
.23	.0 86.0	.23 98.0	5.0

PEAK-Q(CFS)	T-PEAK(HRS)	VOL(CU-FT)
.18	7.67	2311

SUMMARY OF INPUT ITEMS

- 1) TYPE OF FACILITY: GRAVEL TRENCH/BED
- 2) STORAGE DEPTH(ft): 1.00
- 3) VERTICAL PERMEABILITY(min/in): 80.00
- 4) PRIMARY DESIGN HYDROGRAPH FILENAME: ivyb
- 5) PRIMARY RELEASE RATE(cfs): .00
- 6) NUMBER OF TEST HYDROGRAPHS: 1
TEST HYD 1 FILENAME: ivyb TARGET RELEASE(cfs): .00
- 7) NUMBER-OF-ORIFICES, RISER-HEAD(ft), RISER-DIAM(in): 0, 1.00, 12

PERFORMANCE:	INFLOW	TARGET-OUTFLOW	ACTUAL-OUTFLOW	PK-STAGE	STORAGE
DESIGN HYD:	.18	.00	.00	1.00	<u>533</u>
TEST HYD 1:	.18	.00	.00	.90	530

BUILDING B HAS $10,200 \text{ SF} \times 0.06 = \underline{612 \text{ SF}}$ FOR WATER QUALITY
WE HAVE 628 SF > 612 SF NEED OK!

WE HAVE TO STOR 533 cu ft OF STORMWATER

$V_{\text{ROCK}} = 628 \text{ SF} \times 3.5' \text{ deep} \times 0.25 \text{ VOL OF VOIDS} = 549 \text{ cu ft}$
549 cu ft > 533 cu ft NEED OK!

DUPLEXES

$$7,840 \text{ SF ROOF} = 0.18 \text{ AC}$$

***** S.C.S. TYPE-1A DISTRIBUTION *****
***** 25-YEAR 24-HOUR STORM **** 3.00" TOTAL PRECIP. *****

DATA PRINT-OUT:

AREA(ACRES)	PERVIOUS A CN	IMPERVIOUS A CN	TC(MINUTES)
.2	.0 86.0	.2 98.0	5.0

PEAK-Q(CFS)	T-PEAK(HRS)	VOL(CU-FT)
.14	7.67	1808

SUMMARY OF INPUT ITEMS

- 1) TYPE OF FACILITY: GRAVEL TRENCH/BED
- 2) STORAGE DEPTH(ft): 1.00
- 3) VERTICAL PERMEABILITY(min/in): 80.00
- 4) PRIMARY DESIGN HYDROGRAPH FILENAME: ivyd
- 5) PRIMARY RELEASE RATE(cfs): .00
- 6) NUMBER OF TEST HYDROGRAPHS: 1
TEST HYD 1 FILENAME: ivyd TARGET RELEASE(cfs): .00
- 7) NUMBER-OF-ORIFICES, RISER-HEAD(ft), RISER-DIAM(in): 0, 1.00, 12

INITIAL STORAGE VALUE FOR ITERATION PURPOSES: 1746 CU-FT

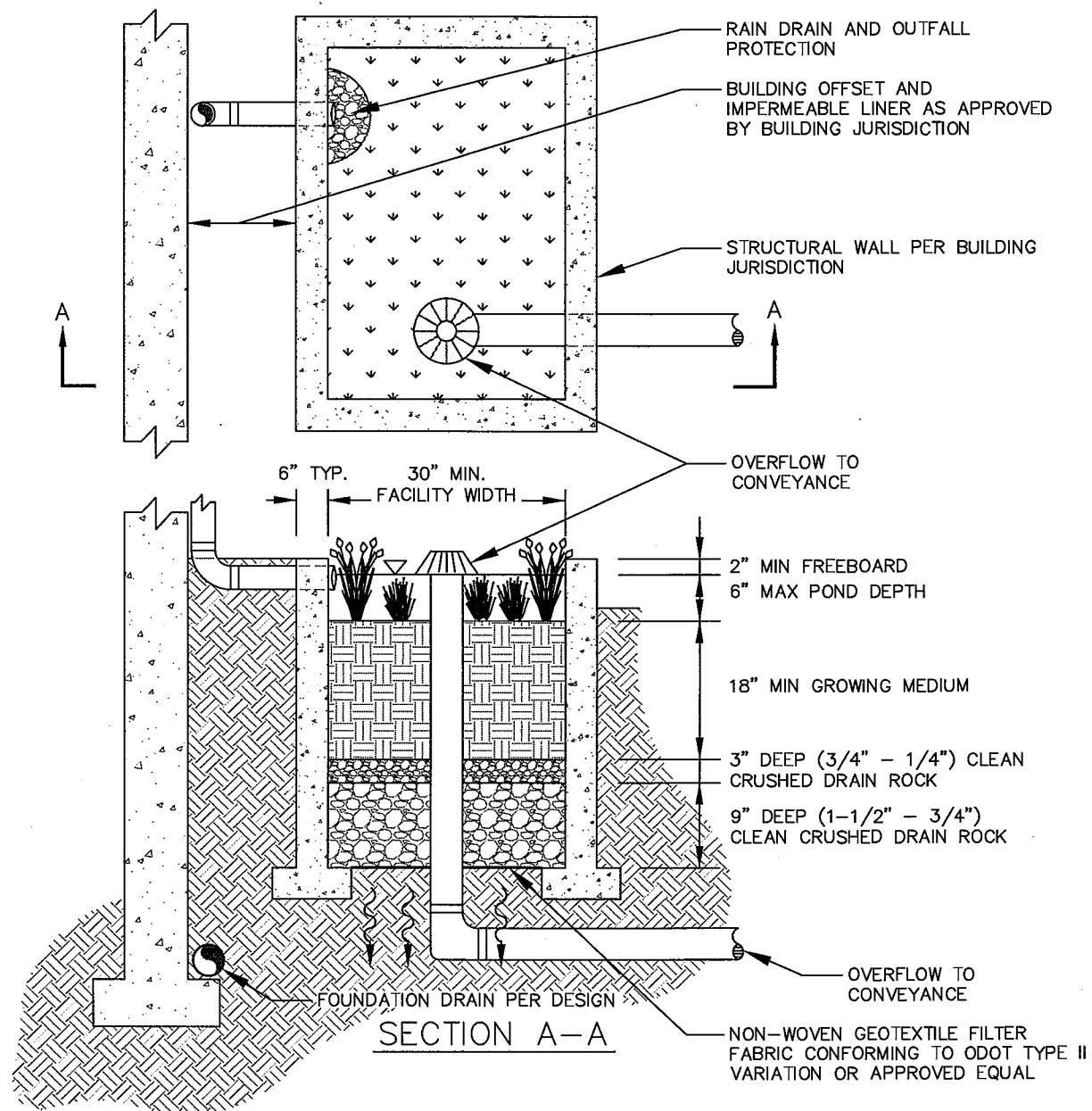
PERFORMANCE:	INFLOW	TARGET-OUTFLOW	ACTUAL-OUTFLOW	PK-STAGE	STORAGE
DESIGN HYD:	.14	.00	.00	1.00	<u>410</u>
TEST HYD 1:	.14	.00	.00	.90	410

$$\text{DUPLEXES: } 980 \text{ SF ROOF EACH UNIT} \times 8 = \underline{7,840 \text{ SF}}$$
$$7,840 \text{ SF} \times 0.06 = \underline{471 \text{ SF}} \text{ FOR WATER QUALITY}$$

WE HAVE TO STORE 410 cu ft OF STORMWATER

$$V_{\text{ROCK}} = 471 \text{ SF} \times 3.5' \text{ DEEP} \times 0.25 \text{ VOL OF VOIDS} = \underline{412 \text{ cu ft}}$$

412 cu ft > 410 NEEDED OK!



NOTES:

1. PRIVATE WATER QUALITY TREATMENT
2. 30" MIN WIDTH - FACILITY LENGTH TO BE CALCULATED BASED ON INCOMING FLOWS.
3. VEGETATION: SEE PLANT LIST IN LIDA HANDBOOK.
4. NO TREES OR DEEP ROOTED VEGETATION OVER PIPING.
5. RAIN DRAINS AND OVERFLOW TO MAINTAIN MAXIMUM LINEAR SEPARATION.
6. OUTFALL PROTECTION SIZED PER FLOW CALCULATIONS.
7. BUILDING JURISDICTION APPROVAL REQUIRED WHEN DEPTH OF FACILITY IS BELOW BUILDING FOOTING.

LOT# _____

BOX SIZE (SF.) _____

OF PLANTS _____

TYPE OF PLANTS _____

SIZE OF PLANTS _____

INFILTRATION PLANTER

LIDA
HANDBOOK

REVISED 03-16

CleanWater  Services

DRAWING NO. 793

PARKING

$$28,500 \text{ SF} = 0.65 \text{ AC}$$

***** S.C.S. TYPE-1A DISTRIBUTION *****
 ***** 25-YEAR 24-HOUR STORM **** 3.00" TOTAL PRECIP. *****

DATA PRINT-OUT:

AREA(ACRES)	PERVIOUS	IMPERVIOUS	TC(MINUTES)
	A CN	A CN	
.65	.0 86.0	.65 98.0	5.0
PEAK-Q(CFS)	T-PEAK(HRS)	VOL(CU-FT)	
.51	7.67	6531	

SUMMARY OF INPUT ITEMS

- 1) TYPE OF FACILITY: GRAVEL TRENCH/BED
- 2) STORAGE DEPTH(ft): 1.00
- 3) VERTICAL PERMEABILITY(min/in): 80.00
- 4) PRIMARY DESIGN HYDROGRAPH FILENAME: ivyp
- 5) PRIMARY RELEASE RATE(cfs): .00
- 6) NUMBER OF TEST HYDROGRAPHS: 1
 TEST HYD 1 FILENAME: ivyp TARGET RELEASE(cfs): .00
- 7) NUMBER-OF-ORIFICES, RISER-HEAD(ft), RISER-DIAM(in): 0, 1.00, 12

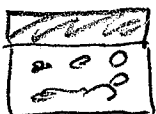
INITIAL STORAGE VALUE FOR ITERATION PURPOSES: 6612 CU-FT

PERFORMANCE:	INFLOW	TARGET-OUTFLOW	ACTUAL-OUTFLOW	PK-STAGE	STORAGE
DESIGN HYD:	.51	.00	.00	1.00	1462
TEST HYD 1:	.51	.00	.00	.90	1460

WE HAVE TO STOR 1462 cu ft OF STORM WATER.

$$V_{\text{ROCK}} = 1,462 \text{ cu ft} \times 1' \text{ DEEP} \times 0.25 \text{ VOL OF VOID} = 7,125 \text{ cu ft}$$

$$7,125 \text{ cu ft} > 1,462 \text{ cu ft} \text{ NEED OK!}$$



4" POROUS ASPHALT
 1" ROCK

FOR THE STRUCTURE OF THE
 PARKING LOT TO SUPPORT
 FIRE TRUCK WE HAVE TO HAVE
 4" ASPHALT OVER 1' OF ROCK



**CHARBONNEAU
ENGINEERING LLC**

Traffic Impact Study

**Senior Living
South Ivy Street & SE 13th Avenue
Canby, Oregon**

DR 20-03 & CUP 20-02

By

**Charbonneau Engineering
10211 SW Barbur Blvd, Suite 210A
Portland, OR 97219**

**Gary Spanovich, Transportation Planner, Report Author
Mary Kate Otto, EIT, Analysis
Frank Charbonneau, PE, Supervising Traffic Engineer**



TRAFFIC IMPACT STUDY

November 23, 2020

FOR

**102 Bed Assisted Living Center & 8 Dwelling Units
Located at South Ivy Street & SE 13th Avenue
Canby, Oregon**

DR 20-03 & CUP 20-02

By

Charbonneau Engineering

**Gary Spanovich, Transportation Planner
Frank Charbonneau, PE, PTOE, Traffic Engineer
Mary Kate Otto, EIT**

**If you should have any questions, please contact Gary Spanovich at 503.314.5955
(email garyalanspanovich@gmail.com) or Frank Charbonneau, PE, PTOE at
503.293.1118 (Frank@CharbonneauEngineer.com)**



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Overview

Charbonneau Engineering performed this Traffic Impact Study (TIS) and Frank Charbonneau, PE, Traffic Engineer; and Gary Spanovich, Transportation Planner. The TIS was scoped by Amanda Addotta, Associate Planner at the City of Canby. Also involved was the City of Canby's contract traffic engineer: Kevin Chewuk, PTP of DKS.

Local Knowledge of Gary Spanovich

Gary Spanovich, transportation planner for Charbonneau Engineering is very familiar with the area; having lived in Canby for 14 year from 1996-2010 and he was the City of Canby Planning Director for about a year circa 1995. He also used the facilities in the immediate area over the 14 year period: work with the Canby School District office; with Lee Elementary; With Ackerman Middle School; Canby Swim Center, etc.

The City of Canby approved a Hope Village campus, to the south of the project site comprising: 138 Garden Homes and Cottages; two 50 unit affordable apartments; community center; wellness center; 80 unit assisted living facility and a 50 bed post-acute care facility. The proposed site is adjacent to the Hope Village campus and next to the Canby Senior Center. It is an excellent place for this facility.

EXISTING CONDITIONS ANALYSIS

The existing conditions analysis documents the existing transportation conditions within the project study area. A description of the surrounding transportation network will be provided including functional classification of roadways, roadway cross-sections, posted speed limits, parking, and pedestrian/bicycle/transit facilities.

Location of the 102 Bed Assisted Living Center & 8 Senior Attached Units

The facility is located at **South Ivy Street & SE 13th Avenue in Canby, Oregon**. The facility will consist of a bed for sleeping and a half bath, generally these type of residential facilities generate much less traffic than say a single or multi family dwelling unit. **Appendix 1 contains maps of the development & location.**

Proposed Development

The proposed "Canby Senior Living" development is to be on a 2.57 acre plot of land (111,973 square feet) with a building coverage area of 37,588 square feet. There will be 52 parking spaces of which 2 will be handicapped spaces; there will be 6 bicycle spaces. It is an independent living, residential care, and memory care facility. The development plot is designated commercial-residential (CR) in the Canby zoning map and it is adjacent to the Canby Senior Center and the Canby Swim Center and near the Hope Village campus. The development fronts on both **South Ivy Street & SE 13th Avenue**.

They are both classified as arterial streets in the Canby Functional Classification plan in the City's TSP. Ivy has sidewalks on both sides; 13th has a sidewalk on the east leg and a trail on the west leg. Bike lanes are available on all sides. Ivy turns into Hwy 170 south of this area and is posted at 30 mph and Ivy is posted at 25 mph. A truck lane is designated for Ivy and also for the west leg of 13th. All four legs of the intersection have left turn pockets. Site Plan is on following page.

MAP 1 AREA LOCATION OF SITE



MAP 2 SPECIFIC LOCATION OF SITE



Existing Traffic Volumes & Peak Hour Conditions

The City of Canby has asked that one intersection be evaluated for capacity analysis - South Ivy Street & SE 13th Avenue. Preliminary trip generation and distribution estimates indicate that trip levels would not trigger analysis to be conducted at any other intersections.

ADT – Historical Growth

Historical ADT data was also found from the Clackamas County Webpage as follows: Source: (Clackamas County DTD Webpage)

13TH AVE EAST OF IVY

Position: N 45 15.128 W 122 41.063

Average Daily Traffic 2018: 6180 (6.4% increase per year since 2011)

Average Daily Traffic 2011: 4260

Average Daily Traffic 2008: 4100

Average Daily Traffic 2005: 2500

Average Daily Traffic 2002: 3000

Average Daily Traffic 2000: 1800

(IVY) CANBYMARQUAM HWY SOUTH OF 13TH

Position: N 45 14.988 W 122 41.223

Average Daily Traffic 2018: 7660 (3.4% increase per year since 2011)

Average Daily Traffic 2011: 6160

Average Daily Traffic 2008: 5450

Average Daily Traffic 2005: 5650

Average Daily Traffic 2002: 7200

Average Daily Traffic 2000: 6750

The data indicates that on Ivy there has been an average growth rate of 3.4% from 2011 to 2018; and that on 13th (east of Ivy) there has been a 6.4% increase from 2011 to 2018. The difference in the percentage increases has to do with the residential development to the east of Ivy which 13th funnels into town. Most likely these percentages would mirror future years, other than the fact of the Pandemic. Because of the Pandemic and the impact it has had on 2020 traffic volumes it is difficult to predict the future, even for the near term years, 2021 and 2022. It is expected that the Senior Living Facility will be fully built out in 2022.

It is anyone's guess whether and when traffic patterns as we knew them pre-Covid will return; so assumptions have to be made for different scenario futures.

Peak Hour Data

All study area intersections currently operate within City mobility standards during the peak hour. All turn lanes have adequate storage with no anticipated queue spillover into adjacent lanes.

The study intersections were reviewed to determine the existing geometry, traffic control, and operations during the peak hours. Existing intersection operating conditions were analyzed to establish the current peak hour performance. The critical peak periods for this evaluation were the weekday morning (7:00 to 9:00 am) and evening (4:00 to 6:00 pm). This is the time during a typical weekday when the study area street system would be expected to experience the highest vehicle volume and the site would generate significant traffic. Historical count data was obtained and utilized. A growth rate will be applied to the older count data to reflect 2022 build out volumes

Your consultant has contracted with the firm Quality Counts and collected actual data. Tuesday, October 20, 2020 for both the AM peak hour and the PM peak hour. This information represents traffic data after the Covid-19 pandemic started. We were also able to find historical data for the intersection, from a peak hour count from Tuesday October 29, 2019 for both the AM and PM peak hour. It was a clear day when the counts were taken and Appendix A contains both the 2020 actual counts and the 2019 historical data.

Pre Covid-19 versus Post Covid-19 Traffic Volumes

In order to compare pre and post Covid-19 traffic patterns a capacity analysis was performed for a count taken on Tuesday, October 29, 2019 for the AM and PM peak hours at **South Ivy Street & SE 13th Avenue**. The results are below:

October 20, 2020: All Vehicles – Refer to Appendix 3

- **AM Peak: Total Vehicles – 760 vehicles**
- **PM Peak: Total Vehicles – 1260 vehicles**

October 29, 2019: All Vehicles – Refer to Appendix 3

- **AM Peak: Total Vehicles – 1236 vehicles**
- **PM Peak: Total Vehicles – 1208 vehicles**

Under the orders of Governor Kate Brown, **Canby School District** is not permitted to hold in-person classes at this time. Students will engage in one of two learning models to begin the 2020-21 **School Year**: Connected At-Home Learning or the **Canby Online**

Learning Academy. There are 2 schools nearby on Ivy and on 13th. Since there is no in class learning, we can assume the AM peak hour will be affected most.

Pre Covid-19 Intersection Volumes versus Post Covid-19 Volumes

Comparing historical records with recent counts we find:

- **2019 - Pre Covid-19: AM Peak: Total Vehicles – 1236 vehicles**
- **2020 - Post Covid-19: AM Peak: Total Vehicles – 760 vehicles (38.5% decrease)**
- **2019 - Pre Covid-19: PM Peak: Total Vehicles – 1208 vehicles**
- **2020 - Post Covid-19: PM Peak: Total Vehicles – 1260 vehicles (virtually identical)**

Because schools in the nearby do not have in person classes, there is a 38.5% decrease in AM peak hour traffic volumes, in 2020 compared to 2019 for the intersection. Because 2019 versus 2020 intersection volumes are virtually the same (1208 versus 1260) we can assume that afternoon volumes have more or less recovered.

Appendix 3 contains the Level of Service calculation sheets for the 2019 & 2020 AM and PM volumes and they are summarized below:

Table 1 Summary of capacity analysis for study intersection.

Intersection	Type of Control	Peak Hour	Traffic Scenario			
			2019 Existing			
			Crit. Mov't	LOS	Delay	v/c
SE 13th Avenue and S Ivy Street	Signal	AM	-	B	15.8	0.31
		PM	-	B	14.6	0.29

Notes: 2010 Highway Capacity Manual methodology used in analysis, Synchro v9.

Table 2 Summary of capacity analysis for study intersection.

Intersection	Type of Control	Peak Hour	Traffic Scenario			
			2020 Existing			
			Crit. Mov't	LOS	Delay	v/c
SE 13th Avenue and S Ivy Street	Signal	AM	-	B	11.2	0.18
		PM	-	B	14.6	0.30

Notes: 2010 Highway Capacity Manual methodology used in analysis, Synchro v9.

The intersection functioned at a Level of Service B during the AM and PM peak hours in October 2019; and the same in October 2020. Based on this there would be no need for further improvements at this point.

Crash Analysis & Collision Records

Collision records at the study intersection over the previous three years (ODOT was able to provide January 1, 2016 to December 31 2018 data – there most recent years of data available) were reviewed and summarized in a table to determine if there are any safety related concerns within the project area. The data was provided by Jonathan Rico; ODOT Crash Analysis and Reporting Unit; ODOT Policy, Data & Analysis Division (formerly TDD); their web page is at: [Crash Analysis and Reporting Unit web page](#).

Appendix 7 contains the accident data for the intersection.

There were 7 crashes over the three year period. Of the 7 crashes the following were the causes:

- **Made an improper turn**
- **Disregarded traffic signal**
- **Did not yield right of way**
- **Physical illness/ Drove left of center**
- **Driving in excess of posted speed/ Disregarded traffic signal**
- **Disregarded traffic signal/ Made improper turn**
- **Disregarded traffic signal**

It appears that the majority of accidents disregarded the traffic signal, most likely rushing to get through it before the cycle changed or trying to turn before the cycle changed.

PROJECT TRIP GENERATION/ TRIP DISTRIBUTION

The amount of new vehicle trips generated by the proposed development was estimated using trip generation estimates published in the ITE Trip Generation Manual for similar land use types. All vehicle trips associated with the proposed project were treated as new vehicle trips to the existing transportation network. Trip generation estimates for the proposed development are provided for the AM and PM peak hours, as well as daily trips.

Trip Generation

Appendix 2 contains the results of the Trip Generation for the 102 bed senior attached living units and the 8 assisted attached duplex units. Based on the Institute of Transportation Engineers Trip Generation Manual 10th Edition.

The Assisted Living Center of 102 beds (based on ITE Land Use Code 254) and the 8 senior attached duplex units (based on ITE Land Use Code 252) are expected to generate the following trips:

TABLE 3 – Results of Trip Generation

- **Average Weekday**
 - **Total: 295 trips**
 - **Enter: 148 Trips**
 - **Exit: 147 Trips**
- **Weekday AM Peak Hour**
 - **Total: 21 trips**
 - **Enter: 13 Trips**
 - **Exit: 8 Trips**
- **Weekday PM Peak Hour**
 - **Total: 29 trips**
 - **Enter: 11 Trips**
 - **Exit: 18 Trips**

Background Traffic Assumption

Previously we discussed the 2019 and 2020 actual peak hour counts:

October 20, 2020: All Vehicles – Refer to Appendix A

- **AM Peak: Total Vehicles – 760 vehicles**
- **PM Peak: Total Vehicles – 1260 vehicles**

October 29, 2019: All Vehicles – Refer to Appendix A

- **AM Peak: Total Vehicles – 1236 vehicles**
- **PM Peak: Total Vehicles – 1208 vehicles**

The 2019 and the 2020 PM peak hour counts are virtually identical; so the traffic impact of the Covid-19 has more or less dissipated during that time. However the 2019 and the 2020 AM peak hour counts are very different – there is a 38% decrease in 2020 AM peak hour traffic over 2019; due to Covid-19 which significantly has affected school traffic (there are three schools nearby to the development). Because of this reason and because it is hard to predict the long term impact of the Covid-19 on overall traffic patterns.

Your consultant will use the 2019 peak hour counts as our baseline for 2020, as follows:

Intersection Peak Hour Assumptions for October, 2020

- **AM Peak: Total Vehicles – 1236 vehicles**
- **PM Peak: Total Vehicles – 1208 vehicles**

In Process Modeled Traffic

Appendix 4 contains in process modeled traffic provided by the City of Canby and includes traffic generated by Tofte Farms, Phase 6 and S Hope Village expansion. Approved trips remaining were: 45 trips in the AM and 59 trips in the PM. The Canby long range model predicted a total of 131 trips “in” for TAZ 156 and 66 trips “out”.

Previously we reported that there were historical increases as follows for the two main streets – Ivy and 13th; based on ADT in the area and was noted to be:

13th: (6.4% yearly increase per year; or 6%)

Ivy: (3.4% yearly increase per year; or 3%)

Assuming the in process traffic, it seems more prudent to assume a background increase of 2% for the 2020 to 2022 time period. Previous traffic studies submitted to the City of Canby assumed a yearly background traffic increase of 1% per year.

Again these are assumptions as we simply cannot predict the long term impact of Covid-19 and school closures, especially. These assumptions though are conservative and conceivably will not be any worse for background network conditions.

Trip Distribution

The distribution of site vehicle traffic was based on the City of Canby Travel Forecast Tool. The project trip distribution was shown on a study area figure. **Appendix 4** contains all the results of the Trip Distribution and Trip Distribution.

Appendix 4 also contains the 2030 PM Peak Hour Link Volumes for Transportation Analysis Zone 156 (the zone where the proposed development will be located). This select zone analysis was used to develop the distribution; TAZ 156, has 131 trips in and 66 trips out.

Refer To Appendix 5 for Trip Assignment Diagrams

The diagrams display:

- **AM & PM Peak Hour Turning Movements For:**
 - **Assumed 2020**
 - **2022 – Assumes Growth Factor & In Process Traffic**
 - **Development Traffic – Build Out Assumed 2022**
 - **2022 – Growth + In Process + Development Traffic**

For more information on “in process” traffic please refer to Appendix 4. This contains the “in process” traffic the City of Canby asked to be included in the overall analysis. This traffic was from two nearby proposed developments.

Appendix 4 contains in process modeled traffic provided by the City of Canby and includes traffic generated by Tofte Farms, Phase 6 and S Hope Village expansion. Approved trips remaining were: 45 trips in the AM and 59 trips in the PM. The Canby long range model predicted a total of 131 trips “in” for TAZ 156 and 66 trips “out”.

Capacity Analysis & Level of Service (LOS) Calculations

Capacity analyses were performed to determine the levels of service for the weekday peak hours. Synchro software (Version 9.0) was used to determine the level of service for each scenario considered. The program is based on the 2010 Highway Capacity Manual methodology. Table 2 below summarizes the analysis results. Copies of the capacity analysis calculations are included in the appendix.

Appendix 6 contains the Level of Service calculations sheets for the intersection and the queuing analysis.

Table 3 indicates that the study intersection will continue to operate at level of service “B” or better through the two-year buildout period and that the additional traffic from the development will have no impact on the street system. This intersection operation exceeds the City’s level of service standard for signalized intersections and, thus intersection improvements are not necessary.

Table 4 Summary of capacity analysis for study intersection.

Intersection	Type of Control	Peak Hour	Traffic Scenario											
			Assumed 2020				2022 Background Without Site -				2022 Background - With Site -			
			Crit. Mov't	LOS	Delay	v/c	Crit. Mov't	LOS	Delay	v/c	Crit. Mov't	LOS	Delay	v/c
SE 13th Avenue and S Ivy Street	Signal	AM	-	B	15.8	0.31	-	B	16.4	0.34	-	B	17.5	0.34
		PM	-	B	14.6	0.29	-	B	17.0	0.32	-	B	17.1	0.32

Notes: 2010 Highway Capacity Manual methodology used in analysis, Synchro v9.

Appendix 6 contains the storage calculations - Queue lengths were taken from the Synchro analysis reports. Copies of the reports are included in **Appendix 6**.

Summary of the Traffic Study

This Traffic Report analyzed traffic patterns and impacts for the proposed 102 bed residential care facility proposed at South Ivy Street & SE 13th Avenue in Canby, Oregon. There will be a common kitchen and common dining room; with 102 small bedrooms with a half bath; and 8 duplex dwelling units.

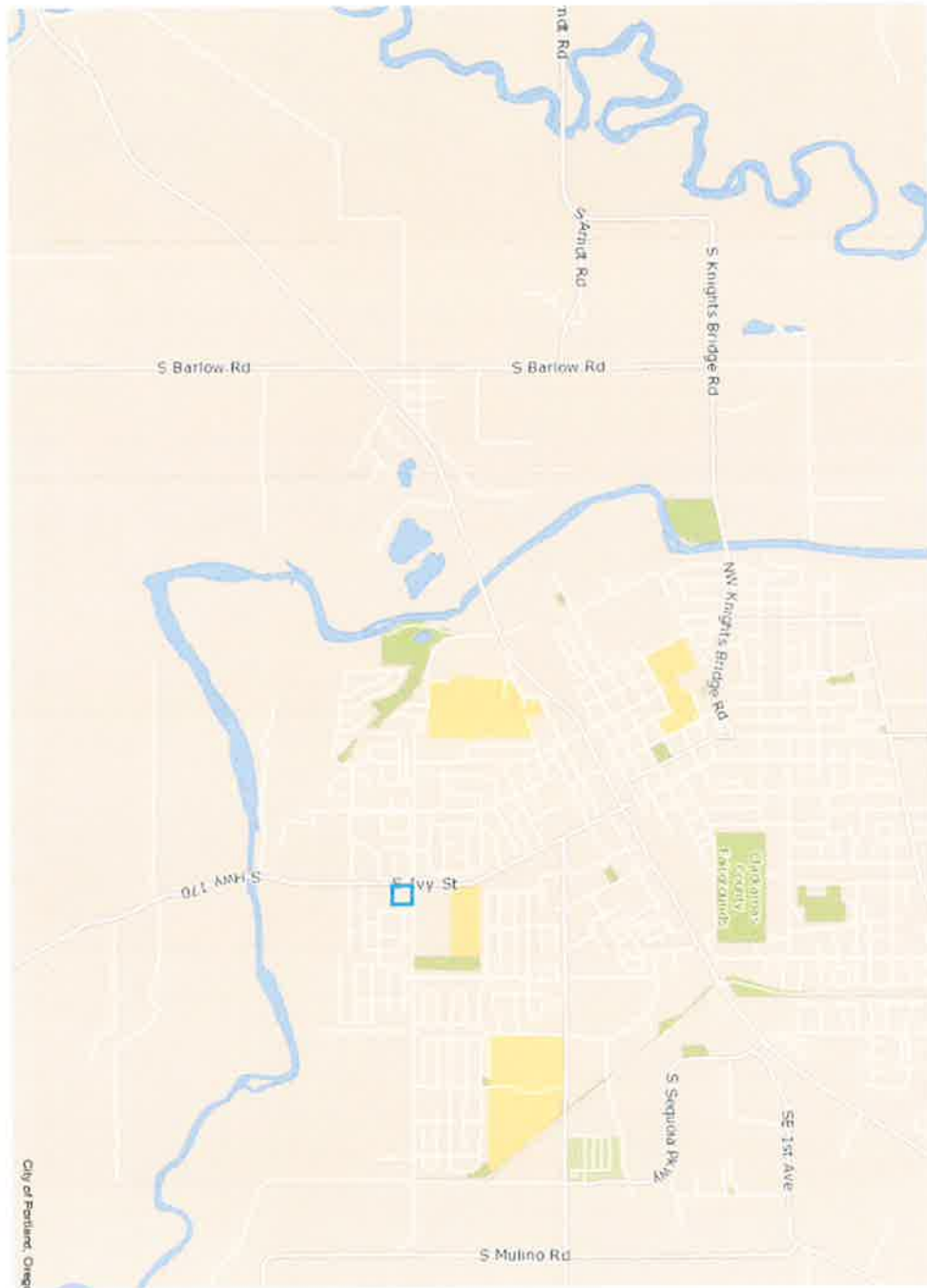
The proposed "Canby Senior Living" development is to be on a 2.57 acre plot of land (111,973 square feet) with a building coverage area of 37,588 square feet. There will be 52 parking spaces of which 2 will be handicapped spaces; there will be 6 bicycle spaces. It is an independent living, residential care, and memory care facility. The development plot is designated commercial-residential (CR) in the Canby zoning map.

The facility will generate a small number of AM and PM peak trips and with the facility and including in process trips along with growth, the intersection will operate at Level of Service B or better for build out in 2022.

The crash analysis indicates that there are no significant safety problems within the study area.

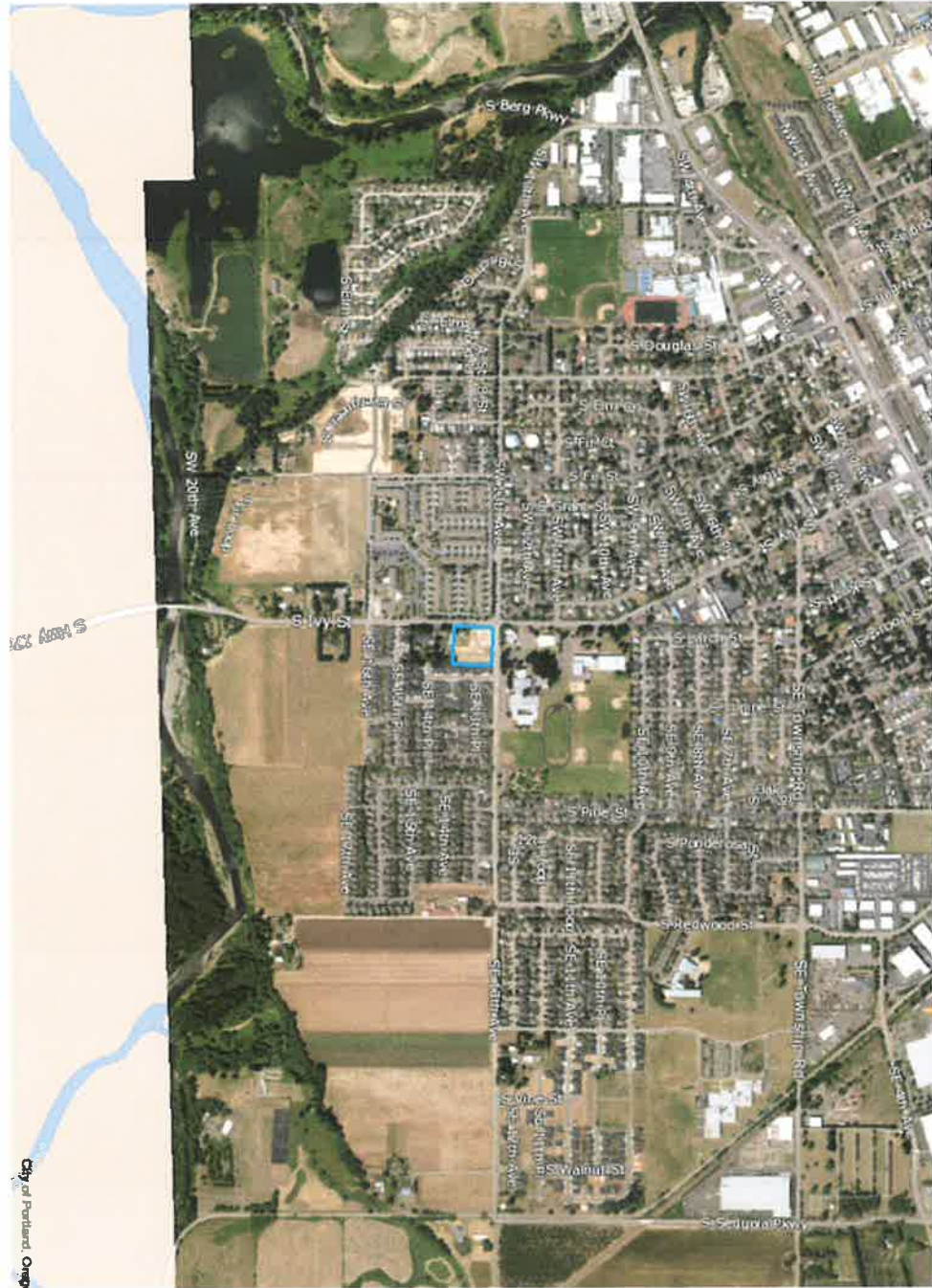
APPENDICES

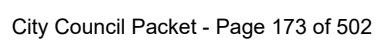
Appendix 1 – Maps & Site Plans

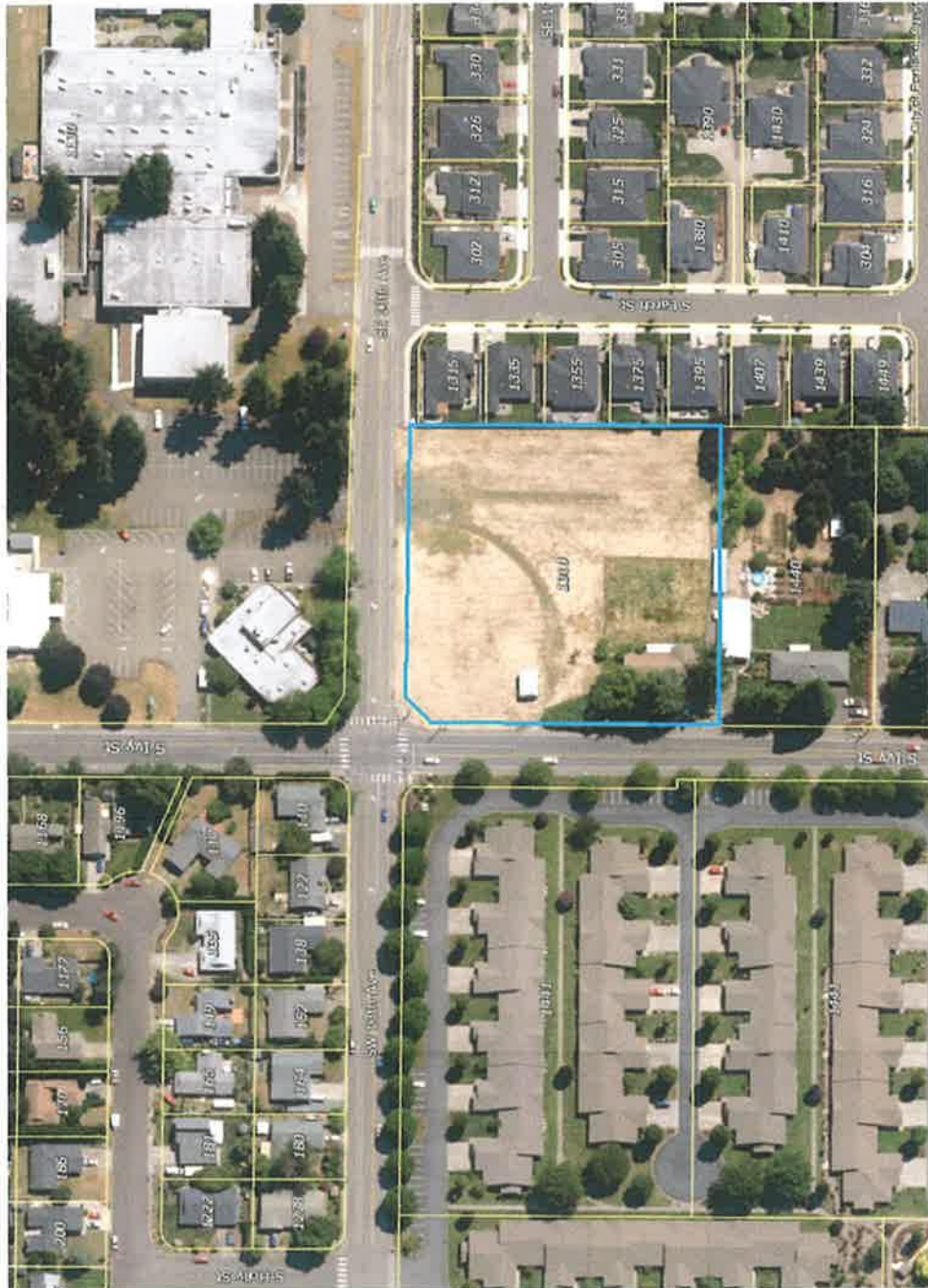












Appendix 2 – Trip Generation

Trip Generation Summary

Alternative: Alternative 1

Phase:

Open Date: 10/15/2020

Project: New Project

Analysis Date: 10/15/2020

ITE	Land Use	Weekday Average Daily Trips				Weekday AM Peak Hour of Adjacent Street Traffic				Weekday PM Peak Hour of Adjacent Street Traffic			
		*	Enter	Exit	Total	*	Enter	Exit	Total	*	Enter	Exit	Total
252	SENIORATTACHED 1		15	15	30		1	1	2		1	1	2
	8 Dwelling Units												
254	ASSISTLIVE 1		133	132	265		12	7	19		10	17	27
	102 Beds												
	Unadjusted Volume		148	147	295		13	8	21		11	18	29
	Internal Capture Trips		0	0	0		0	0	0		0	0	0
	Pass-By Trips		0	0	0		0	0	0		0	0	0
	Volume Added to Adjacent Streets		148	147	295		13	8	21		11	18	29

Total Weekday Average Daily Trips Internal Capture = 0 Percent

Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

* - Custom rate used for selected time period.

Source: Institute of Transportation Engineers, Trip Generation Manual 10th Edition

TRIP GENERATION 10, TRAFFICWARE, LLC

P.1

Appendix 3 – AM & PM Peak Hour Counts & LOS Analysis

- **Historical – Collected October, 2019**
- **Actual – Collected October, 2020**

Table S1. Summary of capacity analysis for study intersection.

Intersection	Type of Control	Peak Hour	Traffic Scenario			
			2019 Existing			
			Crit. Mov't	LOS	Delay	v/c
SE 13th Avenue and S Ivy Street	Signal	AM	-	B	15.8	0.31
		PM	-	B	14.6	0.29

Notes: 2010 Highway Capacity Manual methodology used in analysis, Synchro v9.

Table S2. Summary of capacity analysis for study intersection.

Intersection	Type of Control	Peak Hour	Traffic Scenario			
			2020 Existing			
			Crit. Mov't	LOS	Delay	v/c
SE 13th Avenue and S Ivy Street	Signal	AM	-	B	11.2	0.18
		PM	-	B	14.6	0.30

Notes: 2010 Highway Capacity Manual methodology used in analysis, Synchro v9.

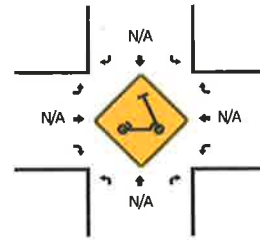
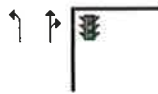
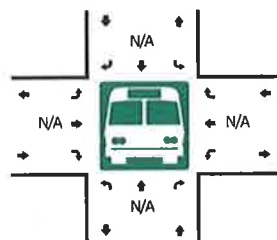
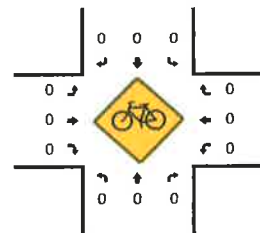
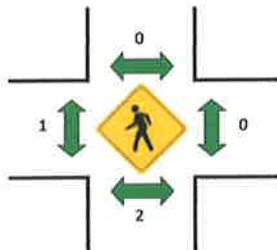
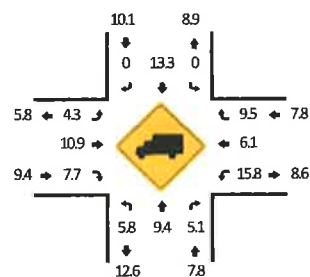
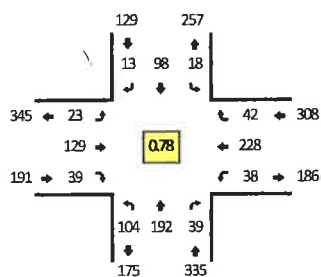
LOCATION: S Ivy St -- SE 13th Ave

CITY/STATE: Canby, OR

QC JOB #: 15109103

DATE: Tue, Oct 29 2019

Peak-Hour: 7:00 AM – 8:00 AM
Peak 15-Min: 7:15 AM – 7:30 AM



5-Min Count Period Beginning At	S Ivy St (Northbound)				S Ivy St (Southbound)				SE 13th Ave (Eastbound)				SE 13th Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	8	19	7	0	0	5	1	0	3	6	2	0	3	14	1	0	69	
7:05 AM	5	7	3	0	1	6	0	0	2	9	2	0	4	15	3	0	57	
7:10 AM	10	13	0	0	1	6	2	0	2	7	4	0	2	25	0	0	72	
7:15 AM	6	11	4	0	3	15	1	0	1	10	3	0	2	23	5	0	84	
7:20 AM	16	21	3	0	1	8	1	0	0	16	6	0	2	39	7	0	120	
7:25 AM	13	15	3	0	1	7	2	0	1	24	5	0	6	26	2	0	105	
7:30 AM	7	16	2	0	3	4	0	0	2	8	6	0	3	27	2	0	80	
7:35 AM	10	16	4	0	2	8	1	0	0	14	3	0	3	17	5	0	83	
7:40 AM	3	17	3	0	1	12	0	0	3	12	2	0	3	10	3	0	69	
7:45 AM	12	21	7	0	1	6	1	0	3	9	2	0	2	18	6	0	88	
7:50 AM	5	23	2	0	2	14	2	0	5	8	3	0	7	8	3	0	82	
7:55 AM	9	13	1	0	2	7	2	0	1	6	1	0	1	6	5	0	54	963
8:00 AM	4	18	3	0	1	8	2	0	3	6	4	0	5	11	2	0	67	961
8:05 AM	4	11	1	0	3	9	1	0	3	3	1	0	2	6	2	0	46	950
8:10 AM	4	14	2	0	3	3	1	0	0	7	3	0	0	9	5	0	51	929
8:15 AM	4	9	1	0	0	11	1	0	2	6	1	0	1	13	3	0	52	897
8:20 AM	4	12	4	0	3	12	3	0	2	8	4	0	0	8	5	0	65	842
8:25 AM	4	18	4	0	2	7	0	0	0	6	3	0	1	7	0	0	52	789
8:30 AM	7	22	2	0	2	12	0	0	5	5	2	0	2	12	6	0	77	786
8:35 AM	7	15	4	0	4	9	2	0	5	5	0	0	2	10	11	0	74	777
8:40 AM	5	9	2	0	8	10	2	0	9	16	2	0	3	11	13	0	90	798
8:45 AM	5	19	5	0	6	12	4	0	8	9	0	0	3	9	12	0	92	802
8:50 AM	2	19	1	0	2	13	0	0	5	13	3	0	5	12	22	0	97	817
8:55 AM	7	19	4	0	7	8	2	0	4	12	2	0	0	11	6	0	82	845
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	140	188	40	0	20	120	16	0	8	200	56	0	40	352	56	0	1236	
Heavy Trucks	8	24	4	0	0	20	0	0	0	32	0	0	0	24	8	0	120	
Buses																		
Pedestrians		8				0				0				0			8	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

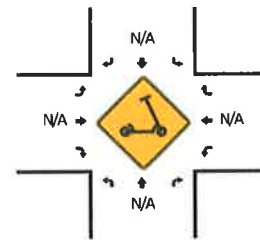
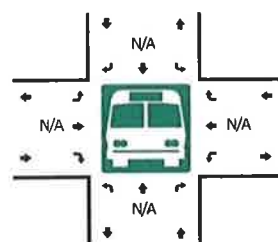
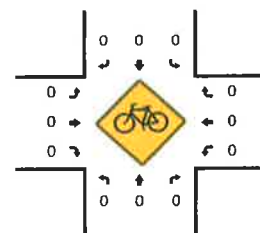
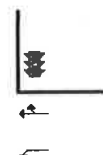
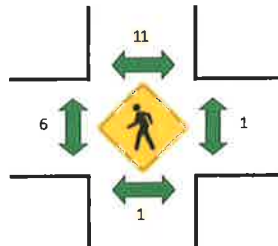
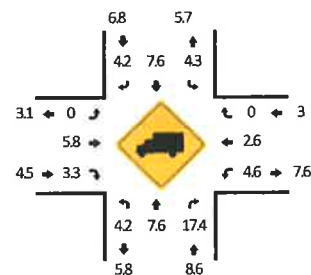
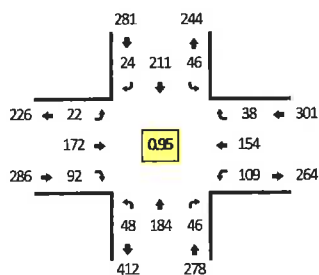
Comments:

LOCATION: S Ivy St -- SE 13th Ave

CITY/STATE: Canby, OR

QC JOB #: 15109104

DATE: Tue, Oct 29 2019

Peak-Hour: 4:00 PM – 5:00 PM
Peak 15-Min: 4:30 PM – 4:45 PM

5-Min Count Period Beginning At	S Ivy St (Northbound)				S Ivy St (Southbound)				SE 13th Ave (Eastbound)				SE 13th Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	6	12	2	0	3	17	1	0	2	16	14	0	6	8	3	0	90	
4:05 PM	1	16	7	0	5	20	1	0	2	13	14	0	12	9	6	0	106	
4:10 PM	4	15	1	0	9	15	2	0	4	12	11	0	8	17	2	0	100	
4:15 PM	5	16	5	0	6	18	1	0	2	12	6	0	9	7	4	0	91	
4:20 PM	6	18	4	0	1	17	5	0	2	13	7	0	7	23	1	0	104	
4:25 PM	2	14	3	0	4	14	2	0	2	14	13	0	3	12	2	0	85	
4:30 PM	8	21	2	0	2	18	4	0	1	14	5	0	9	18	4	0	106	
4:35 PM	0	12	1	0	5	14	5	0	4	17	7	0	9	12	3	0	89	
4:40 PM	4	22	9	0	7	14	0	0	1	20	5	0	8	10	7	0	107	
4:45 PM	6	12	4	0	1	19	0	0	1	15	4	0	15	17	3	0	97	
4:50 PM	3	13	5	0	1	19	2	0	1	15	2	0	13	12	2	0	88	
4:55 PM	3	13	3	0	2	26	1	0	0	11	4	0	10	9	1	0	83	1146
5:00 PM	4	11	3	0	5	18	2	0	3	16	3	0	9	8	0	0	82	1138
5:05 PM	8	16	6	0	6	24	1	0	1	11	7	0	8	12	3	0	103	1135
5:10 PM	3	19	3	0	6	24	2	0	2	11	12	0	6	11	2	0	101	1136
5:15 PM	4	19	3	0	0	14	1	0	2	16	4	0	5	15	6	0	89	1134
5:20 PM	3	12	5	0	4	16	2	0	2	11	7	0	12	25	2	0	101	1131
5:25 PM	3	16	4	0	5	14	2	0	2	9	8	0	10	13	4	0	90	1136
5:30 PM	3	18	7	0	2	18	1	0	1	12	4	0	6	12	1	0	85	1115
5:35 PM	5	16	3	0	4	16	2	0	1	13	7	0	10	12	4	0	93	1119
5:40 PM	7	12	5	0	3	23	0	0	4	19	6	0	9	9	1	0	98	1110
5:45 PM	6	11	5	0	4	17	4	0	2	20	8	0	15	17	5	0	114	1127
5:50 PM	2	9	4	0	4	18	1	0	2	11	10	0	4	14	2	0	81	1120
5:55 PM	5	22	4	0	4	23	0	0	2	15	5	0	6	16	4	0	106	1143
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	48	220	48	0	56	184	36	0	24	204	68	0	104	160	56	0	1208	
Heavy Trucks	0	20	4	0	0	4	0	0	0	16	0	0	0	0	0	0	44	
Buses																		
Pedestrians	0	0	0	0	8	0	0	0	4	0	0	0	0	0	0	0	12	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Scooters																		

Comments:

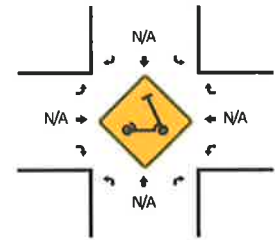
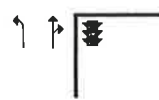
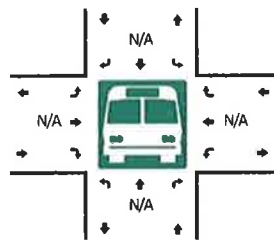
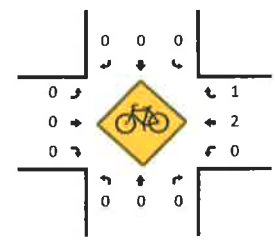
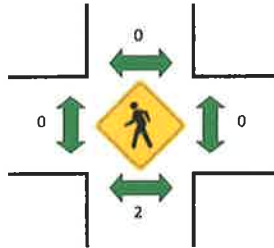
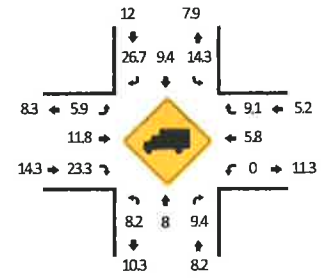
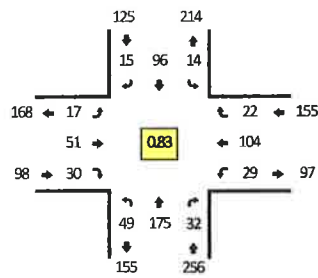
Report generated on 10/22/2020 11:32 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: S Ivy St -- SE 13th Ave
CITY/STATE: Canby, OR

QC JOB #: 15304801
DATE: Tue, Oct 20 2020

Peak-Hour: 7:15 AM – 8:15 AM
Peak 15-Min: 7:35 AM – 7:50 AM



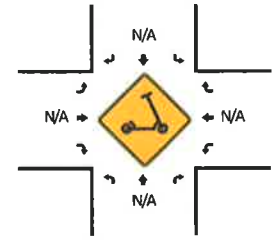
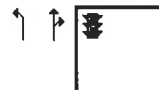
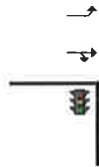
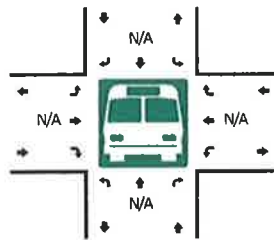
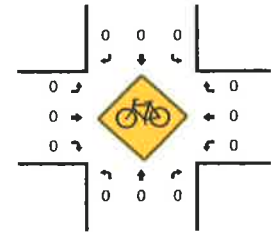
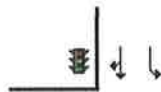
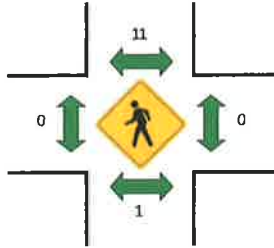
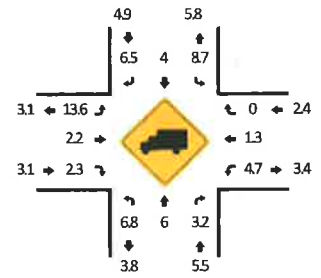
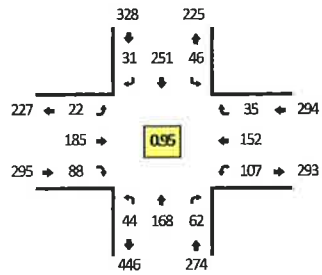
5-Min Count Period Beginning At	S Ivy St (Northbound)				S Ivy St (Southbound)				SE 13th Ave (Eastbound)				SE 13th Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	3	12	4	0	0	5	0	0	0	1	3	0	2	7	1	0	38	
7:05 AM	3	8	2	0	1	7	0	0	0	7	2	0	2	12	1	0	45	
7:10 AM	2	7	2	0	1	4	1	0	1	4	0	0	3	5	0	0	30	
7:15 AM	8	13	2	0	0	10	0	0	2	6	2	0	1	9	0	0	53	
7:20 AM	2	10	5	0	2	3	1	0	1	3	1	0	3	12	1	0	44	
7:25 AM	1	11	3	0	0	6	2	0	0	7	3	0	0	8	3	0	44	
7:30 AM	4	12	4	0	3	8	2	0	1	2	6	0	4	5	3	0	54	
7:35 AM	4	19	4	0	1	13	2	0	1	5	2	0	1	16	3	0	71	
7:40 AM	5	15	1	0	1	11	2	0	1	3	3	0	0	10	1	0	53	
7:45 AM	7	21	3	0	2	7	1	0	4	2	5	0	4	7	3	0	66	
7:50 AM	5	21	1	0	0	7	2	0	2	6	3	0	3	9	2	0	61	
7:55 AM	2	21	0	0	2	5	1	0	1	6	2	0	3	6	4	0	53	612
8:00 AM	5	6	4	0	1	10	1	0	1	7	3	0	5	4	0	0	47	621
8:05 AM	3	10	4	0	1	7	1	0	3	3	0	0	4	6	1	0	43	619
8:10 AM	3	16	1	0	1	9	0	0	0	1	0	0	1	12	1	0	45	634
8:15 AM	5	6	1	0	1	6	1	0	2	7	4	0	3	7	1	0	44	625
8:20 AM	6	19	0	0	0	3	3	0	1	2	0	0	1	11	1	0	47	628
8:25 AM	2	11	2	0	0	6	1	0	2	3	4	0	5	9	2	0	47	631
8:30 AM	1	8	1	0	1	5	4	0	0	4	4	0	2	13	4	0	47	624
8:35 AM	8	13	3	0	1	3	2	0	0	5	1	0	2	6	3	0	47	600
8:40 AM	8	19	6	0	3	7	2	0	2	11	5	0	3	9	4	0	79	626
8:45 AM	5	18	3	0	3	3	3	0	1	4	2	0	3	12	3	0	60	620
8:50 AM	3	16	5	0	2	5	2	0	2	4	3	0	3	8	2	0	55	614
8:55 AM	1	12	4	0	1	13	1	0	2	9	4	0	3	4	2	0	56	617
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	64	220	32	0	16	124	20	0	24	40	40	0	20	132	28	0	760	
Heavy Trucks	0	16	8		0	8	8		0	0	0		0	4	0		44	
Buses																		
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0	
Bicycles	0	0	0		0	0	0		0	0	0		0	8	0		8	
Scoters																		

Comments:

LOCATION: S Ivy St -- SE 13th Ave
CITY/STATE: Canby, OR

QC JOB #: 15304802
DATE: Tue, Oct 20 2020

Peak-Hour: 4:40 PM -- 5:40 PM
Peak 15-Min: 4:55 PM -- 5:10 PM



5-Min Count Period Beginning At	S Ivy St (Northbound)				S Ivy St (Southbound)				SE 13th Ave (Eastbound)				SE 13th Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	11	7	0	4	19	2	0	3	14	2	0	5	7	4	0	81	
4:05 PM	3	16	7	0	8	18	1	0	2	14	7	0	4	13	5	0	98	
4:10 PM	5	12	4	0	5	20	6	0	3	10	10	0	7	11	2	0	95	
4:15 PM	5	13	5	0	5	16	3	0	3	16	8	0	4	12	6	0	96	
4:20 PM	3	14	7	0	1	18	2	0	3	22	12	0	9	5	4	0	100	
4:25 PM	6	21	3	0	3	15	2	0	5	15	8	0	9	10	5	0	102	
4:30 PM	5	14	4	0	2	20	2	0	1	16	5	0	7	18	2	0	96	
4:35 PM	5	16	1	0	1	14	1	0	0	17	7	0	13	10	5	0	90	
4:40 PM	5	26	6	0	4	18	2	0	1	12	7	0	12	14	0	0	107	
4:45 PM	4	12	8	0	2	17	1	0	0	14	5	0	8	11	5	0	87	
4:50 PM	5	13	5	0	4	20	3	0	6	9	7	0	7	12	1	0	92	
4:55 PM	7	19	5	0	5	23	6	0	0	14	11	0	4	11	2	0	107	1151
5:00 PM	4	8	5	0	3	27	3	0	1	17	9	0	11	16	4	0	108	1178
5:05 PM	4	15	4	0	1	25	3	0	3	17	10	0	11	7	0	0	100	1180
5:10 PM	3	15	5	0	3	19	2	0	1	15	5	0	6	18	4	0	96	1181
5:15 PM	0	17	6	0	9	19	1	0	2	16	8	0	12	9	4	0	103	1188
5:20 PM	5	10	7	0	3	16	4	0	0	17	9	0	6	14	2	0	93	1181
5:25 PM	2	11	3	0	5	16	3	0	4	22	4	0	15	12	7	0	104	1183
5:30 PM	3	11	5	0	4	22	1	0	2	13	7	0	7	14	1	0	90	1177
5:35 PM	2	11	3	0	3	29	2	0	2	19	6	0	8	14	5	0	104	1191
5:40 PM	2	10	7	0	5	15	2	0	3	16	9	0	5	14	4	0	92	1176
5:45 PM	1	13	2	0	6	23	4	0	3	10	7	0	9	13	1	0	92	1181
5:50 PM	7	11	6	0	3	6	0	0	1	21	5	0	7	12	3	0	82	1171
5:55 PM	3	9	4	0	4	15	1	0	0	16	6	0	7	11	6	0	82	1146
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	60	168	56	0	36	300	48	0	16	192	120	0	104	136	24	0	1260	
Heavy Trucks	8	8	4		0	12	0		0	8	8		8	0	0		56	
Buses																		
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

Comments:

Lanes, Volumes, Timings
1: Ivy Street & SE 13th Avenue

2019 Existing Traffic, AM Peak Hour
11/16/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	129	39	38	228	42	104	192	39	18	98	13
Future Volume (vph)	23	129	39	38	228	42	104	192	39	18	98	13
Confl. Peds. (#/hr)			2	2			1					1
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	9%	9%	9%	8%	8%	8%	8%	8%	8%	10%	10%	10%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	25.4	25.4		25.4	25.4		10.6	25.0		9.6	24.0	
Total Split (%)	42.3%	42.3%		42.3%	42.3%		17.7%	41.7%		16.0%	40.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	
Act Effect Green (s)	15.0	15.0		15.0	15.0		27.6	26.6		24.1	20.3	
Actuated g/C Ratio	0.29	0.29		0.29	0.29		0.53	0.51		0.46	0.39	
v/c Ratio	0.16	0.43		0.17	0.69		0.22	0.34		0.04	0.22	
Control Delay	16.5	16.3		15.7	23.9		8.2	10.8		7.6	13.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	16.5	16.3		15.7	23.9		8.2	10.8		7.6	13.9	
LOS	B	B		B	C		A	B		A	B	
Approach Delay		16.3			22.8			10.0			13.0	
Approach LOS		B			C			B			B	

Intersection Summary





















Cycle Length: 60
 Actuated Cycle Length: 52.5
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 15.8
 Intersection Capacity Utilization 45.0%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 1: Ivy Street & SE 13th Avenue



HCM 2010 Signalized Intersection Summary
1: Ivy Street & SE 13th Avenue





















2019 Existing Traffic, AM Peak Hour
11/16/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	129	39	38	228	42	104	192	39	18	98	13
Future Volume (veh/h)	23	129	39	38	228	42	104	192	39	18	98	13
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1743	1743	1900	1759	1759	1900	1759	1759	1900	1727	1727	1900
Adj Flow Rate, veh/h	29	165	50	49	292	54	133	246	50	23	126	17
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	9	9	9	8	8	8	8	8	8	10	10	10
Cap, veh/h	246	377	114	344	424	78	637	601	122	484	551	74
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.08	0.42	0.42	0.03	0.37	0.37
Sat Flow, veh/h	963	1284	389	1095	1444	267	1675	1419	289	1645	1490	201
Grp Volume(v), veh/h	29	0	215	49	0	346	133	0	296	23	0	143
Grp Sat Flow(s), veh/h/ln	963	0	1673	1095	0	1711	1675	0	1708	1645	0	1691
Q Serve(g_s), s	1.5	0.0	5.5	2.0	0.0	9.5	2.5	0.0	6.4	0.5	0.0	3.1
Cycle Q Clear(g_c), s	10.9	0.0	5.5	7.5	0.0	9.5	2.5	0.0	6.4	0.5	0.0	3.1
Prop In Lane	1.00		0.23	1.00		0.16	1.00		0.17	1.00		0.12
Lane Grp Cap(c), veh/h	246	0	491	344	0	502	637	0	724	484	0	625
V/C Ratio(X)	0.12	0.00	0.44	0.14	0.00	0.69	0.21	0.00	0.41	0.05	0.00	0.23
Avail Cap(c_a), veh/h	345	0	663	456	0	678	694	0	724	598	0	625
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.3	0.0	15.1	18.2	0.0	16.5	8.6	0.0	10.6	9.9	0.0	11.5
Incr Delay (d2), s/veh	0.2	0.0	0.6	0.2	0.0	1.8	0.2	0.0	1.7	0.0	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	2.6	0.6	0.0	4.7	1.1	0.0	3.3	0.2	0.0	1.6
LnGrp Delay(d),s/veh	21.6	0.0	15.7	18.3	0.0	18.3	8.7	0.0	12.3	9.9	0.0	12.3
LnGrp LOS	C		B	B		B	A		B	A		B
Approach Vol, veh/h	244			395			429			166		
Approach Delay, s/veh	16.4			18.3			11.2			12.0		
Approach LOS	B			B			B			B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	26.9		20.0	8.8	24.0		20.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	20.5		20.9	6.1	19.5		20.9				
Max Q Clear Time (g_c+I1), s	2.5	8.4		12.9	4.5	5.1		11.5				
Green Ext Time (p_c), s	0.0	1.9		2.5	0.0	2.1		2.8				
Intersection Summary												
HCM 2010 Ctrl Delay			14.6									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
1: Ivy Street & SE 13th Avenue

2019 Existing Traffic, PM Peak Hour

11/16/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	172	92	109	154	38	48	184	46	46	211	24
Future Volume (vph)	22	172	92	109	154	38	48	184	46	46	211	24
Confl. Peds. (#/hr)	11		1	1		11	6		1	1		6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	9%	9%	9%	7%	7%	7%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	24.0	24.0		24.0	24.0		10.0	26.0		10.0	26.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		16.7%	43.3%		16.7%	43.3%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	
Act Effct Green (s)	12.2	12.2		12.2	12.2		24.1	22.3		24.1	22.3	
Actuated g/C Ratio	0.26	0.26		0.26	0.26		0.51	0.47		0.51	0.47	
v/c Ratio	0.08	0.59		0.51	0.43		0.08	0.30		0.08	0.30	
Control Delay	14.8	18.4		24.5	16.3		6.6	10.9		6.6	11.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	14.8	18.4		24.5	16.3		6.6	10.9		6.6	11.3	
LOS	B	B		C	B		A	B		A	B	
Approach Delay		18.1			19.3			10.2			10.5	
Approach LOS		B			B			B			B	

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 47

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay: 14.6

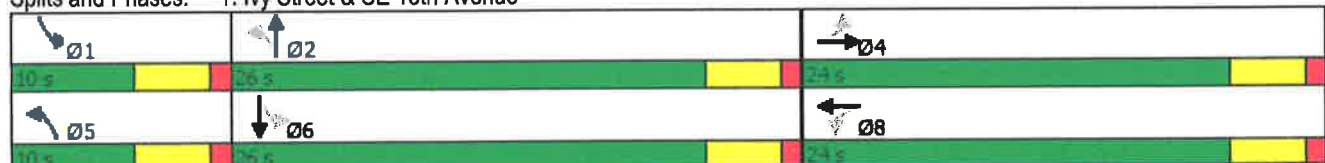
Intersection LOS: B

Intersection Capacity Utilization 54.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Ivy Street & SE 13th Avenue























Canby Senior Living
MKO Consulting LLC, Analyst: MEO

Synchro 9 Light Report
Page 1

HCM 2010 Signalized Intersection Summary
1: Ivy Street & SE 13th Avenue

2019 Existing Traffic, PM Peak Hour
11/16/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	172	92	109	154	38	48	184	46	46	211	24
Future Volume (veh/h)	22	172	92	109	154	38	48	184	46	46	211	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1900	1845	1845	1900	1743	1743	1900	1776	1776	1900
Adj Flow Rate, veh/h	23	181	97	115	162	40	51	194	48	48	222	25
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	3	3	3	9	9	9	7	7	7
Cap, veh/h	378	337	181	315	436	108	526	536	133	532	620	70
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.05	0.40	0.40	0.05	0.40	0.40
Sat Flow, veh/h	1129	1102	591	1076	1424	351	1660	1348	333	1691	1567	176
Grp Volume(v), veh/h	23	0	278	115	0	202	51	0	242	48	0	247
Grp Sat Flow(s), veh/h/ln	1129	0	1693	1076	0	1775	1660	0	1681	1691	0	1743
Q Serve(g_s), s	0.9	0.0	7.4	5.4	0.0	4.8	1.0	0.0	5.5	0.9	0.0	5.4
Cycle Q Clear(g_c), s	5.7	0.0	7.4	12.8	0.0	4.8	1.0	0.0	5.5	0.9	0.0	5.4
Prop In Lane	1.00		0.35	1.00		0.20	1.00		0.20	1.00		0.10
Lane Grp Cap(c), veh/h	378	0	518	315	0	544	526	0	669	532	0	690
V/C Ratio(X)	0.06	0.00	0.54	0.36	0.00	0.37	0.10	0.00	0.36	0.09	0.00	0.36
Avail Cap(c_a), veh/h	437	0	608	372	0	637	612	0	669	623	0	690
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.0	0.0	15.6	21.0	0.0	14.8	8.9	0.0	11.5	8.9	0.0	11.6
Incr Delay (d2), s/veh	0.1	0.0	0.9	0.7	0.0	0.4	0.1	0.0	1.5	0.1	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	3.5	1.7	0.0	2.4	0.4	0.0	2.8	0.4	0.0	2.9
LnGrp Delay(d),s/veh	17.1	0.0	16.5	21.7	0.0	15.2	9.0	0.0	13.0	9.0	0.0	13.0
LnGrp LOS	B		B	C		B	A		B	A		B
Approach Vol, veh/h	301			317			293			295		
Approach Delay, s/veh	16.5			17.5			12.3			12.4		
Approach LOS	B			B			B			B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	26.1		21.1	7.2	26.0		21.1				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	21.5		19.5	5.5	21.5		19.5				
Max Q Clear Time (g_c+I1), s	2.9	7.5		9.4	3.0	7.4		14.8				
Green Ext Time (p_c), s	0.0	2.3		2.7	0.0	2.3		1.6				
Intersection Summary												
HCM 2010 Ctrl Delay	14.8											
HCM 2010 LOS	B											

Queues
1: Ivy Street & SE 13th Avenue









2019 Existing Traffic, AM Peak Hour
11/16/2020



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	29	215	49	346	133	296	23	143
v/c Ratio	0.16	0.43	0.17	0.69	0.22	0.34	0.04	0.22
Control Delay	16.5	16.3	15.7	23.9	8.2	10.8	7.6	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.5	16.3	15.7	23.9	8.2	10.8	7.6	13.9
Queue Length 50th (ft)	7	49	12	94	19	42	3	29
Queue Length 95th (ft)	20	80	28	136	42	116	11	60
Internal Link Dist (ft)		428		444		402		423
Turn Bay Length (ft)	125		130		120		130	
Base Capacity (vph)	256	700	415	712	609	877	523	661
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.31	0.12	0.49	0.22	0.34	0.04	0.22
Intersection Summary								





















Queues
1: Ivy Street & SE 13th Avenue

2019 Existing Traffic, PM Peak Hour
11/16/2020

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	23	278	115	202	51	242	48	247
v/c Ratio	0.08	0.59	0.51	0.43	0.08	0.30	0.08	0.30
Control Delay	14.8	18.4	24.5	16.3	6.6	10.9	6.6	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.8	18.4	24.5	16.3	6.6	10.9	6.6	11.3
Queue Length 50th (ft)	4	45	23	34	6	27	5	29
Queue Length 95th (ft)	20	125	74	95	22	109	21	114
Internal Link Dist (ft)		428		444		402		423
Turn Bay Length (ft)	125		130		120		130	
Base Capacity (vph)	473	758	374	775	610	809	625	831
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.37	0.31	0.26	0.08	0.30	0.08	0.30
Intersection Summary								

Lanes, Volumes, Timings
1: Ivy Street & SE 13th Avenue

2020 Existing Traffic, AM Peak Hour
11/16/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	51	30	29	104	22	49	175	32	14	96	15
Future Volume (vph)	17	51	30	29	104	22	49	175	32	14	96	15
Confl. Peds. (#/hr)			2	2								
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	14%	14%	14%	5%	5%	5%	8%	8%	8%	12%	12%	12%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	24.0	24.0		24.0	24.0		10.0	26.0		10.0	26.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		16.7%	43.3%		16.7%	43.3%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	
Act Effct Green (s)	8.8	8.8		8.9	8.9		30.0	30.0		28.3	26.3	
Actuated g/C Ratio	0.19	0.19		0.19	0.19		0.65	0.65		0.61	0.57	
v/c Ratio	0.10	0.30		0.15	0.43		0.08	0.22		0.02	0.14	
Control Delay	17.5	14.3		18.0	19.4		4.5	6.9		4.4	8.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	17.5	14.3		18.0	19.4		4.5	6.9		4.4	8.8	
LOS	B	B		B	B		A	A		A	A	
Approach Delay		14.9			19.1			6.4			8.3	
Approach LOS		B			B			A			A	

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 46.5

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.43

Intersection Signal Delay: 11.2

Intersection LOS: B

Intersection Capacity Utilization 33.3%

ICU Level of Service A





















Analysis Period (min) 15

Splits and Phases: 1: Ivy Street & SE 13th Avenue



HCM 2010 Signalized Intersection Summary
1: Ivy Street & SE 13th Avenue

2020 Existing Traffic, AM Peak Hour
11/16/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	51	30	29	104	22	49	175	32	14	96	15
Future Volume (veh/h)	17	51	30	29	104	22	49	175	32	14	96	15
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1667	1667	1900	1810	1810	1900	1759	1759	1900	1696	1696	1900
Adj Flow Rate, veh/h	20	61	36	35	125	27	59	211	39	17	116	18
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	14	14	14	5	5	5	8	8	8	12	12	12
Cap, veh/h	261	169	100	305	248	54	759	737	136	629	679	105
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.06	0.51	0.51	0.02	0.47	0.47
Sat Flow, veh/h	1097	981	579	1251	1441	311	1675	1445	267	1616	1435	223
Grp Volume(v), veh/h	20	0	97	35	0	152	59	0	250	17	0	134
Grp Sat Flow(s), veh/h/ln	1097	0	1560	1251	0	1752	1675	0	1712	1616	0	1657
Q Serve(g_s), s	0.8	0.0	2.5	1.2	0.0	3.6	0.8	0.0	3.8	0.2	0.0	2.1
Cycle Q Clear(g_c), s	4.3	0.0	2.5	3.6	0.0	3.6	0.8	0.0	3.8	0.2	0.0	2.1
Prop In Lane	1.00		0.37	1.00		0.18	1.00		0.16	1.00		0.13
Lane Grp Cap(c), veh/h	261	0	268	305	0	301	759	0	873	629	0	784
V/C Ratio(X)	0.08	0.00	0.36	0.11	0.00	0.50	0.08	0.00	0.29	0.03	0.00	0.17
Avail Cap(c_a), veh/h	543	0	670	627	0	752	865	0	873	790	0	784
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.0	0.0	16.6	18.2	0.0	17.1	5.2	0.0	6.4	5.9	0.0	6.9
Incr Delay (d2), s/veh	0.1	0.0	0.8	0.2	0.0	1.3	0.0	0.0	0.8	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	1.1	0.4	0.0	1.8	0.4	0.0	1.9	0.1	0.0	1.1
LnGrp Delay(d),s/veh	19.1	0.0	17.4	18.4	0.0	18.4	5.3	0.0	7.2	5.9	0.0	7.3
LnGrp LOS	B		B	B		B	A		A	A		A
Approach Vol, veh/h	117				187				309			
Approach Delay, s/veh	17.7				18.4				6.8			
Approach LOS	B				B				A			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.5	27.7		12.3	7.1	26.0		12.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	21.5		19.5	5.5	21.5		19.5				
Max Q Clear Time (g_c+I1), s	2.2	5.8		6.3	2.8	4.1		5.6				
Green Ext Time (p_c), s	0.0	1.8		1.4	0.0	1.9		1.4				
Intersection Summary												
HCM 2010 Ctrl Delay	11.4											
HCM 2010 LOS	B											

Lanes, Volumes, Timings
1: Ivy Street & SE 13th Avenue

2020 Existing Traffic, PM Peak Hour

11/16/2020

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	185	88	107	152	35	44	168	62	46	251	31
Future Volume (vph)	22	185	88	107	152	35	44	168	62	46	251	31
Confl. Peds. (#/hr)	11		1	1		11						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	6%	6%	6%	5%	5%	5%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	24.0	24.0		24.0	24.0		10.0	26.0		10.0	26.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		16.7%	43.3%		16.7%	43.3%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	
Act Effct Green (s)	12.4	12.4		12.4	12.4		24.0	22.2		24.0	22.2	
Actuated g/C Ratio	0.26	0.26		0.26	0.26		0.51	0.47		0.51	0.47	
v/c Ratio	0.08	0.59		0.51	0.40		0.08	0.29		0.08	0.35	
Control Delay	14.7	18.8		24.4	16.0		6.7	10.4		6.6	11.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	14.7	18.8		24.4	16.0		6.7	10.4		6.6	11.9	
LOS	B	B		C	B		A	B		A	B	
Approach Delay		18.5			19.0			9.8			11.1	
Approach LOS		B			B			A			B	

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 47.2

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay: 14.6

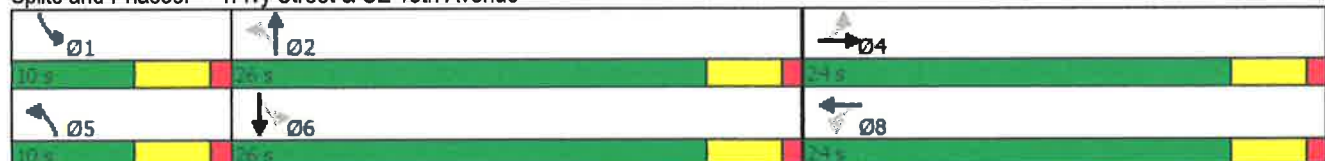
Intersection LOS: B

Intersection Capacity Utilization 55.3%

ICU Level of Service B





















Analysis Period (min) 15

Splits and Phases: 1: Ivy Street & SE 13th Avenue



HCM 2010 Signalized Intersection Summary
1: Ivy Street & SE 13th Avenue









2020 Existing Traffic, PM Peak Hour
11/16/2020

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	22	185	88	107	152	35	44	168	62	46	251	31	
Future Volume (veh/h)	22	185	88	107	152	35	44	168	62	46	251	31	
Number	7	4	14	3	8	18	5	2	12	1	6	16	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1845	1845	1900	1863	1863	1900	1792	1792	1900	1810	1810	1900	
Adj Flow Rate, veh/h	23	195	93	113	160	37	46	177	65	48	264	33	
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Percent Heavy Veh, %	3	3	3	2	2	2	6	6	6	5	5	5	
Cap, veh/h	388	360	172	314	447	103	499	497	182	542	628	79	
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.05	0.40	0.40	0.05	0.40	0.40	
Sat Flow, veh/h	1156	1174	560	1077	1459	337	1707	1252	460	1723	1578	197	
Grp Volume(v), veh/h	23	0	288	113	0	197	46	0	242	48	0	297	
Grp Sat Flow(s),veh/h/ln	1156	0	1734	1077	0	1796	1707	0	1711	1723	0	1775	
Q Serve(g_s), s	0.9	0.0	7.5	5.3	0.0	4.6	0.8	0.0	5.4	0.9	0.0	6.6	
Cycle Q Clear(g_c), s	5.5	0.0	7.5	12.8	0.0	4.6	0.8	0.0	5.4	0.9	0.0	6.6	
Prop In Lane	1.00		0.32	1.00		0.19	1.00		0.27	1.00		0.11	
Lane Grp Cap(c), veh/h	388	0	532	314	0	551	499	0	679	542	0	707	
V/C Ratio(X)	0.06	0.00	0.54	0.36	0.00	0.36	0.09	0.00	0.36	0.09	0.00	0.42	
Avail Cap(c_a), veh/h	450	0	624	372	0	646	594	0	679	635	0	707	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh	16.8	0.0	15.6	20.9	0.0	14.6	9.0	0.0	11.5	8.9	0.0	11.8	
Incr Delay (d2), s/veh	0.1	0.0	0.9	0.7	0.0	0.4	0.1	0.0	1.5	0.1	0.0	1.8	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.3	0.0	3.6	1.6	0.0	2.4	0.4	0.0	2.8	0.4	0.0	3.6	
LnGrp Delay(d),s/veh	16.8	0.0	16.5	21.6	0.0	15.0	9.1	0.0	12.9	9.0	0.0	13.6	
LnGrp LOS	B		B	C		B	A		B	A		B	
Approach Vol, veh/h	311				310				288				345
Approach Delay, s/veh	16.5				17.4				12.3				13.0
Approach LOS	B				B				B				B
Timer	1	2	3	4	5	6	7	8					
Assigned Phs	1	2			4	5	6	8					
Phs Duration (G+Y+Rc), s	7.1	26.0			21.1	7.0	26.1	21.1					
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5	4.5	4.5					
Max Green Setting (Gmax), s	5.5	21.5			19.5	5.5	21.5	19.5					
Max Q Clear Time (g_c+I1), s	2.9	7.4			9.5	2.8	8.6	14.8					
Green Ext Time (p_c), s	0.0	2.6			2.7	0.0	2.5	1.6					
Intersection Summary													
HCM 2010 Ctrl Delay			14.8										
HCM 2010 LOS			B										

Queues
1: Ivy Street & SE 13th Avenue









2020 Existing Traffic, AM Peak Hour

11/16/2020

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	20	97	35	152	59	250	17	134
v/c Ratio	0.10	0.30	0.15	0.43	0.08	0.22	0.02	0.14
Control Delay	17.5	14.3	18.0	19.4	4.5	6.9	4.4	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.5	14.3	18.0	19.4	4.5	6.9	4.4	8.8
Queue Length 50th (ft)	5	15	9	35	5	23	1	20
Queue Length 95th (ft)	17	41	25	69	16	84	7	47
Internal Link Dist (ft)		428		444		402		423
Turn Bay Length (ft)	125		130		120		130	
Base Capacity (vph)	470	687	535	763	777	1116	694	948
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.14	0.07	0.20	0.08	0.22	0.02	0.14
Intersection Summary								

Queues
1: Ivy Street & SE 13th Avenue

2020 Existing Traffic, PM Peak Hour
11/16/2020

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	23	288	113	197	46	242	48	297
v/c Ratio	0.08	0.59	0.51	0.40	0.08	0.29	0.08	0.35
Control Delay	14.7	18.8	24.4	16.0	6.7	10.4	6.6	11.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.7	18.8	24.4	16.0	6.7	10.4	6.6	11.9
Queue Length 50th (ft)	4	49	22	33	5	26	5	37
Queue Length 95th (ft)	20	131	72	92	20	104	21	138
Internal Link Dist (ft)		428		444		402		423
Turn Bay Length (ft)	125		130		120		130	
Base Capacity (vph)	488	769	364	780	590	828	634	844
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.37	0.31	0.25	0.08	0.29	0.08	0.35
Intersection Summary								

Appendix 4 – In Process Modeled Traffic

- **Provided by the City of Canby**
- **Growth Factor Assumptions**



Gary Spanovich <garyalanspanovich@gmail.com>

CAN YOU SEND THE FOLLOWING TO ME BY TOMORROW FRIDAY OR MONDAY EARLY?

3 messages

Gary Spanovich <garyalanspanovich@gmail.com>

Thu, Oct 22, 2020 at 12:30 PM

To: Kevin Chewuk <kmc@dksassociates.com>, Brianna Addotta <addottab@canbyoregon.gov>

Cc: Gary Spanovich <garyalanspanovich@gmail.com>

Hi my client wants me to submit the traffic study to the city by Friday, October 30th. Brianna can you work with your colleague (Eric?) and send me the following.

Regarding the historical count data, I believe the city (Erik) is still working on updating the occupancy numbers of these approved developments. You will need to include trips from the following:

1. S Hope Village Expansion
2. Tofte Farms Phase 6
3. A 1% compound annual growth rate to cover other projects currently in the planning stage

I will follow up with the occupancy of these sites once I have that confirmed.

Thanks,
Kevin

Gary Alan Spanovich

garyalanspanovich@gmail.com

Phone: 503-314-5955 Mailing Address: P.O. Box 597 West Linn, Oregon 97068

Kevin Chewuk <kmc@dksassociates.com>

Thu, Oct 22, 2020 at 12:46 PM

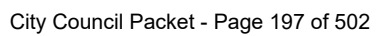
To: Gary Spanovich <garyalanspanovich@gmail.com>

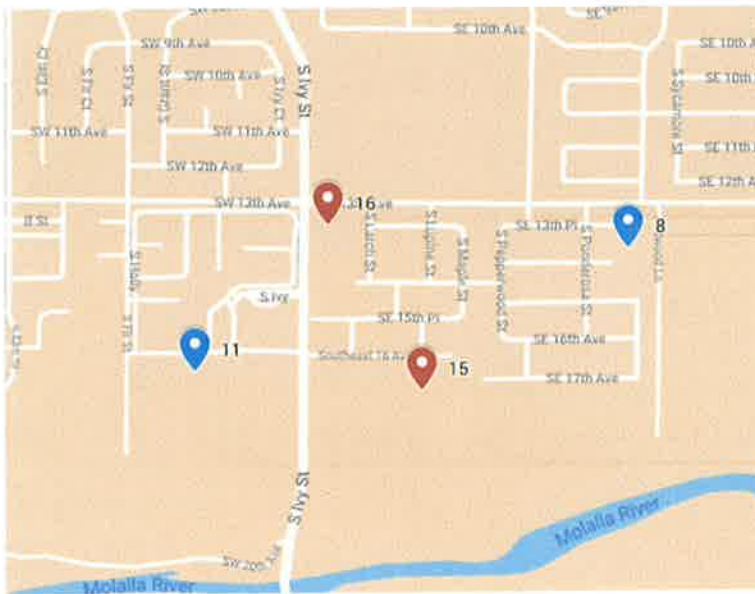
Cc: Brianna Addotta <addottab@canbyoregon.gov>

Gary-

Those TIA's are attached. You can also find a summary of the trips below and a map indicating the approximate location. If you use the historical count data, you should assume they are at 0%. However, if the new count data is deemed acceptable for the analysis, the occupancy matters, although it still may be at 0%.

ID	Project Name	% Occupied	Approved Trips						Approved Trips Remaining							
			A.M. Peak			P.M. Peak			Daily Trips	A.M. Peak			P.M. Peak			Daily Trips
			In	Out	Total	In	Out	Total		In	Out	Total	In	Out	Total	
8	Tofte Farms Phase 6		3	9	12	10	6	16	151	3	9	12	10	6	16	151
11	S Hope Village Expansion		12	21	33	24	19	43	606	12	21	33	24	19	43	606





Kevin Chewuk, PTP | Project Manager / Senior Transportation Planner
Direct: 503.972.1216 | kmc@dksassociates.com



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dksassociates.com

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[Quoted text hidden]

2 attachments

 S Hope Village TIS Final 2.11.2020.pdf
1036K

 Stamped Canby Tofte Farms Phase 6 Traffic Study.pdf
403K

Kevin Chewuk <kmc@dksassociates.com>
To: Gary Spanovich <garyalanspanovich@gmail.com>
Cc: Brianna Addotta <addottab@canbyoregon.gov>

Thu, Oct 22, 2020 at 1:36 PM

Gary-
Both of these sites are still at 0%, so include all the trips we provided.

Thanks,
Kevin

Kevin Chewuk, PTP | Project Manager / Senior Transportation Planner
Direct: 503.972.1216 | kmc@dksassociates.com

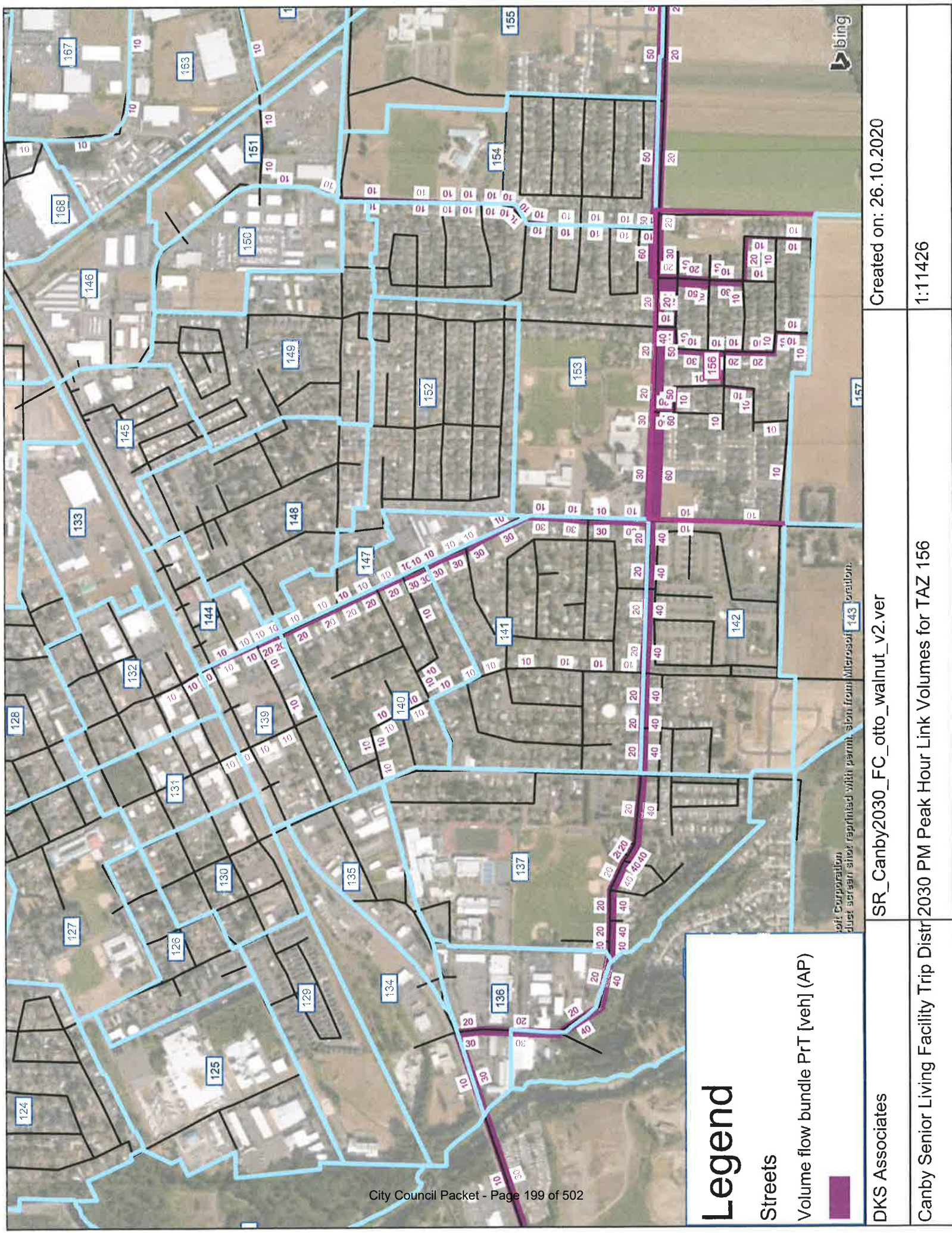


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Legend

Streets

Volume flow bundle PrT [veh] (AP)



DKS Associates

SR_Canby2030_FC_otto_walnut_v2.ver

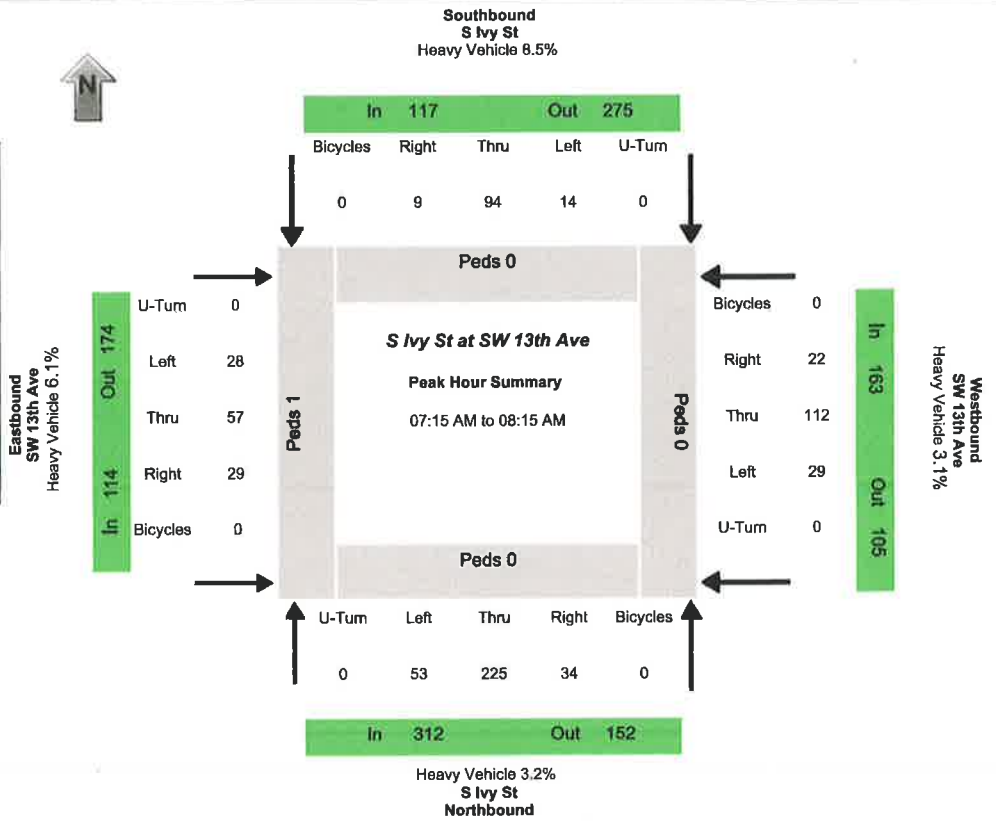
Created on: 26.10.2020

Canby Senior Living Facility Trip Distr 2030 PM Peak Hour Link Volumes for TAZ 156

1:11426

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

N/S street	S Ivy St
E/W street	SW 13th Ave
City, State	Canby OR
Site Notes	
Location	45.252157 - -122.686946
Start Date	Tuesday, July 11, 2017
Start Time	07:00:00 AM
Weather	
Study ID #	
Peak Hour Start	07:15:00 AM
Peak 15 Min Start	07:45:00 AM
PHF (15-Min Int)	0.90



Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
53	225	34	0	14	94	9	0	28	57	29	0	29	112	22	0	312	117	114	163	152	275	174	105
Percent Heavy Vehicles																							
0.0%	4.0%	2.9%	0.0%	7.1%	9.6%	0.0%	0.0%	0.0%	10.5%	3.4%	0.0%	0.0%	4.5%	0.0%	0.0%	3.2%	8.5%	6.1%	3.1%	6.6%	3.3%	2.9%	7.6%

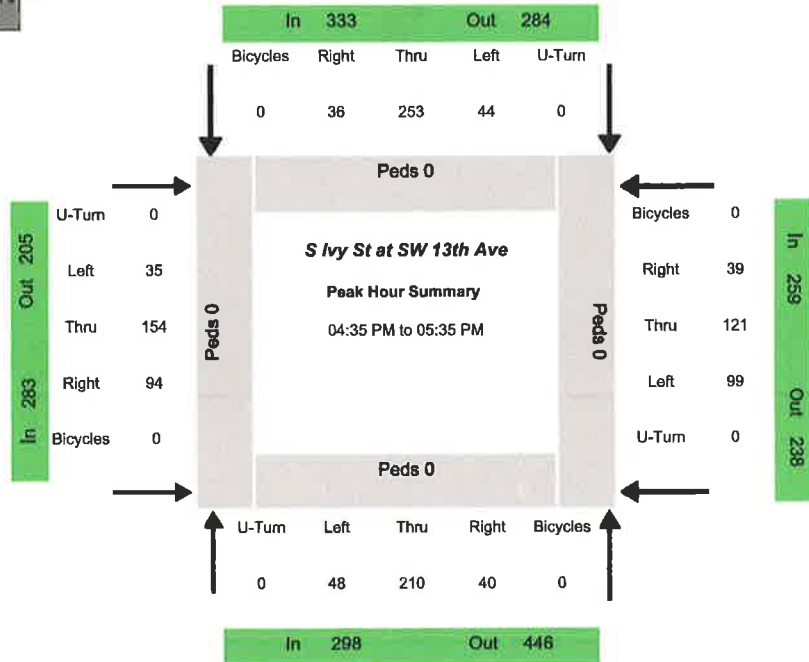
PHV - Bicycles												PHV - Pedestrians				
Northbound				Southbound				Eastbound				in Crosswalk				Sum
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	Sum
0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1

All Vehicle Volumes																	
Time	Northbound S Ivy St				Southbound S Ivy St				Eastbound SW 13th Ave				Westbound SW 13th Ave				15 Min Sum
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	
07:00:00 AM	0	17	2	0	0	11	0	0	1	0	1		2	7	3		
07:05:00 AM	1	20	4	0	2	7	0	0	3	6	1		6	8	3		
07:10:00 AM	6	7	2	0	0	4	0	0	0	1	0		0	9	0		134
07:15:00 AM	5	18	2	0	0	5	1	0	0	8	0		2	12	1		144
07:20:00 AM	7	19	3	0	0	7	0	0	0	4	7		4	13	3		150
07:25:00 AM	3	16	3	0	1	3	0	0	2	6	3		4	5	1		168
07:30:00 AM	1	22	4	0	2	12	1	0	2	4	5		1	15	1		184
07:35:00 AM	1	15	3	0	0	9	0	0	4	4	2		3	10	1		169
07:40:00 AM	4	18	1	0	1	5	1	0	4	1	0		0	15	2		174
07:45:00 AM	9	29	3	0	0	8	1	0	2	5	1		3	6	1		172
07:50:00 AM	8	18	3	0	2	11	2	0	6	5	1		1	5	2		184
07:55:00 AM	1	22	1	0	2	9	2	0	3	5	1		5	10	3		196 672
08:00:00 AM	4	18	1	0	1	7	1	0	1	8	3		3	12	3		190 690
08:05:00 AM	6	18	5	0	3	7	0	0	2	3	0		2	4	2		178 681
08:10:00 AM	4	12	5	0	2	11	0	0	2	4	6		1	5	2		168 706
08:15:00 AM	5	5	2	0	0	6	0	0	0	4	2		2	2	2		136 682
08:20:00 AM	2	12	7	0	2	10	0	0	2	4	1		4	8	2		138 669
08:25:00 AM	5	13	2	0	2	8	1	0	2	1	4		3	8	2		135 673
08:30:00 AM	4	17	3	0	1	11	1	0	3	4	2		2	4	3		160 658
08:35:00 AM	3	14	2	0	1	9	0	0	2	1	0		3	6	2		149 649
08:40:00 AM	3	13	3	0	0	4	0	0	4	6	3		4	11	3		152 651
08:45:00 AM	6	13	4	0	2	15	0	0	3	5	5		2	13	2		167 653
08:50:00 AM	5	17	3	0	0	6	1	0	1	7	4		2	7	1		178 643
08:55:00 AM	3	19	1	0	4	12	2	0	0	6	3		2	9	3		188 643

Data Provided by K-D-N.com 603-594-4224

N/S street	S Ivy St
E/W street	SW 13th Ave
City, State	Canby OR
Site Notes	
Location	45.252157 - -122.686946
Start Date	Tuesday, July 11, 2017
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:35:00 PM
Peak 15 Min Start	04:55:00 PM
PHF (15-Min Int)	0.96

Eastbound
SW 13th Ave
Heavy Vehicle 0.7%



Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
48	210	40	0	44	253	36	0	35	154	94	0	99	121	39	0	298	333	283	259	446	284	205	238
Percent Heavy Vehicles																							
0.0%	2.4%	0.0%	0.0%	0.0%	1.6%	0.0%	0.0%	0.0%	1.3%	0.0%	0.0%	2.0%	0.8%	0.0%	0.0%	1.7%	1.2%	0.7%	1.2%	1.3%	1.8%	0.5%	0.8%

PHV- Bicycles												PHV - Pedestrians				
Northbound				Southbound				Eastbound				Westbound				Sum
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

All Vehicle Volumes																
Time	Northbound S Ivy St				Southbound S Ivy St				Eastbound SW 13th Ave				Westbound SW 13th Ave			
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn
04:00:00 PM	6	17	3	0	0	15	7	0	3	12	6		8	11	6	
04:05:00 PM	9	23	7	0	4	18	4	0	2	13	11		12	12	5	
04:10:00 PM	1	12	5	0	0	11	1	0	1	10	5		8	15	2	285
04:15:00 PM	7	25	4	0	3	13	2	0	2	21	8		8	11	3	298
04:20:00 PM	4	28	6	0	6	18	3	0	0	16	5		8	10	1	283
04:25:00 PM	5	20	5	0	0	22	3	0	1	10	2		12	10	2	304
04:30:00 PM	1	18	4	0	0	18	1	0	0	13	2		12	5	3	274
04:35:00 PM	1	17	3	0	0	21	5	0	0	18	7		9	13	7	270
04:40:00 PM	2	15	1	0	3	17	3	0	1	9	9		6	8	1	253
04:45:00 PM	9	16	7	0	3	31	2	0	6	13	5		6	10	3	287
04:50:00 PM	3	19	2	0	4	20	3	0	5	13	5		11	8	4	283
04:55:00 PM	4	18	4	0	4	25	2	0	2	10	3		12	6	4	300
05:00:00 PM	8	18	5	0	6	25	3	0	6	12	6		12	7	6	302
05:05:00 PM	6	17	4	0	5	20	2	0	4	12	11		10	9	2	307
05:10:00 PM	2	23	3	0	6	13	1	0	2	11	10		9	8	2	305
05:15:00 PM	3	20	4	0	4	18	5	0	3	11	11		6	20	1	298
05:20:00 PM	5	14	2	0	4	19	6	0	3	22	10		6	10	1	298
05:25:00 PM	1	21	3	0	3	22	2	0	1	11	8		4	12	4	300
05:30:00 PM	4	14	2	0	3	22	2	0	2	12	9		8	10	4	288
05:35:00 PM	4	17	4	0	5	14	2	0	3	10	9		12	9	3	276
05:40:00 PM	5	9	3	0	1	17	3	0	6	9	5		10	11	4	267
05:45:00 PM	4	16	5	0	5	16	0	0	2	10	6		10	12	3	264
05:50:00 PM	0	14	7	0	9	15	0	0	4	21	9		10	11	2	274
05:55:00 PM	3	12	4	0	2	13	1	0	0	8	8		4	12	2	260

Appendix 5 – Trip Distribution & Assignment Diagrams For:

**102 Bed Assisted Living Center & 8 Dwelling Units
Located at South Ivy Street & SE 13th Avenue
Canby, Oregon**

- **Based on the Canby Model**
 - **AM & PM Peak Hour Turning Movements For:**
 - **Assumed 2020**
- **2022 – Assumes Growth Factor & In Process Traffic**
 - **Development Traffic – Build Out Assumed 2022**
- **2022 – Growth + In Process + Development Traffic**

Figure D-1
AM Peak Hour
2020 Assumed Traffic
7:00 AM - 8:00 AM

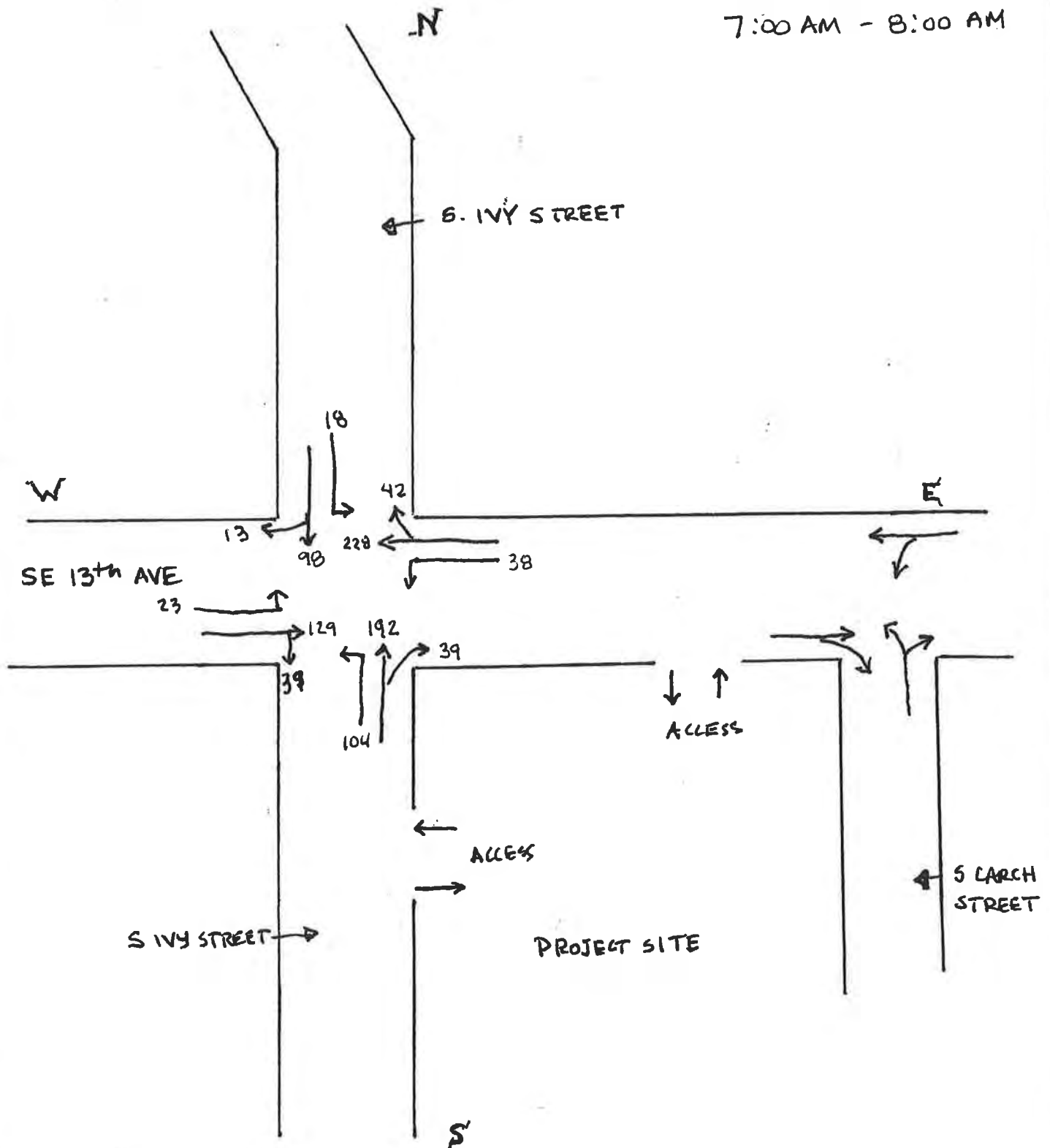


Figure D-2
PM Peak Hour
2020 Assumed Traffic
4:00pm - 5:00pm

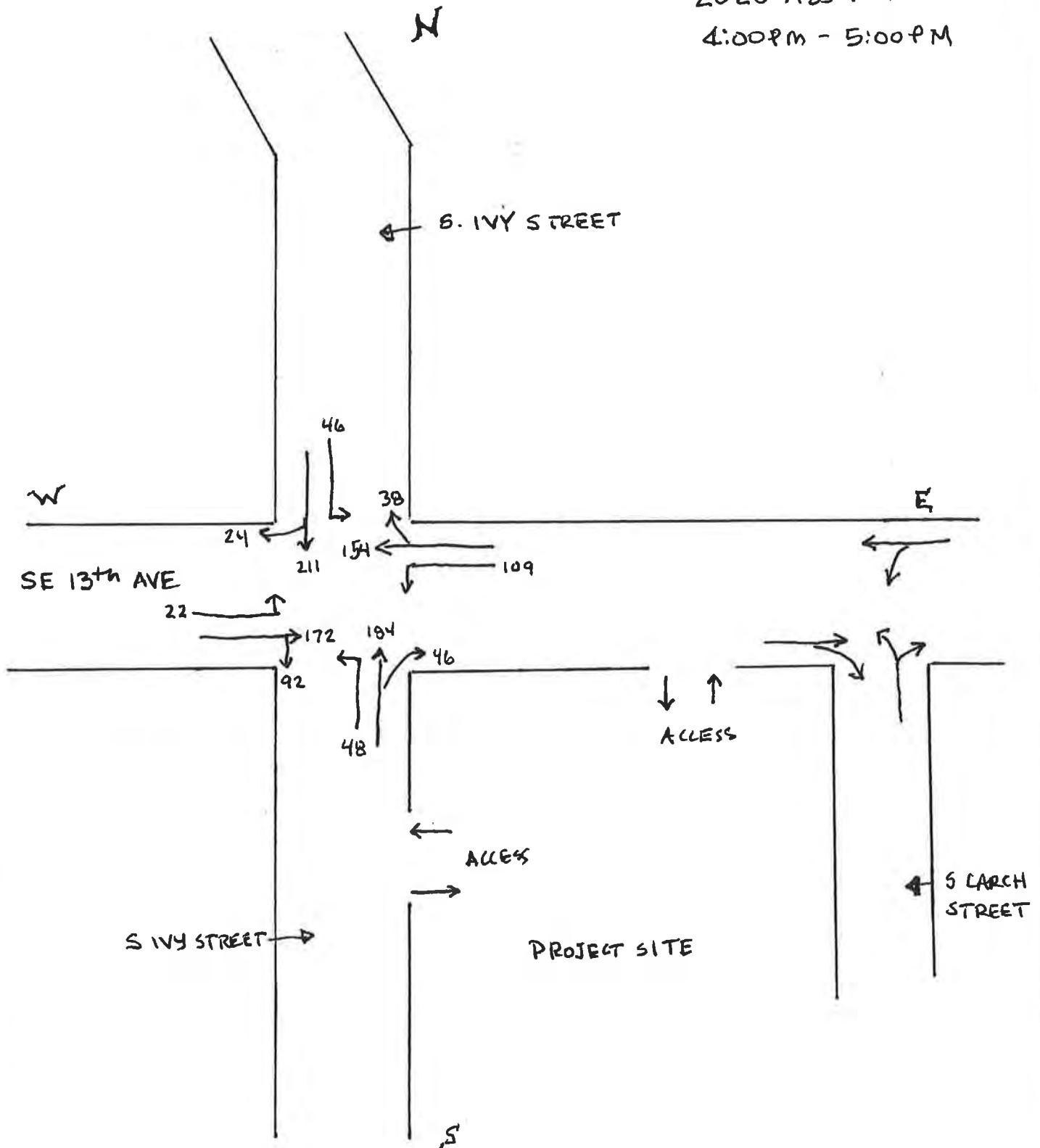


Figure D-3

2030 PM Peak Hour
Distribution from Canby Model
% Traffic

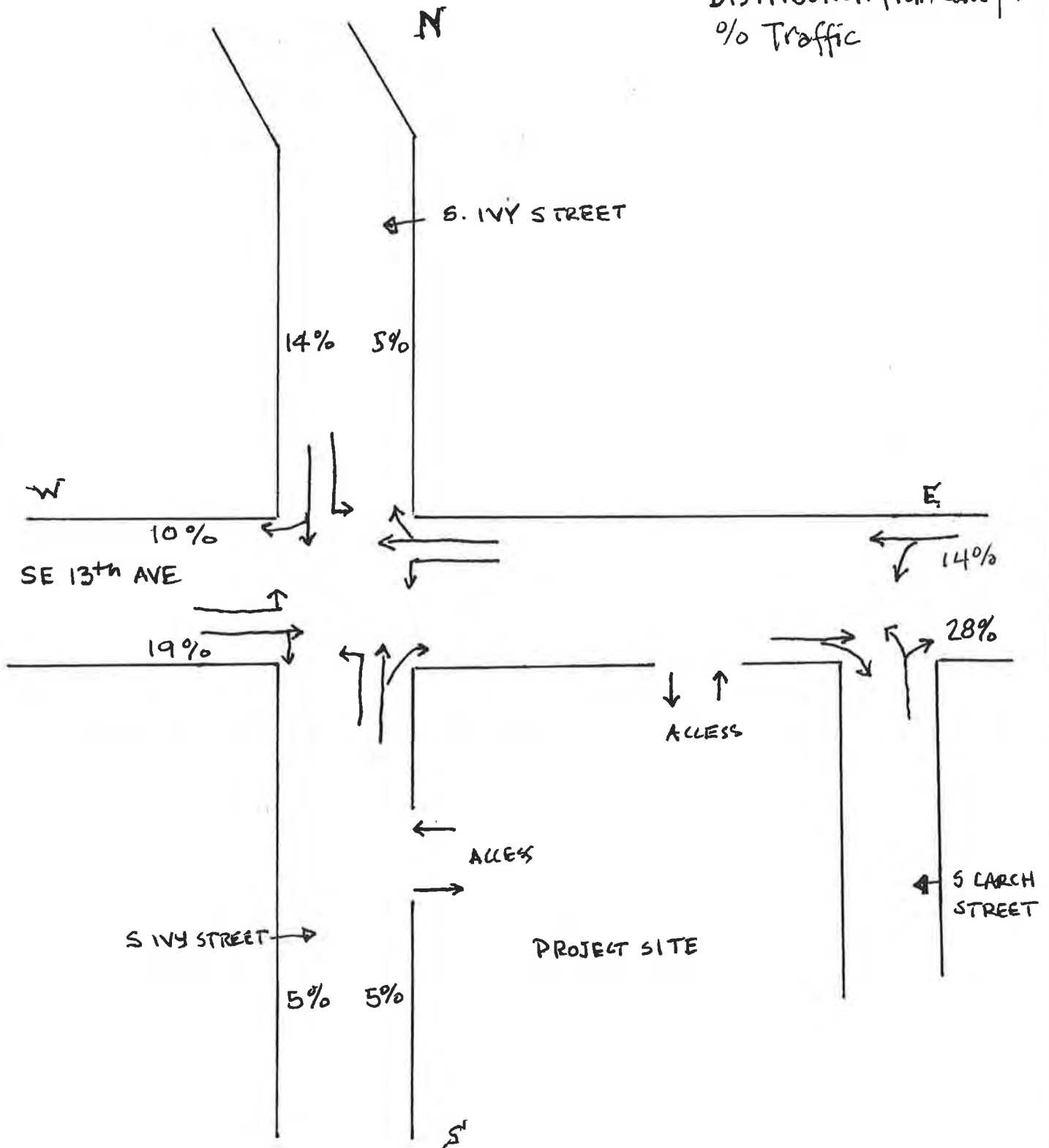


Figure D-4
2022 PM Peak
Site Generated Traffic

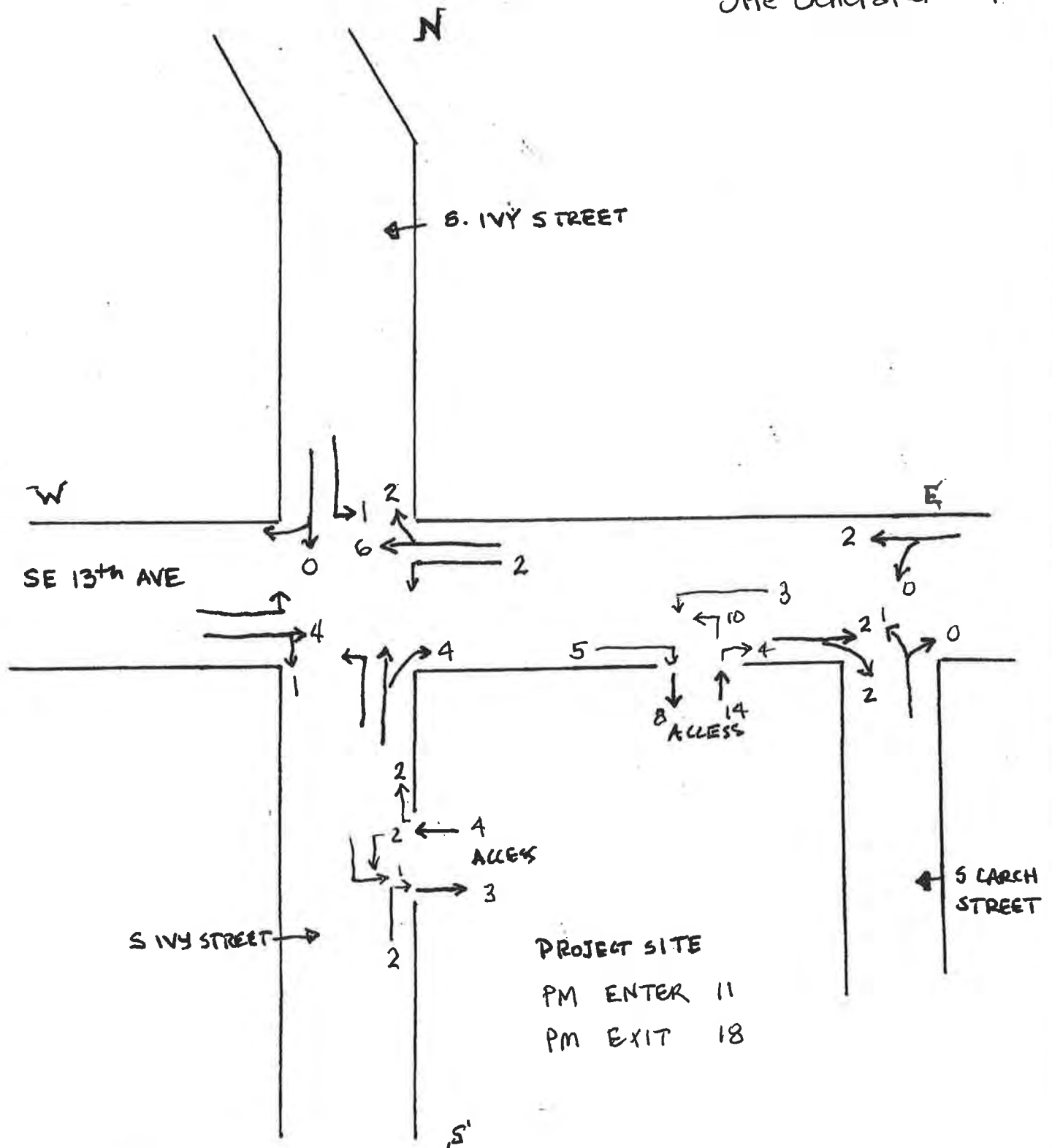


Figure D-5
2022 AM Peak
Site Generated Traffic

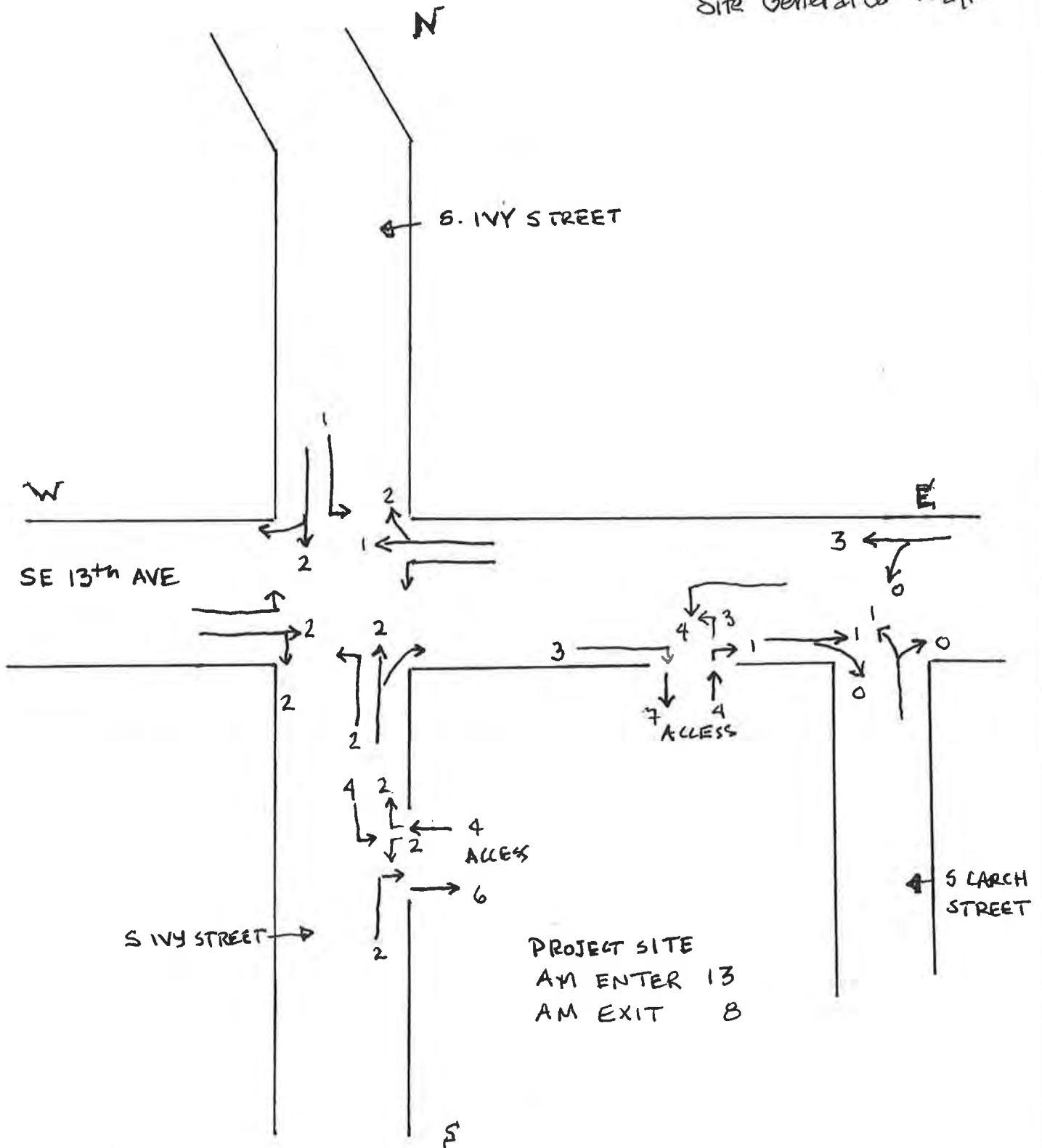


Figure D-6
AM Peak Hour
2022 Background
Traffic

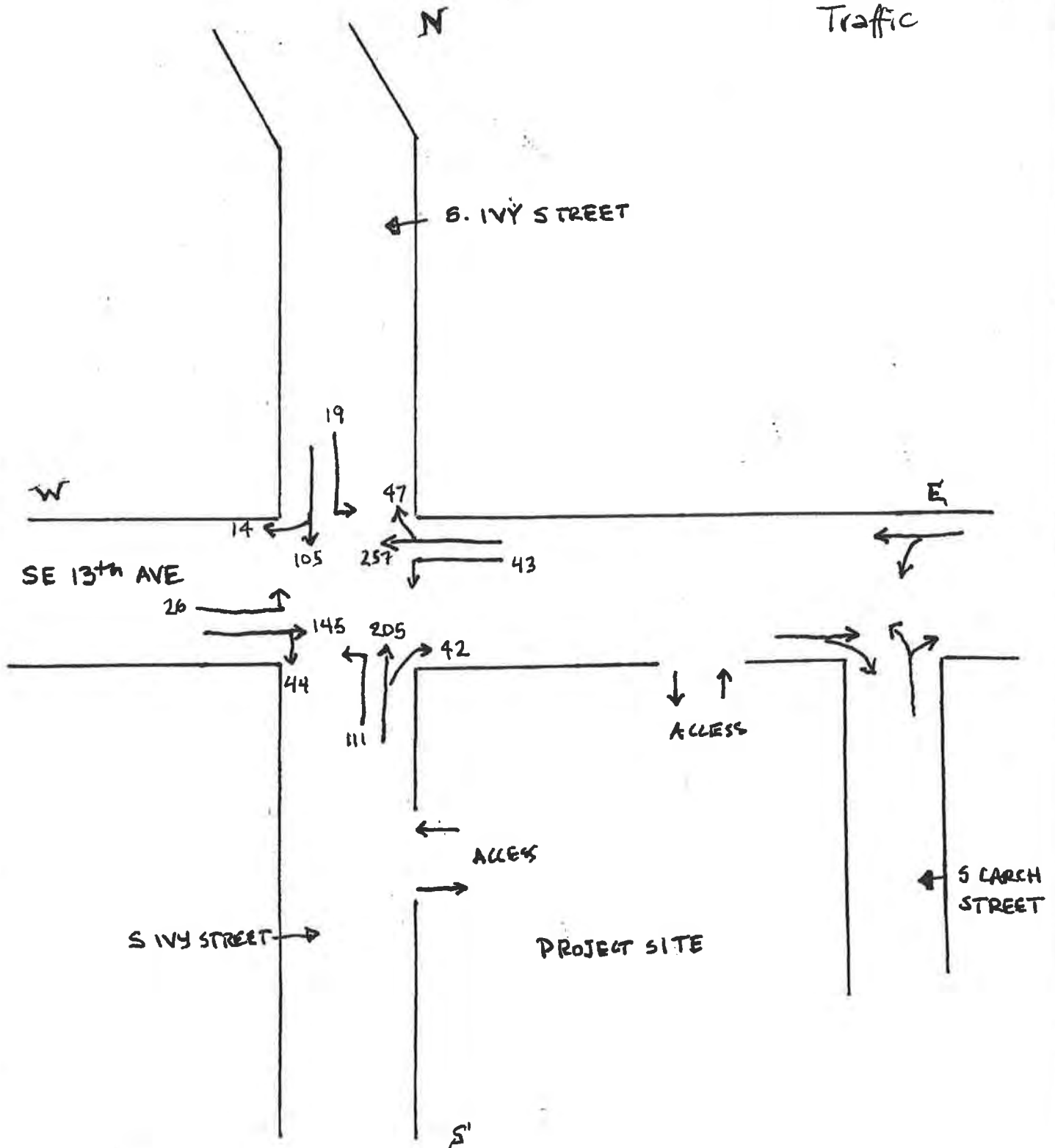


Figure D-7
PM Peak Hour
2022 Background
Traffic

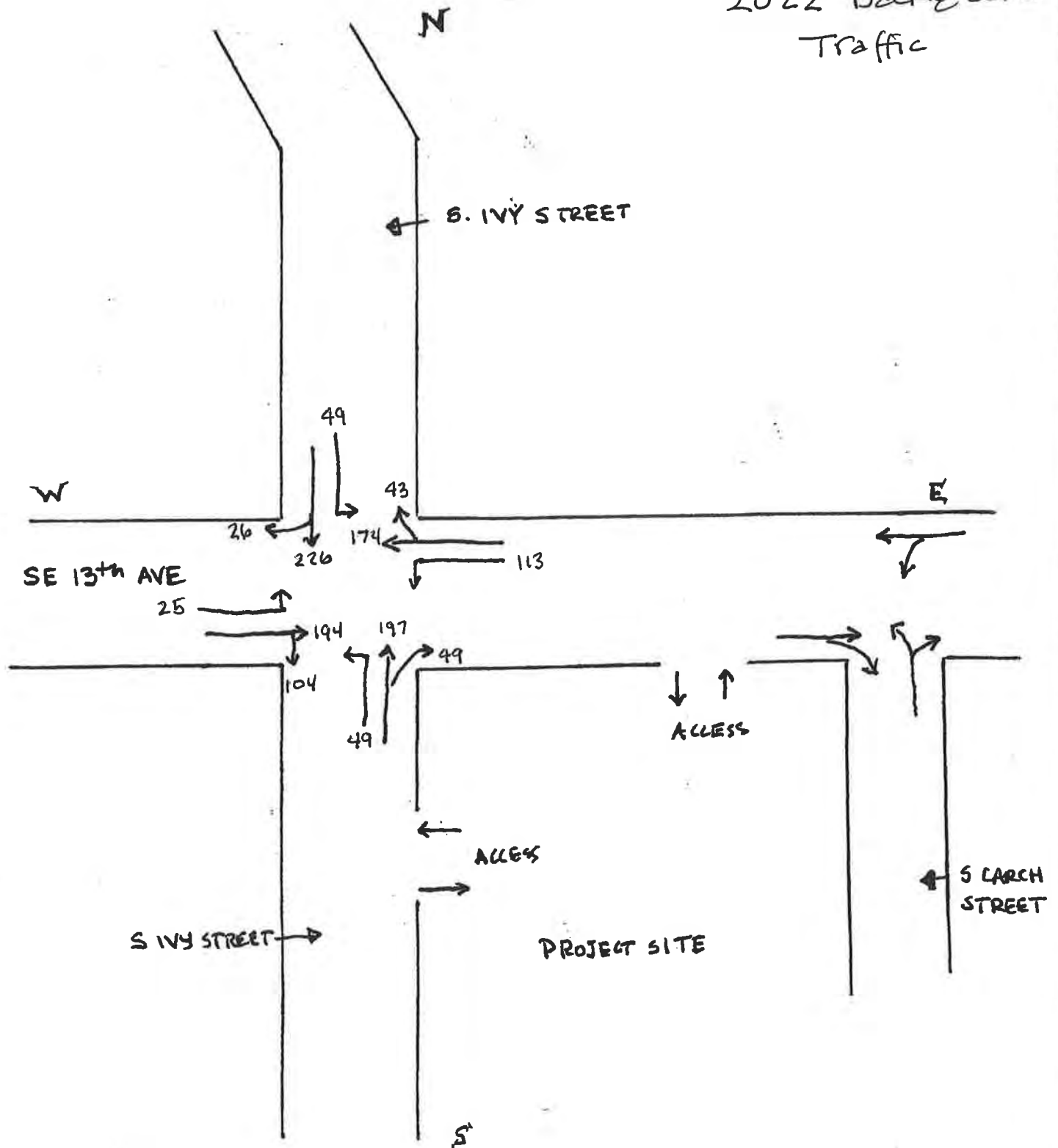


Figure D-8

AM Peak Hour

2022 Site Generated
Traffic & Background
Traffic

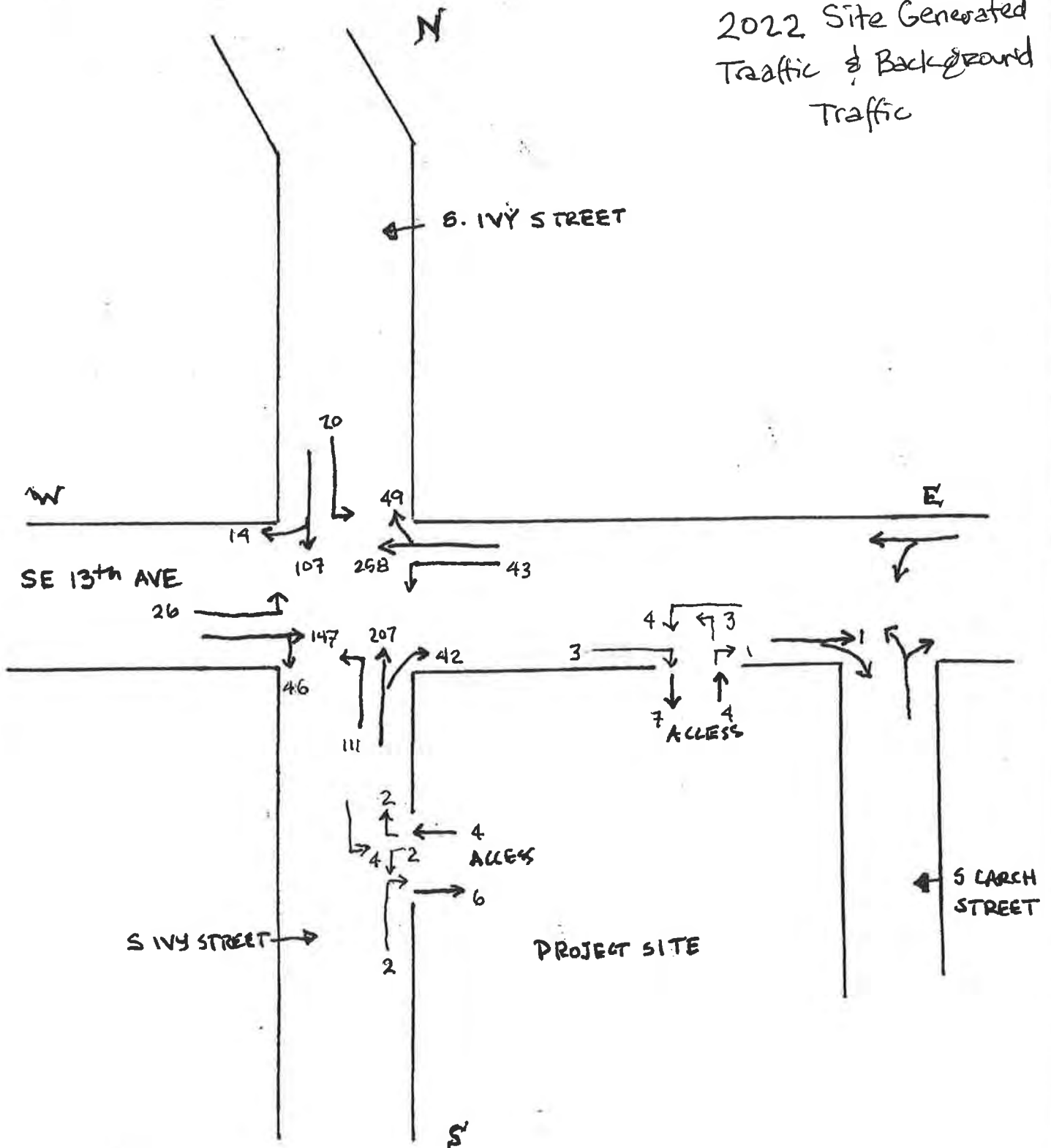
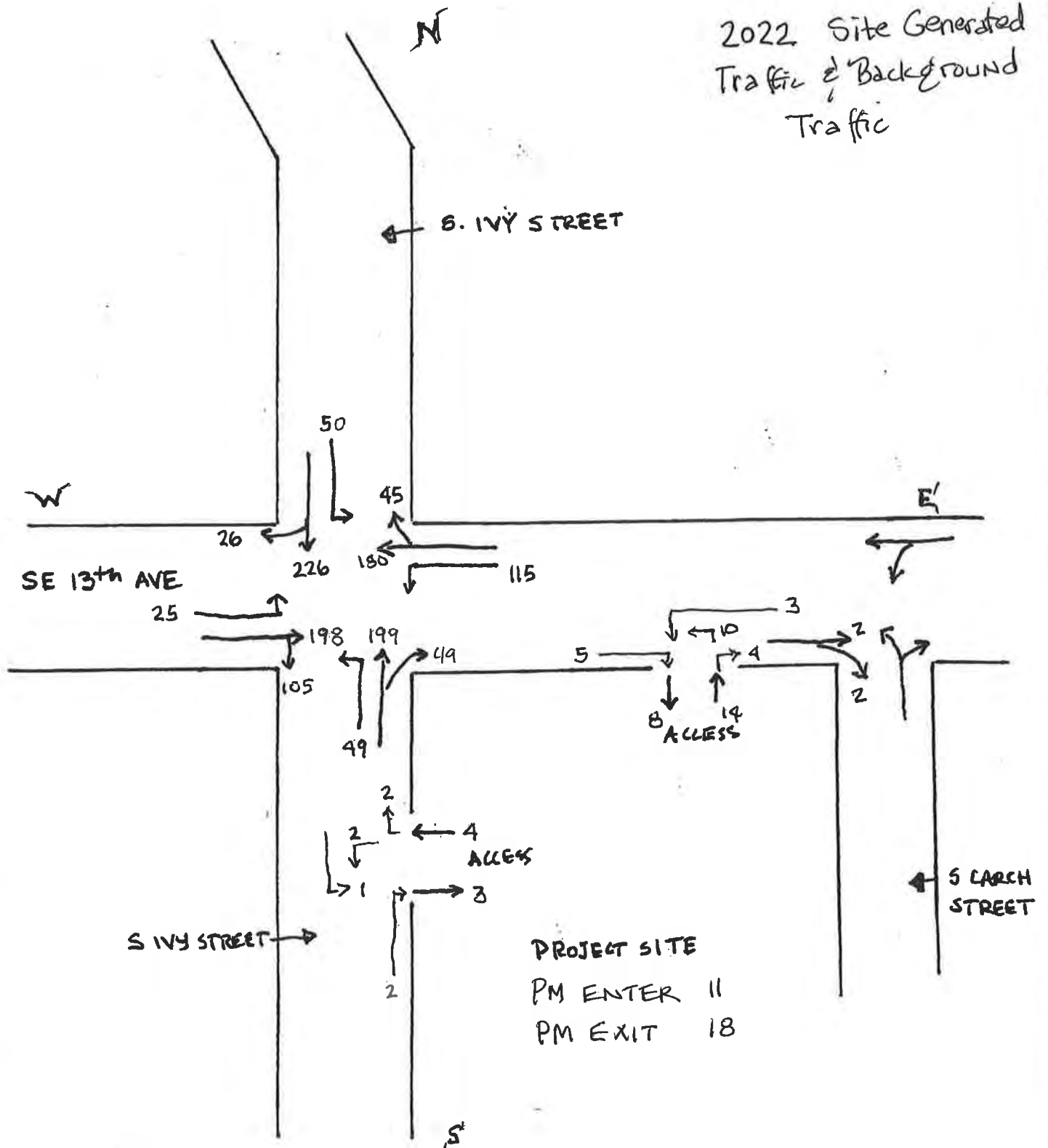


Figure D-9
PM Peak Hour
2022 Site Generated
Traffic & Background
Traffic



Appendix 6 – Level of Service Analysis & Queuing Analysis

- **AM & PM Peak Hour Turning Movements For**
- **2022 – Assumes Growth Factor & In Process Traffic**
 - **Development Traffic – Build Out Assumed 2022**
- **2022 – Growth + In Process + Development Traffic**

Lanes, Volumes, Timings
1: Ivy Street & SE 13th Avenue

Assumed 2020 Traffic, AM Peak Hour
11/13/2020

	↖	→	↗	↖	←	↖	↗	↑	↗	↘	↓	↘
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (vph)	23	129	39	38	228	42	104	192	39	18	98	13
Future Volume (vph)	23	129	39	38	228	42	104	192	39	18	98	13
Confl. Peds. (#/hr)			2	2			1					1
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	9%	9%	9%	8%	8%	8%	8%	8%	8%	10%	10%	10%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	25.4	25.4		25.4	25.4		10.6	25.0		9.6	24.0	
Total Split (%)	42.3%	42.3%		42.3%	42.3%		17.7%	41.7%		16.0%	40.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	
Act Effct Green (s)	15.0	15.0		15.0	15.0		27.6	26.6		24.1	20.3	
Actuated g/C Ratio	0.29	0.29		0.29	0.29		0.53	0.51		0.46	0.39	
v/c Ratio	0.16	0.43		0.17	0.69		0.22	0.34		0.04	0.22	
Control Delay	16.5	16.3		15.7	23.9		8.2	10.8		7.6	13.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	16.5	16.3		15.7	23.9		8.2	10.8		7.6	13.9	
LOS	B	B		B	C		A	B		A	B	
Approach Delay		16.3			22.8			10.0			13.0	
Approach LOS		B			C			B			B	

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 52.5

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay: 15.8

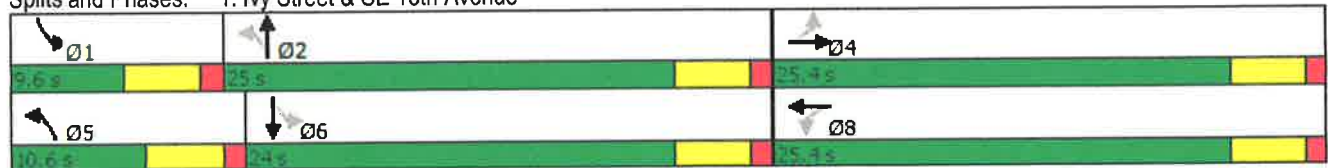
Intersection LOS: B

Intersection Capacity Utilization 45.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Ivy Street & SE 13th Avenue























Canby Senior Living
MKO Consulting LLC, Analyst: MEO

Synchro 9 Light Report
Page 1





















HCM 2010 Signalized Intersection Summary
1: Ivy Street & SE 13th Avenue

Assumed 2020 Traffic, AM Peak Hour
11/13/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	129	39	38	228	42	104	192	39	18	98	13
Future Volume (veh/h)	23	129	39	38	228	42	104	192	39	18	98	13
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1743	1743	1900	1759	1759	1900	1759	1759	1900	1727	1727	1900
Adj Flow Rate, veh/h	29	165	50	49	292	54	133	246	50	23	126	17
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	9	9	9	8	8	8	8	8	8	10	10	10
Cap, veh/h	246	377	114	344	424	78	637	601	122	484	551	74
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.08	0.42	0.42	0.03	0.37	0.37
Sat Flow, veh/h	963	1284	389	1095	1444	267	1675	1419	289	1645	1490	201
Grp Volume(v), veh/h	29	0	215	49	0	346	133	0	296	23	0	143
Grp Sat Flow(s),veh/h/ln	963	0	1673	1095	0	1711	1675	0	1708	1645	0	1691
Q Serve(g_s), s	1.5	0.0	5.5	2.0	0.0	9.5	2.5	0.0	6.4	0.5	0.0	3.1
Cycle Q Clear(g_c), s	10.9	0.0	5.5	7.5	0.0	9.5	2.5	0.0	6.4	0.5	0.0	3.1
Prop In Lane	1.00		0.23	1.00		0.16	1.00		0.17	1.00		0.12
Lane Grp Cap(c), veh/h	246	0	491	344	0	502	637	0	724	484	0	625
V/C Ratio(X)	0.12	0.00	0.44	0.14	0.00	0.69	0.21	0.00	0.41	0.05	0.00	0.23
Avail Cap(c_a), veh/h	345	0	663	456	0	678	694	0	724	598	0	625
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.3	0.0	15.1	18.2	0.0	16.5	8.6	0.0	10.6	9.9	0.0	11.5
Incr Delay (d2), s/veh	0.2	0.0	0.6	0.2	0.0	1.8	0.2	0.0	1.7	0.0	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	2.6	0.6	0.0	4.7	1.1	0.0	3.3	0.2	0.0	1.6
LnGrp Delay(d),s/veh	21.6	0.0	15.7	18.3	0.0	18.3	8.7	0.0	12.3	9.9	0.0	12.3
LnGrp LOS	C		B	B		B	A		B	A		B
Approach Vol, veh/h		244			395			429			166	
Approach Delay, s/veh		16.4			18.3			11.2			12.0	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	26.9		20.0	8.8	24.0		20.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	20.5		20.9	6.1	19.5		20.9				
Max Q Clear Time (g_c+I1), s	2.5	8.4		12.9	4.5	5.1		11.5				
Green Ext Time (p_c), s	0.0	1.9		2.5	0.0	2.1		2.8				
Intersection Summary												
HCM 2010 Ctrl Delay			14.6									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
1: Ivy Street & SE 13th Avenue

Assumed 2020 Traffic, PM Peak Hour
11/13/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	172	92	109	154	38	48	184	46	46	211	24
Future Volume (vph)	22	172	92	109	154	38	48	184	46	46	211	24
Confl. Peds. (#/hr)	11		1	1		11	6		1	1		6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	9%	9%	9%	7%	7%	7%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	24.0	24.0		24.0	24.0		10.0	26.0		10.0	26.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		16.7%	43.3%		16.7%	43.3%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	
Act Effct Green (s)	12.2	12.2		12.2	12.2		24.1	22.3		24.1	22.3	
Actuated g/C Ratio	0.26	0.26		0.26	0.26		0.51	0.47		0.51	0.47	
v/c Ratio	0.08	0.59		0.51	0.43		0.08	0.30		0.08	0.30	
Control Delay	14.8	18.4		24.5	16.3		6.6	10.9		6.6	11.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	14.8	18.4		24.5	16.3		6.6	10.9		6.6	11.3	
LOS	B	B		C	B		A	B		A	B	
Approach Delay		18.1			19.3			10.2			10.5	
Approach LOS		B			B			B			B	

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 47

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay: 14.6

Intersection LOS: B

Intersection Capacity Utilization 54.9%

ICU Level of Service A





















Analysis Period (min) 15

Splits and Phases: 1: Ivy Street & SE 13th Avenue



HCM 2010 Signalized Intersection Summary
1: Ivy Street & SE 13th Avenue

Assumed 2020 Traffic, PM Peak Hour
11/13/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	172	92	109	154	38	48	184	46	46	211	24
Future Volume (veh/h)	22	172	92	109	154	38	48	184	46	46	211	24
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1900	1845	1845	1900	1743	1743	1900	1776	1776	1900
Adj Flow Rate, veh/h	23	181	97	115	162	40	51	194	48	48	222	25
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	3	3	3	9	9	9	7	7	7
Cap, veh/h	378	337	181	315	436	108	526	536	133	532	620	70
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.05	0.40	0.40	0.05	0.40	0.40
Sat Flow, veh/h	1129	1102	591	1076	1424	351	1660	1348	333	1691	1567	176
Grp Volume(v), veh/h	23	0	278	115	0	202	51	0	242	48	0	247
Grp Sat Flow(s),veh/h/ln	1129	0	1693	1076	0	1775	1660	0	1681	1691	0	1743
Q Serve(g_s), s	0.9	0.0	7.4	5.4	0.0	4.8	1.0	0.0	5.5	0.9	0.0	5.4
Cycle Q Clear(g_c), s	5.7	0.0	7.4	12.8	0.0	4.8	1.0	0.0	5.5	0.9	0.0	5.4
Prop In Lane	1.00		0.35	1.00		0.20	1.00		0.20	1.00		0.10
Lane Grp Cap(c), veh/h	378	0	518	315	0	544	526	0	669	532	0	690
V/C Ratio(X)	0.06	0.00	0.54	0.36	0.00	0.37	0.10	0.00	0.36	0.09	0.00	0.36
Avail Cap(c_a), veh/h	437	0	608	372	0	637	612	0	669	623	0	690
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.0	0.0	15.6	21.0	0.0	14.8	8.9	0.0	11.5	8.9	0.0	11.6
Incr Delay (d2), s/veh	0.1	0.0	0.9	0.7	0.0	0.4	0.1	0.0	1.5	0.1	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	3.5	1.7	0.0	2.4	0.4	0.0	2.8	0.4	0.0	2.9
LnGrp Delay(d),s/veh	17.1	0.0	16.5	21.7	0.0	15.2	9.0	0.0	13.0	9.0	0.0	13.0
LnGrp LOS	B		B	C		B	A		B	A		B
Approach Vol, veh/h		301			317			293			295	
Approach Delay, s/veh		16.5			17.5			12.3			12.4	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	26.1		21.1	7.2	26.0		21.1				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	21.5		19.5	5.5	21.5		19.5				
Max Q Clear Time (g_c+I1), s	2.9	7.5		9.4	3.0	7.4		14.8				
Green Ext Time (p_c), s	0.0	2.3		2.7	0.0	2.3		1.6				
Intersection Summary												
HCM 2010 Ctrl Delay			14.8									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
1: Ivy Street & SE 13th Avenue

2022 Background Traffic, AM Peak Hour
11/13/2020

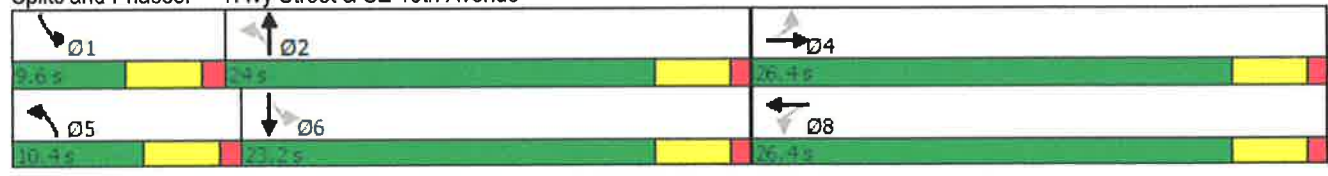
	↖	→	↗	↖	←	↖	↖	↑	↗	↘	↓	↘
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (vph)	26	145	44	43	257	47	111	205	42	19	105	14
Future Volume (vph)	26	145	44	43	257	47	111	205	42	19	105	14
Confl. Peds. (#/hr)			2	2			1					1
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	9%	9%	9%	8%	8%	8%	8%	8%	8%	10%	10%	10%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	26.4	26.4		26.4	26.4		10.4	24.0		9.6	23.2	
Total Split (%)	44.0%	44.0%		44.0%	44.0%		17.3%	40.0%		16.0%	38.7%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	
Act Effct Green (s)	16.4	16.4		16.4	16.4		26.6	25.6		23.3	19.5	
Actuated g/C Ratio	0.31	0.31		0.31	0.31		0.50	0.48		0.44	0.37	
v/c Ratio	0.19	0.45		0.19	0.72		0.25	0.38		0.05	0.24	
Control Delay	16.5	16.0		15.2	23.9		9.2	12.1		8.3	15.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	16.5	16.0		15.2	23.9		9.2	12.1		8.3	15.0	
LOS	B	B		B	C		A	B		A	B	
Approach Delay		16.1			22.8			11.2			14.1	
Approach LOS		B			C			B			B	

Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 52.9
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 16.4
 Intersection Capacity Utilization 47.6%
 Analysis Period (min) 15





















Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 1: Ivy Street & SE 13th Avenue























HCM 2010 Signalized Intersection Summary
1: Ivy Street & SE 13th Avenue

2022 Background Traffic, AM Peak Hour
11/13/2020

																
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR				
Lane Configurations																
Traffic Volume (veh/h)	26	145	44	43	257	47	111	205	42	19	105	14				
Future Volume (veh/h)	26	145	44	43	257	47	111	205	42	19	105	14				
Number	7	4	14	3	8	18	5	2	12	1	6	16				
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0				
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00				
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Adj Sat Flow, veh/h/ln	1743	1743	1900	1759	1759	1900	1759	1759	1900	1727	1727	1900				
Adj Flow Rate, veh/h	33	186	56	55	329	60	142	263	54	24	135	18				
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0				
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78				
Percent Heavy Veh, %	9	9	9	8	8	8	8	8	8	10	10	10				
Cap, veh/h	245	412	124	353	463	85	598	568	117	439	519	69				
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.08	0.40	0.40	0.03	0.35	0.35				
Sat Flow, veh/h	926	1286	387	1068	1448	264	1675	1417	291	1645	1493	199				
Grp Volume(v), veh/h	33	0	242	55	0	389	142	0	317	24	0	153				
Grp Sat Flow(s),veh/h/ln	926	0	1673	1068	0	1712	1675	0	1708	1645	0	1692				
Q Serve(g_s), s	1.8	0.0	6.2	2.3	0.0	10.8	2.8	0.0	7.4	0.5	0.0	3.5				
Cycle Q Clear(g_c), s	12.5	0.0	6.2	8.5	0.0	10.8	2.8	0.0	7.4	0.5	0.0	3.5				
Prop In Lane	1.00		0.23	1.00		0.15	1.00		0.17	1.00		0.12				
Lane Grp Cap(c), veh/h	245	0	536	353	0	548	598	0	685	439	0	588				
V/C Ratio(X)	0.13	0.00	0.45	0.16	0.00	0.71	0.24	0.00	0.46	0.05	0.00	0.26				
Avail Cap(c_a), veh/h	325	0	681	446	0	696	645	0	685	549	0	588				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00				
Uniform Delay (d), s/veh	21.6	0.0	14.5	17.9	0.0	16.1	9.5	0.0	11.9	10.8	0.0	12.6				
Incr Delay (d2), s/veh	0.2	0.0	0.6	0.2	0.0	2.4	0.2	0.0	2.2	0.1	0.0	1.1				
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
%ile BackOfQ(50%),veh/ln	0.5	0.0	2.9	0.7	0.0	5.4	1.3	0.0	3.9	0.2	0.0	1.8				
LnGrp Delay(d),s/veh	21.9	0.0	15.1	18.1	0.0	18.5	9.7	0.0	14.1	10.9	0.0	13.7				
LnGrp LOS	C		B	B		B	A		B	B		B				
Approach Vol, veh/h	275					444			459	177						
Approach Delay, s/veh	15.9					18.5			12.7	13.3						
Approach LOS	B					B			B	B						
Timer	1	2	3	4	5	6	7	8								
Assigned Phs	1	2			4	5	6	8								
Phs Duration (G+Y+Rc), s	6.0	26.1			21.7	8.9	23.2	21.7								
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5	4.5	4.5								
Max Green Setting (Gmax), s	5.1	19.5			21.9	5.9	18.7	21.9								
Max Q Clear Time (g_c+I1), s	2.5	9.4			14.5	4.8	5.5	12.8								
Green Ext Time (p_c), s	0.0	1.9			2.7	0.0	2.2	3.1								
Intersection Summary																
HCM 2010 Ctrl Delay			15.3													
HCM 2010 LOS			B													

Lanes, Volumes, Timings
1: Ivy Street & SE 13th Avenue

2022 Background Traffic, PM Peak Hour
11/13/2020

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	194	104	113	174	43	49	197	49	49	226	26
Future Volume (vph)	25	194	104	113	174	43	49	197	49	49	226	26
Confl. Peds. (#/hr)	11		1	1		11	6		1	1		6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	9%	9%	9%	7%	7%	7%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	24.0	24.0		24.0	24.0		10.0	26.0		10.0	26.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		16.7%	43.3%		16.7%	43.3%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	
Act Effct Green (s)	13.1	13.1		13.1	13.1		25.2	22.3		25.2	22.3	
Actuated g/C Ratio	0.26	0.26		0.26	0.26		0.51	0.45		0.51	0.45	
v/c Ratio	0.10	0.65		0.60	0.47		0.09	0.34		0.09	0.34	
Control Delay	15.7	21.3		30.8	18.0		6.8	12.6		6.8	13.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	15.7	21.3		30.8	18.0		6.8	12.6		6.8	13.0	
LOS	B	C		C	B		A	B		A	B	
Approach Delay		20.9			22.4			11.6			12.0	
Approach LOS		C			C			B			B	

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 49.9

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 17.0

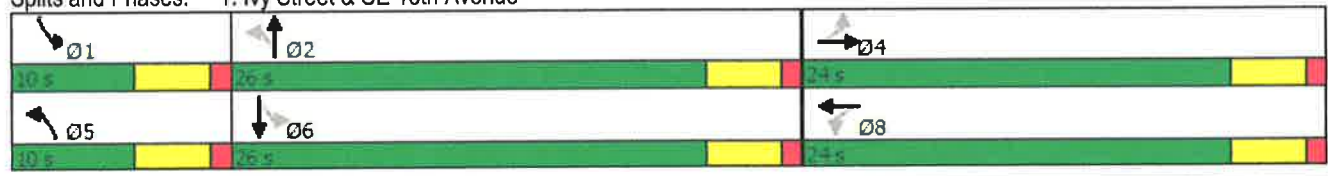
Intersection LOS: B

Intersection Capacity Utilization 57.0%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Ivy Street & SE 13th Avenue























Canby Senior Living
MKO Consulting LLC, Analyst: MEO

Synchro 9 Light Report
Page 1

HCM 2010 Signalized Intersection Summary
1: Ivy Street & SE 13th Avenue

2022 Background Traffic, PM Peak Hour
11/13/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	194	104	113	174	43	49	197	49	49	226	26
Future Volume (veh/h)	25	194	104	113	174	43	49	197	49	49	226	26
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1900	1845	1845	1900	1743	1743	1900	1776	1776	1900
Adj Flow Rate, veh/h	26	204	109	119	183	45	52	207	52	52	238	27
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	3	3	3	9	9	9	7	7	7
Cap, veh/h	372	353	189	303	456	112	499	520	131	505	606	69
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.05	0.39	0.39	0.05	0.39	0.39
Sat Flow, veh/h	1103	1104	590	1043	1425	350	1660	1343	337	1691	1565	178
Grp Volume(v), veh/h	26	0	313	119	0	228	52	0	259	52	0	265
Grp Sat Flow(s),veh/h/ln	1103	0	1693	1043	0	1776	1660	0	1680	1691	0	1743
Q Serve(g_s), s	1.0	0.0	8.6	6.0	0.0	5.6	1.0	0.0	6.2	1.0	0.0	6.1
Cycle Q Clear(g_c), s	6.6	0.0	8.6	14.5	0.0	5.6	1.0	0.0	6.2	1.0	0.0	6.1
Prop In Lane	1.00		0.35	1.00		0.20	1.00		0.20	1.00		0.10
Lane Grp Cap(c), veh/h	372	0	542	303	0	568	499	0	651	505	0	675
V/C Ratio(X)	0.07	0.00	0.58	0.39	0.00	0.40	0.10	0.00	0.40	0.10	0.00	0.39
Avail Cap(c_a), veh/h	407	0	595	335	0	623	581	0	651	589	0	675
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.3	0.0	15.7	21.8	0.0	14.7	9.4	0.0	12.3	9.5	0.0	12.3
Incr Delay (d2), s/veh	0.1	0.0	1.2	0.8	0.0	0.5	0.1	0.0	1.8	0.1	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	4.2	1.8	0.0	2.8	0.5	0.0	3.2	0.5	0.0	3.3
LnGrp Delay(d),s/veh	17.4	0.0	16.9	22.6	0.0	15.2	9.5	0.0	14.2	9.5	0.0	14.0
LnGrp LOS	B		B	C		B	A		B	A		B
Approach Vol, veh/h	339			347			311			317		
Approach Delay, s/veh	16.9			17.7			13.4			13.3		
Approach LOS	B			B			B			B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	26.0		22.3	7.3	26.0		22.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	21.5		19.5	5.5	21.5		19.5				
Max Q Clear Time (g_c+l1), s	3.0	8.2		10.6	3.0	8.1		16.5				
Green Ext Time (p_c), s	0.0	2.5		2.8	0.0	2.5		1.2				
Intersection Summary												
HCM 2010 Ctrl Delay	15.4											
HCM 2010 LOS	B											

Lanes, Volumes, Timings
1: Ivy Street & SE 13th Avenue

2022 Background With Site, AM Peak Hour

11/13/2020

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱		↰	↱		↰	↱	
Traffic Volume (vph)	26	147	46	43	258	49	111	207	42	20	107	14
Future Volume (vph)	26	147	46	43	258	49	111	207	42	20	107	14
Confl. Peds. (#/hr)			2	2			1					1
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	9%	9%	9%	8%	8%	8%	8%	8%	8%	10%	10%	10%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	25.0	25.0		25.0	25.0		10.0	25.4		9.6	25.0	
Total Split (%)	41.7%	41.7%		41.7%	41.7%		16.7%	42.3%		16.0%	41.7%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	
Act Effct Green (s)	16.3	16.3		16.3	16.3		27.2	25.2		25.0	21.2	
Actuated g/C Ratio	0.30	0.30		0.30	0.30		0.50	0.46		0.46	0.39	
v/c Ratio	0.21	0.47		0.20	0.75		0.24	0.40		0.05	0.23	
Control Delay	17.9	17.1		16.2	26.3		8.8	13.4		7.7	14.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	17.9	17.1		16.2	26.3		8.8	13.4		7.7	14.0	
LOS	B	B		B	C		A	B		A	B	
Approach Delay		17.2			25.1			12.0			13.1	
Approach LOS		B			C			B			B	

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 54.2

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 17.5

Intersection LOS: B

Intersection Capacity Utilization 56.9%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Ivy Street & SE 13th Avenue























Canby Senior Living
MKO Consulting LLC, Analyst: MEO

Synchro 9 Light Report
Page 1

HCM 2010 Signalized Intersection Summary
1: Ivy Street & SE 13th Avenue

2022 Background With Site, AM Peak Hour
11/13/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	147	46	43	258	49	111	207	42	20	107	14
Future Volume (veh/h)	26	147	46	43	258	49	111	207	42	20	107	14
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1743	1743	1900	1759	1759	1900	1759	1759	1900	1727	1727	1900
Adj Flow Rate, veh/h	33	188	59	55	331	63	142	265	54	26	137	18
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	9	9	9	8	8	8	8	8	8	10	10	10
Cap, veh/h	227	397	125	334	449	85	613	591	120	454	548	72
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.08	0.42	0.42	0.03	0.37	0.37
Sat Flow, veh/h	922	1272	399	1064	1437	273	1675	1419	289	1645	1496	197
Grp Volume(v), veh/h	33	0	247	55	0	394	142	0	319	26	0	155
Grp Sat Flow(s),veh/h/ln	922	0	1671	1064	0	1710	1675	0	1708	1645	0	1692
Q Serve(g_s), s	1.9	0.0	6.7	2.5	0.0	11.5	2.8	0.0	7.5	0.5	0.0	3.6
Cycle Q Clear(g_c), s	13.4	0.0	6.7	9.1	0.0	11.5	2.8	0.0	7.5	0.5	0.0	3.6
Prop In Lane	1.00		0.24	1.00		0.16	1.00		0.17	1.00		0.12
Lane Grp Cap(c), veh/h	227	0	522	334	0	534	613	0	711	454	0	620
V/C Ratio(X)	0.15	0.00	0.47	0.16	0.00	0.74	0.23	0.00	0.45	0.06	0.00	0.25
Avail Cap(c_a), veh/h	277	0	613	392	0	627	644	0	711	555	0	620
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.1	0.0	15.5	19.2	0.0	17.2	9.3	0.0	11.7	10.6	0.0	12.3
Incr Delay (d2), s/veh	0.3	0.0	0.7	0.2	0.0	3.8	0.2	0.0	2.0	0.1	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	3.2	0.7	0.0	5.9	1.3	0.0	3.9	0.2	0.0	1.8
LnGrp Delay(d),s/veh	23.4	0.0	16.2	19.4	0.0	21.0	9.5	0.0	13.7	10.6	0.0	13.3
LnGrp LOS	C		B	B		C	A		B	B		B
Approach Vol, veh/h	280		449				461			181		
Approach Delay, s/veh	17.0		20.8				12.5			12.9		
Approach LOS	B		C				B			B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	6.2	27.8	22.0		8.9	25.0	22.0					
Change Period (Y+Rc), s	4.5	4.5	4.5		4.5	4.5	4.5					
Max Green Setting (Gmax), s	5.1	20.9	20.5		5.5	20.5	20.5					
Max Q Clear Time (g_c+I1), s	2.5	9.5	15.4		4.8	5.6	13.5					
Green Ext Time (p_c), s	0.0	2.0	2.1		0.0	2.3	2.6					
Intersection Summary												
HCM 2010 Ctrl Delay			16.2									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
1: Ivy Street & SE 13th Avenue

2022 Background With Site, PM Peak Hour

11/13/2020

	↖	→	↗	↖	←	↖	↖	↑	↗	↘	↓	↘
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (vph)	25	198	105	115	180	45	49	199	49	50	226	26
Future Volume (vph)	25	198	105	115	180	45	49	199	49	50	226	26
Confl. Peds. (#/hr)	11		1	1		11	6		1	1		6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	9%	9%	9%	7%	7%	7%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	24.1	24.1		24.1	24.1		10.0	25.9		10.0	25.9	
Total Split (%)	40.2%	40.2%		40.2%	40.2%		16.7%	43.2%		16.7%	43.2%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	
Act Effct Green (s)	13.3	13.3		13.3	13.3		25.1	22.2		25.1	22.2	
Actuated g/C Ratio	0.27	0.27		0.27	0.27		0.50	0.44		0.50	0.44	
v/c Ratio	0.10	0.66		0.61	0.48		0.09	0.34		0.09	0.34	
Control Delay	15.6	21.2		31.4	18.1		7.0	12.8		6.9	13.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	15.6	21.2		31.4	18.1		7.0	12.8		6.9	13.2	
LOS	B	C		C	B		A	B		A	B	
Approach Delay		20.8			22.6			11.8			12.2	
Approach LOS		C			C			B			B	

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 50.1

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 17.1

Intersection LOS: B

Intersection Capacity Utilization 57.4%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Ivy Street & SE 13th Avenue























Canby Senior Living
MKO Consulting LLC, Analyst: MEO

Synchro 9 Light Report
Page 1

HCM 2010 Signalized Intersection Summary
1: Ivy Street & SE 13th Avenue

2022 Background With Site, PM Peak Hour
11/13/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	198	105	115	180	45	49	199	49	50	226	26
Future Volume (veh/h)	25	198	105	115	180	45	49	199	49	50	226	26
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1900	1845	1845	1900	1743	1743	1900	1776	1776	1900
Adj Flow Rate, veh/h	26	208	111	121	189	47	52	209	52	53	238	27
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	3	3	3	9	9	9	7	7	7
Cap, veh/h	370	357	191	302	460	114	495	517	129	500	602	68
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.05	0.38	0.38	0.05	0.38	0.38
Sat Flow, veh/h	1096	1104	589	1037	1422	354	1660	1346	335	1691	1565	178
Grp Volume(v), veh/h	26	0	319	121	0	236	52	0	261	53	0	265
Grp Sat Flow(s), veh/h/ln	1096	0	1694	1037	0	1775	1660	0	1681	1691	0	1743
Q Serve(g_s), s	1.1	0.0	8.7	6.1	0.0	5.8	1.0	0.0	6.3	1.0	0.0	6.2
Cycle Q Clear(g_c), s	6.8	0.0	8.7	14.9	0.0	5.8	1.0	0.0	6.3	1.0	0.0	6.2
Prop In Lane	1.00		0.35	1.00		0.20	1.00		0.20	1.00		0.10
Lane Grp Cap(c), veh/h	370	0	548	302	0	574	495	0	645	500	0	670
V/C Ratio(X)	0.07	0.00	0.58	0.40	0.00	0.41	0.11	0.00	0.40	0.11	0.00	0.40
Avail Cap(c_a), veh/h	401	0	596	331	0	624	577	0	645	582	0	670
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.4	0.0	15.7	21.9	0.0	14.7	9.6	0.0	12.5	9.6	0.0	12.4
Incr Delay (d2), s/veh	0.1	0.0	1.2	0.9	0.0	0.5	0.1	0.0	1.9	0.1	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	4.3	1.8	0.0	2.9	0.5	0.0	3.2	0.5	0.0	3.3
LnGrp Delay(d),s/veh	17.5	0.0	16.9	22.8	0.0	15.2	9.7	0.0	14.4	9.7	0.0	14.2
LnGrp LOS	B		B	C		B	A		B	A		B
Approach Vol, veh/h	345			357			313			318		
Approach Delay, s/veh	17.0			17.8			13.6			13.4		
Approach LOS	B			B			B			B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	25.9		22.5	7.3	25.9		22.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	21.4		19.6	5.5	21.4		19.6				
Max Q Clear Time (g_c+I1), s	3.0	8.3		10.7	3.0	8.2		16.9				
Green Ext Time (p_c), s	0.0	2.4		2.9	0.0	2.5		1.2				
Intersection Summary												
HCM 2010 Ctrl Delay	15.6											
HCM 2010 LOS	B											

Queues
1: Ivy Street & SE 13th Avenue

Year 2020 Traffic, AM Peak Hour
11/12/2020



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	25	182	41	294	113	251	20	121
v/c Ratio	0.14	0.40	0.14	0.64	0.16	0.25	0.03	0.15
Control Delay	17.8	17.5	17.2	24.4	6.5	8.4	6.1	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.8	17.5	17.2	24.4	6.5	8.4	6.1	10.7
Queue Length 50th (ft)	6	43	11	82	14	30	2	21
Queue Length 95th (ft)	22	88	31	148	37	106	11	54
Internal Link Dist (ft)		428		444		402		423
Turn Bay Length (ft)	125		130		120		130	
Base Capacity (vph)	259	640	401	641	708	1008	645	824
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.28	0.10	0.46	0.16	0.25	0.03	0.15
Intersection Summary								

Queues

1: Ivy Street & SE 13th Avenue

11/12/2020



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	24	287	118	208	52	250	50	255
v/c Ratio	0.08	0.58	0.53	0.43	0.08	0.29	0.08	0.29
Control Delay	14.8	18.2	25.6	16.4	6.6	10.7	6.5	11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.8	18.2	25.6	16.4	6.6	10.7	6.5	11.2
Queue Length 50th (ft)	4	47	23	35	6	28	6	30
Queue Length 95th (ft)	20	128	76	98	22	110	21	116
Internal Link Dist (ft)		428		444		402		423
Turn Bay Length (ft)	125		130		120		130	
Base Capacity (vph)	484	785	366	788	650	867	653	874
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.37	0.32	0.26	0.08	0.29	0.08	0.29
Intersection Summary								

Queues
1: Ivy Street & SE 13th Avenue









2022 Background Traffic, AM Peak Hour
11/12/2020



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	28	206	47	330	121	269	21	129
v/c Ratio	0.15	0.41	0.16	0.66	0.18	0.28	0.03	0.17
Control Delay	17.2	16.8	16.4	23.8	7.3	9.6	6.8	12.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.2	16.8	16.4	23.8	7.3	9.6	6.8	12.2
Queue Length 50th (ft)	7	48	12	91	16	35	3	24
Queue Length 95th (ft)	24	95	33	161	42	121	12	61
Internal Link Dist (ft)		428		444		402		423
Turn Bay Length (ft)	125		130		120		130	
Base Capacity (vph)	256	695	412	697	674	961	614	764
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.30	0.11	0.47	0.18	0.28	0.03	0.17
Intersection Summary								

Queues
1: Ivy Street & SE 13th Avenue

2022 Background Traffic, PM Peak Hour
11/12/2020

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	27	324	123	236	53	267	53	274
v/c Ratio	0.10	0.64	0.61	0.47	0.09	0.34	0.09	0.34
Control Delay	15.0	19.9	30.6	17.3	7.1	12.8	7.1	13.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.0	19.9	30.6	17.3	7.1	12.8	7.1	13.4
Queue Length 50th (ft)	6	76	34	56	6	52	6	57
Queue Length 95th (ft)	21	143	81	107	23	122	23	130
Internal Link Dist (ft)		428		444		402		423
Turn Bay Length (ft)	125		130		120		130	
Base Capacity (vph)	450	794	326	797	604	797	609	802
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.41	0.38	0.30	0.09	0.34	0.09	0.34
Intersection Summary								

Queues
1: Ivy Street & SE 13th Avenue

2022 Background With Site, PM Peak Hour
11/12/2020



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	27	329	125	245	53	269	54	274
v/c Ratio	0.10	0.64	0.62	0.48	0.09	0.34	0.09	0.34
Control Delay	15.0	20.1	31.6	17.5	7.1	12.9	7.1	13.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.0	20.1	31.6	17.5	7.1	12.9	7.1	13.5
Queue Length 50th (ft)	6	78	35	59	6	53	6	57
Queue Length 95th (ft)	21	146	83	111	23	123	23	130
Internal Link Dist (ft)		428		444		402		423
Turn Bay Length (ft)	125		130		120		130	
Base Capacity (vph)	436	791	319	795	602	794	606	799
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.42	0.39	0.31	0.09	0.34	0.09	0.34
Intersection Summary								

Appendix 7 – Accident Data

Intersectional Crashes at SE/SW 13th Ave & S Ivy St
January 1, 2016 through December 31, 2018

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	TOTAL PEOPLE KILLED	TOTAL PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION RELATED	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2017														
ANGLE	0	0	2	2	0	0	0	2	0	2	0	2	0	0
2017 TOTAL	0	0	2	2	0	0	0	2	0	2	0	2	0	0
YEAR: 2016														
ANGLE	0	1	0	1	0	0	1	1	0	1	0	1	0	0
SIDESWIPE - MEETING	0	0	1	1	0	0	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	1	2	3	0	2	0	2	1	1	2	3	0	0
2016 TOTAL	0	2	3	5	0	3	0	4	1	3	2	5	0	0
FINAL TOTAL	0	2	5	7	0	3	0	6	1	5	2	7	0	0

Disclaimers: Effective 2016, collection of "Property Damage Only" (PDO) crash data elements was reduced for vehicles and participants. Age, Gender, License, Error and other elements are no longer available for PDO crash reporting. Please keep this in mind when comparing 2016 PDO crash data to prior years.

A higher number of crashes may be reported as of 2011 compared to prior years. This does not necessarily reflect an increase in annual crashes. The higher numbers may result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics. For all disclaimers, see https://www.oregon.gov/ODOT/Data/documents/Crash_Data_Disclaimers.pdf.

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

Intersectional Crashes at SE/SW 13th Ave & S Ivy St
January 1, 2016 through December 31, 2018

CITY OF CANBY, CLACKAMAS COUNTY[illegible]

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
000	NONE	NO ACTION OR NON-WARRANTED
001	SKIDDED	SKIDDED
002	ON/OFF V	GETTING ON OR OFF STOPPED OR PARKED VEHICLE
003	LOAD OVR	OVERHANGING LOAD STRUCK ANOTHER VEHICLE, ETC.
006	SLOW DN	SLOWED DOWN
007	AVOIDING	AVOIDING MANEUVER
008	PAR PARK	PARALLEL PARKING
009	ANG PARK	ANGLE PARKING
010	INTERFERE	PASSENGER INTERFERING WITH DRIVER
011	STOPPED	STOPPED IN TRAFFIC NOT WAITING TO MAKE A LEFT TURN
012	STP/L TRN	STOPPED BECAUSE OF LEFT TURN SIGNAL OR WAITING, ETC.
013	STP TURN	STOPPED WHILE EXECUTING A TURN
014	EMR V PKD	EMERGENCY VEHICLE LEGALLY PARKED IN THE ROADWAY
015	GO A/STOP	PROCEED AFTER STOPPING FOR A STOP SIGN/FLASHING RED.
016	TRN A/RED	TURNED ON RED AFTER STOPPING
017	LOST CTRL	LOST CONTROL OF VEHICLE
018	EXIT DWY	ENTERING STREET OR HIGHWAY FROM ALLEY OR DRIVEWAY
019	ENTR DWY	ENTERING ALLEY OR DRIVEWAY FROM STREET OR HIGHWAY
020	STR ENTR	BEFORE ENTERING ROADWAY, STRUCK PEDESTRIAN, ETC. ON SIDEWALK OR SHOULDER
021	NO DRVR	CAR RAN AWAY - NO DRIVER
022	PREV COL	STRUCK, OR WAS STRUCK BY, VEHICLE OR PEDESTRIAN IN PRIOR COLLISION BEFORE ACC. STABILIZED
023	STALLED	VEHICLE STALLED OR DISABLED
024	DRVR DEAD	DEAD BY UNASSOCIATED CAUSE
025	FATIGUE	FATIGUED, SLEEPY, ASLEEP
026	SUN	DRIVER BLINDED BY SUN
027	HIGHTS	DRIVER BLINDED BY HEADLIGHTS
028	ILLNESS	PHYSICALLY ILL
029	THRU MED	VEHICLE CROSSED, PLUNGED OVER, OR THROUGH MEDIAN BARRIER
030	PURSUIT	PURSUIT OR ATTEMPTING TO STOP A VEHICLE
031	PASSING	PASSING SITUATION
032	PROFFRD	VEHICLE PARKED BEYOND CURB OR SHOULDER
033	CROS MED	VEHICLE CROSSED EARTH OR GRASS MEDIAN
034	X N/SGNL	CROSSING AT INTERSECTION - NO TRAFFIC SIGNAL PRESENT
035	X W/ SGNL	CROSSING AT INTERSECTION - TRAFFIC SIGNAL PRESENT
036	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
037	BTWN INT	CROSSING BETWEEN INTERSECTIONS
038	DISTRCT	DRIVER'S ATTENTION DISTRACTED
039	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
040	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
041	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
042	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
043	PLAYINRD	PLAYING IN STREET OR ROAD
044	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
045	WORK ON	WORKING IN ROADWAY OR ALONG SHOULDER
046	W/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. WITH TRAFFIC
047	A/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. FACING TRAFFIC
050	LAY ON RD	STANDING OR LYING IN ROADWAY
051	ENT OFFRD	ENTERING / STARTING IN TRAFFIC LANE FROM OFF ROAD
052	MERGING	MERGING

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
055	SPRAY	BLINDED BY WATER SPRAY
088	OTHER	OTHER ACTION
099	UNK	UNKNOWN ACTION

CAUSE CODE TRANSLATION LIST

CAUSE CODE	SHORT DESCRIPTION	LONG DESCRIPTION
00	NO CODE	NO CAUSE ASSOCIATED AT THIS LEVEL
01	TOO-FAST	TOO FAST FOR CONDITIONS (NOT EXCEED POSTED SPEED
02	NO-YIELD	DID NOT YIELD RIGHT-OF-WAY
03	PAS-STOP	PASSED STOP SIGN OR RED FLASHER
04	DIS SIG	DISREGARDED TRAFFIC SIGNAL
05	LEFT-CTR	DROVE LEFT OF CENTER ON TWO-WAY ROAD; STRADDLING
06	IMP-OVER	IMPROPER OVERTAKING
07	TOO-CLOS	FOLLOWED TOO CLOSELY
08	IMP-TURN	MADE IMPROPER TURN
09	DRINKING	ALCOHOL OR DRUG INVOLVED
10	OTHR-IMP	OTHER IMPROPER DRIVING
11	MECH-DEF	MECHANICAL DEFECT
12	OTHER	OTHER (NOT IMPROPER DRIVING)
13	IMP LN C	IMPROPER CHANGE OF TRAFFIC LANES
14	DIS TCD	DISREGARDED OTHER TRAFFIC CONTROL DEVICE
15	WRNG WAY	WRONG WAY ON ONE-WAY ROAD; WRONG SIDE DIVIDED RO.
16	FATIGUE	DRIVER DROWSY/FATIGUED/SLEEPY
17	ILLNESS	PHYSICAL ILLNESS
18	IN RDWY	NON-MOTORIST ILLEGALLY IN ROADWAY
19	NT VISBL	NON-MOTORIST NOT VISIBLE; NON-REFLECTIVE CLOTHING
20	IMP PKNG	VEHICLE IMPROPERLY PARKED
21	DEF STER	DEFECTIVE STEERING MECHANISM
22	DEF BRKE	INADEQUATE OR NO BRAKES
24	LOADSHT	VEHICLE LOST LOAD OR LOAD SHIFTED
25	TIREFAIL	TIRE FAILURE
26	PHANTOM	PHANTOM / NON-CONTACT VEHICLE
27	INATTENT	INATTENTION
28	NM INATT	NON-MOTORIST INATTENTION
29	F AVOID	FAILED TO AVOID VEHICLE AHEAD
30	SPEED	DRIVING IN EXCESS OF POSTED SPEED
31	RACING	SPEED RACING (PER PAR)
32	CARELESS	CARELESS DRIVING (PER PAR)
33	RECKLESS	RECKLESS DRIVING (PER PAR)
34	AGGRESV	AGGRESSIVE DRIVING (PER PAR)
35	RD RAGE	ROAD RAGE (PER PAR)
40	VIEW OBS	VIEW OBSCURED
50	USED MDN	IMPROPER USE OF MEDIAN OR SHOULDER
51	FAIL LN	FAILED TO MAINTAIN LANE
52	OFF RD	RAN OFF ROAD

COLLISION TYPE CODE TRANSLATION LIST

COLL CODE	SHORT DESCRIPTION	LONG DESCRIPTION
4	OTH	MISCELLANEOUS
-	BACK	BACKING
0	PED	PEDESTRIAN
1	ANGL	ANGLE
2	HEAD	HEAD-ON
3	REAR	REAR-END
4	SS-M	SIDESWIPE - MEETING
5	SS-O	SIDESWIPE - OVERTAKING
6	TURN	TURNING MOVEMENT
7	PARK	PARKING MANEUVER
8	NCOL	NON-COLLISION
9	FIX	FIXED OBJECT OR OTHER OBJECT

CRASH TYPE CODE TRANSLATION LIST

CRASH TYPE	SHORT DESCRIPTION	LONG DESCRIPTION
4	OVERTURN	OVERTURNED
0	NON-COLL	OTHER NON-COLLISION
1	OTH RDWY	MOTOR VEHICLE ON OTHER ROADWAY
2	PRKD MV	PARKED MOTOR VEHICLE
3	PED	PEDESTRIAN
4	TRAIN	RAILWAY TRAIN
6	BIKE	PEDALCYCLIST
7	ANIMAL	ANIMAL
8	FIX OBJ	FIXED OBJECT
9	OTH OBJ	OTHER OBJECT
A	ANGL-STP	ENTERING AT ANGLE - ONE VEHICLE STOPPED
B	ANGL-OTH	ENTERING AT ANGLE - ALL OTHERS
C	S-STRGHT	FROM SAME DIRECTION - BOTH GOING STRAIGHT
D	S-1TURN	FROM SAME DIRECTION - ONE TURN, ONE STRAIGHT
E	S-1STOP	FROM SAME DIRECTION - ONE STOPPED
F	S-OTHER	FROM SAME DIRECTION-ALL OTHERS, INCLUDING PARKING
G	O-STRGHT	FROM OPPOSITE DIRECTION - BOTH GOING STRAIGHT
H	O-1 L-TURN	FROM OPPOSITE DIRECTION-ONE LEFT TURN, ONE STRAIGHT
I	O-1STOP	FROM OPPOSITE DIRECTION - ONE STOPPED
J	O-OTHER	FROM OPPOSITE DIRECTION-ALL OTHERS INCL. PARKING

DRIVER LICENSE CODE TRANSLATION LIST

LIC CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NOT LICENSED (HAD NEVER BEEN LICENSED)
1	OR-Y	VALID OREGON LICENSE
2	OTH-Y	VALID LICENSE, OTHER STATE OR COUNTRY
3	SUSP	SUSPENDED/REVOKED
4	EXP	EXPIRED
8	N-VAL	OTHER NON-VALID LICENSE
9	UNK	UNKNOWN IF DRIVER WAS LICENSED AT TIME OF CRASH

DRIVER RESIDENCE CODE TRANSLATION LIST

RES CODE	SHORT DESC	LONG DESCRIPTION
1	OR<25	OREGON RESIDENT WITHIN 25 MILE OF HOME
2	OR>25	OREGON RESIDENT 25 OR MORE MILES FROM HOME
3	OR-?	OREGON RESIDENT - UNKNOWN DISTANCE FROM HOME
4	N-RES	NON-RESIDENT
9	UNK	UNKNOWN IF OREGON RESIDENT

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
000	NONE	NO ERROR
001	WIDE TRN	WIDE TURN
002	CUT CORN	CUT CORNER ON TURN
003	FAIL TRN	FAILED TO OBEY MANDATORY TRAFFIC TURN SIGNAL, SIGN OR LANE MARKINGS
004	L IN TRF	LEFT TURN IN FRONT OF ONCOMING TRAFFIC
005	L PROHIB	LEFT TURN WHERE PROHIBITED
006	FRM WRNG	TURNED FROM WRONG LANE
007	TO WRONG	TURNED INTO WRONG LANE
008	ILLEG U	U-TURNED ILLEGALLY
009	IMP STOP	IMPROPERLY STOPPED IN TRAFFIC LANE
010	IMP SIG	IMPROPER SIGNAL OR FAILURE TO SIGNAL
011	IMP BACK	BACKING IMPROPERLY (NOT PARKING)
012	IMP PARK	IMPROPERLY PARKED
013	UNPARK	IMPROPER START LEAVING PARKED POSITION
014	IMP STRT	IMPROPER START FROM STOPPED POSITION
015	IMP LGHT	IMPROPER OR NO LIGHTS (VEHICLE IN TRAFFIC)
016	INATTENT	INATTENTION (FAILURE TO DIM LIGHTS PRIOR TO 4/1/97)
017	UNSF VEH	DRIVING UNSAFE VEHICLE (NO OTHER ERROR APPARENT)
018	OTH PARK	ENTERING/EXITING PARKED POSITION W/ INSUFFICIENT CLEARANCE; OTHER IMPROPER PARKING MANEUVER
019	DIS DRIV	DISREGARDED OTHER DRIVER'S SIGNAL
020	DIS SGNL	DISREGARDED TRAFFIC SIGNAL
021	RAN STOP	DISREGARDED STOP SIGN OR FLASHING RED
022	DIS SGN	DISREGARDED WARNING SIGN, FLARES OR FLASHING AMBER
023	DIS OFCR	DISREGARDED POLICE OFFICER OR FLAGMAN
024	DIS EMER	DISREGARDED STREN OR WARNING OF EMERGENCY VEHICLE
025	DIS RR	DISREGARDED RR SIGNAL, RR SIGN, OR RR FLAGMAN
026	REAR-END	FAILED TO AVOID STOPPED OR PARKED VEHICLE AHEAD OTHER THAN SCHOOL BUS
027	BIKE ROW	DID NOT HAVE RIGHT-OF-WAY OVER PEDALCYCLIST
028	NO ROW	DID NOT HAVE RIGHT-OF-WAY
029	PED ROW	FAILED TO YIELD RIGHT-OF-WAY TO PEDESTRIAN
030	PAS CURV	PASSING ON A CURVE
031	PAS WRNG	PASSING ON THE WRONG SIDE
032	PAS TANG	PASSING ON STRAIGHT ROAD UNDER UNSAFE CONDITIONS
033	PAS X-WK	PASSED VEHICLE STOPPED AT CROSSWALK FOR PEDESTRIAN
034	PAS INTR	PASSING AT INTERSECTION
035	PAS HILL	PASSING ON CREST OF HILL
036	N/PAS ZN	PASSING IN "NO PASSING" ZONE
037	PAS TRAF	PASSING IN FRONT OF ONCOMING TRAFFIC
038	CUT-IN	CUTTING IN (TWO LANES - TWO WAY ONLY)
039	WRNGSIDE	DRIVING ON WRONG SIDE OF THE ROAD (2-WAY UNDIVIDED ROADWAYS)

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
040	THRU MED	DRIVING THROUGH SAFETY ZONE OR OVER ISLAND
041	F/ST BUS	FAILED TO STOP FOR SCHOOL BUS
042	F/SLO MV	FAILED TO DECREASE SPEED FOR SLOWER MOVING VEHICLE
043	TOO CLOSE	FOLLOWING TOO CLOSELY (MUST BE ON OFFICER'S REPORT)
044	STRDL LN	STRADDLING OR DRIVING ON WRONG LANES
045	IMP CHG	IMPROPER CHANGE OF TRAFFIC LANES
046	WNG WAY	WRONG WAY ON ONE-WAY ROADWAY; WRONG SIDE DIVIDED ROAD
047	BASCRULE	DRIVING TOO FAST FOR CONDITIONS (NOT EXCEEDING POSTED SPEED)
048	OPN DOOR	OPENED DOOR INTO ADJACENT TRAFFIC LANE
049	IMPEDING	IMPEDING TRAFFIC
050	SPEED	DRIVING IN EXCESS OF POSTED SPEED
051	RECKLESS	RECKLESS DRIVING (PER PAR)
052	CARELESS	CARELESS DRIVING (PER PAR)
053	RACING	SPEED RACING (PER PAR)
054	X N/SGNL	CROSSING AT INTERSECTION, NO TRAFFIC SIGNAL PRESENT
055	X W/SGNL	CROSSING AT INTERSECTION, TRAFFIC SIGNAL PRESENT
056	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
057	BTWN INT	CROSSING BETWEEN INTERSECTIONS
059	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
060	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
061	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
062	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
063	PLAYINRD	PLAYING IN STREET OR ROAD
064	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
065	WORK IN RD	WORKING IN ROADWAY OR ALONG SHOULDER
070	LAY ON RD	STANDING OR LYING IN ROADWAY
071	NM IMP USE	IMPROPER USE OF TRAFFIC LANE BY NON-MOTORIST
073	ELUDING	ELUDING / ATTEMPT TO ELUDE
079	F NEG CURV	FAILED TO NEGOTIATE A CURVE
080	FAIL LN	FAILED TO MAINTAIN LANE
081	OFF RD	RAN OFF ROAD
082	NO CLEAR	DRIVER MISJUDGED CLEARANCE
083	OVSTEER	OVER-CORRECTING
084	NOT USED	CODE NOT IN USE
085	OVRLD	OVERLOADING OR IMPROPER LOADING OF VEHICLE WITH CARGO OR PASSENGERS
097	UNA DIS TC	UNABLE TO DETERMINE WHICH DRIVER DISREGARDED TRAFFIC CONTROL DEVICE

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
001	FEL/JUMP	OCCUPANT FELL, JUMPED OR WAS EJECTED FROM MOVING VEHICLE
002	INTERFER	PASSENGER INTERFERED WITH DRIVER
003	BUG INTF	ANIMAL OR INSECT IN VEHICLE INTERFERED WITH DRIVER
004	INDRECT PED	PEDESTRIAN INDIRECTLY INVOLVED (NOT STRUCK)
005	SUB-PED	"SUB-PED": PEDESTRIAN INJURED SUBSEQUENT TO COLLISION, ETC.
006	INDRECT BIK	PEDALCYCLIST INDIRECTLY INVOLVED (NOT STRUCK)
007	HITCHHIK	HITCHHIKER (SOLICITING A RIDE)
008	PSNGR TOW	PASSENGER OR NON-MOTORIST BEING TOWED OR PUSHED ON CONVEYANCE
009	ON/OFF V	GETTING ON/OFF STOPPED/PARKED VEHICLE (OCCUPANTS ONLY; MUST HAVE PHYSICAL CONTACT W/ VEHICLE)
010	SUB OTN	OVERTURNED AFTER FIRST HARMFUL EVENT
011	MV PUSH	VEHICLE BEING PUSHED
012	MV TOWED	VEHICLE TOWED OR HAD BEEN TOWING ANOTHER VEHICLE
013	FORCED	VEHICLE FORCED BY IMPACT INTO ANOTHER VEHICLE, PEDALCYCLIST OR PEDESTRIAN
014	SET MOTN	VEHICLE SET IN MOTION BY NON-DRIVER (CHILD RELEASED BRAKES, ETC.)
015	RR ROW	AT OR ON RAILROAD RIGHT-OF-WAY (NOT LIGHT RAIL)
016	LT RL ROW	AT OR ON LIGHT-RAIL RIGHT-OF-WAY
017	RR HIT V	TRAIN STRUCK VEHICLE
018	V HIT RR	VEHICLE STRUCK TRAIN
019	HIT RR CAR	VEHICLE STRUCK RAILROAD CAR ON ROADWAY
020	JACKNIFE	JACKKNIFE; TRAILER OR TOWED VEHICLE STRUCK TOWING VEHICLE
021	TRL OTN	TRAILER OR TOWED VEHICLE OVERTURNED
022	CN BROKE	TRAILER CONNECTION BROKE
023	DETACH TRL	DETACHED TRAILING OBJECT STRUCK OTHER VEHICLE, NON-MOTORIST, OR OBJECT
024	V DOOR OPN	VEHICLE DOOR OPENED INTO ADJACENT TRAFFIC LANE
025	WHEEL OFF	WHEEL CAME OFF
026	HOOD UP	HOOD FLEW UP
027	LOAD SHFT	LOST LOAD, LOAD MOVED OR SHIFTED
028	TIRE FAIL	TIRE FAILURE
029	PET	PET: CAT, DOG AND SIMILAR
030	LVSTOCK	STOCK: COW, CALF, BULL, STEER, SHEEP, ETC.
031	HORSE	HORSE, MULE, OR DONKEY
032	HRSE&RID	HORSE AND RIDER
033	GAME	WILD ANIMAL, GAME (INCLUDES BIRDS; NOT DEER OR ELK)
034	DEER ELK	DEER OR ELK, WAPITI
035	ANML VEH	ANIMAL-DRAWN VEHICLE
036	CULVERT	CULVERT, OPEN LOW OR HIGH MANHOLE
037	ATTENUATN	IMPACT ATTENUATOR
038	PK METER	PARKING METER
039	CURB	CURB (ALSO NARROW SIDEWALKS ON BRIDGES)
040	JIGGLE	JIGGLE BAR OR TRAFFIC SNAKE FOR CHANNELIZATION
041	GDRL END	LEADING EDGE OF GUARDRAIL
042	GUARDRAIL	GUARD RAIL (NOT METAL MEDIAN BARRIER)
043	BARRIER	MEDIAN BARRIER (RAISED OR METAL)
044	WALL	RETAINING WALL OR TUNNEL WALL
045	BR RAIL	BRIDGE RAILING OR PARAPET (ON BRIDGE OR APPROACH)
046	BR ABUTMNT	BRIDGE ABUTMENT (INCLUDED "APPROACH END" THRU 2013)
047	BR COLUMN	BRIDGE PILLAR OR COLUMN
048	BR GIRDR	BRIDGE GIRDER (HORIZONTAL BRIDGE STRUCTURE OVERHEAD)
049	ISLAND	TRAFFIC RAISED ISLAND
050	GORE	GORE
051	POLE UNK	POLE - TYPE UNKNOWN
052	POLE UTL	POLE - POWER OR TELEPHONE
053	ST LIGHT	POLE - STREET LIGHT ONLY
054	TRF SGNL	POLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY
055	SGN BRDG	POLE - SIGN BRIDGE
056	STOP SIGN	STOP OR YIELD SIGN
057		

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
058	OTH SIGN	OTHER SIGN, INCLUDING STREET SIGNS
059	HYDRANT	HYDRANT
060	MARKER	DELINEATOR OR MARKER (REFLECTOR POSTS)
061	MAILBOX	MAILBOX
062	TREE	TREE, STUMP OR SHRUBS
063	VEG OHED	TREE BRANCH OR OTHER VEGETATION OVERHEAD, ETC.
064	WIRE/CBL	WIRE OR CABLE ACROSS OR OVER THE ROAD
065	TEMP SGN	TEMPORARY SIGN OR BARRICADE IN ROAD, ETC.
066	PERM SGN	PERMANENT SIGN OR BARRICADE IN/OFF ROAD
067	SLIDE	SLIDES, FALLEN OR FALLING ROCKS
068	FRGN OBJ	FOREIGN OBSTRUCTION/DEBRIS IN ROAD (NOT GRAVEL)
069	EQP WORK	EQUIPMENT WORKING IN/OFF ROAD
070	OTH EQP	OTHER EQUIPMENT IN OR OFF ROAD (INCLUDES PARKED TRAILER, BOAT)
071	MAIN EQP	WRECKER, STREET SWEEPER, SNOW PLOW OR SANDING EQUIPMENT
072	OTHER WALL	ROCK, BRICK OR OTHER SOLID WALL
073	IRREGl FWT	OTHER BUMP (NOT SPEED BUMP), POTHOLE OR PAVEMENT IRREGULARITY (PER PAR)
074	OVERHD OBJ	OTHER OVERHEAD OBJECT (HIGHWAY SIGN, SIGNAL HEAD, ETC.); NOT BRIDGE
075	CAVE IN	BRIDGE OR ROAD CAVE IN
076	HI WATER	HIGH WATER
077	SNO BANK	SNOW BANK
078	LO-HI EDGE	LOW OR HIGH SHOULDER AT PAVEMENT EDGE
079	DITCH	CUT SLOPE OR DITCH EMBANKMENT
080	OBJ FRM MV	STRUCK BY ROCK OR OTHER OBJECT SET IN MOTION BY OTHER VEHICLE (INCL. LOST LOADS)
081	FLY-OBJ	STRUCK BY ROCK OR OTHER MOVING OR FLYING OBJECT (NOT SET IN MOTION BY VEHICLE)
082	VEH HID	VEHICLE OBSCURED VIEW
083	VEG HID	VEGETATION OBSCURED VIEW
084	BLDG HID	VIEW OBSCURED BY FENCE, SIGN, PHONE BOOTH, ETC.
085	WIND GUST	WIND GUST
086	IMMERSED	VEHICLE IMMERSED IN BODY OF WATER
087	FIRE/EXP	FIRE OR EXPLOSION
088	FENC/BLD	FENCE OR BUILDING, ETC.
089	OTHR CRASH	CRASH RELATED TO ANOTHER SEPARATE CRASH
090	TO 1 SIDE	TWO-WAY TRAFFIC ON DIVIDED ROADWAY ALL ROUTED TO ONE SIDE
091	BUILDING	BUILDING OR OTHER STRUCTURE
092	PHANTOM	OTHER (PHANTOM) NON-CONTACT VEHICLE
093	CELL PHONE	CELL PHONE (ON PAR OR DRIVER IN USE)
094	VIOL GDL	TEENAGE DRIVER IN VIOLATION OF GRADUATED LICENSE PGM
095	GUY WIRE	GUY WIRE
096	BERM	BERM (EARTHEN OR GRAVEL MOUND)
097	GRAVEL	GRAVEL IN ROADWAY
098	ABR EDGE	ABRUPT EDGE
099	CELL WTNSD	CELL PHONE USE WITNESSED BY OTHER PARTICIPANT
100	UNK FIXD	FIXED OBJECT, UNKNOWN TYPE.
101	OTHER OBJ	NON-FIXED OBJECT, OTHER OR UNKNOWN TYPE
102	TEXTING	TEXTING
103	WZ WORKER	WORK ZONE WORKER
104	ON VEHICLE	PASSENGER RIDING ON VEHICLE EXTERIOR
105	PEDAL PSGR	PASSENGER RIDING ON PEDALCYCLE
106	MAN WHLCHR	PEDESTRIAN IN NON-MOTORIZED WHEELCHAIR
107	MTR WHLCHR	PEDESTRIAN IN MOTORIZED WHEELCHAIR
108	OFFICER	LAW ENFORCEMENT / POLICE OFFICER
109	SUB-BIKE	"SUB-BIKE"; PEDALCYCLIST INJURED SUBSEQUENT TO COLLISION, ETC.
110	N-MTR	NON-MOTORIST STRUCK VEHICLE
111	S CAR VS V	STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM) STRUCK VEHICLE
112	V VS S CAR	VEHICLE STRUCK STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM)
113	S CAR ROW	AT OR ON STREET CAR OR TROLLEY RIGHT-OF-WAY

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
114	RR EQUIP	VEHICLE STRUCK RAILROAD EQUIPMENT (NOT TRAIN) ON TRACKS
115	DSTRCT GPS	DISTRACTED BY NAVIGATION SYSTEM OR GPS DEVICE
116	DSTRCT OTH	DISTRACTED BY OTHER ELECTRONIC DEVICE
117	RR GATE	RAIL CROSSING DROP-ARM GATE
118	EXPNSN JNT	EXPANSION JOINT
119	JERSEY BAR	JERSEY BARRIER
120	WIRE BAR	WIRE OR CABLE MEDIAN BARRIER
121	FENCE	FENCE
123	OBJ IN VEH	LOOSE OBJECT IN VEHICLE STRUCK OCCUPANT
124	SLIPPERY	SLIDING OR SWERVING DUE TO WET, ICY, SLIPPERY OR LOOSE SURFACE (NOT GRAVEL)
125	SHLDR	SHOULDER GAVE WAY
126	BOULDER	ROCK(S), BOULDER (NOT GRAVEL; NOT ROCK SLIDE)
127	LAND SLIDE	ROCK SLIDE OR LAND SLIDE
128	CURVE INV	CURVE PRESENT AT CRASH LOCATION
129	HILL INV	VERTICAL GRADE / HILL PRESENT AT CRASH LOCATION
130	CURVE HID	VIEW OBSCURED BY CURVE
131	HILL HID	VIEW OBSCURED BY VERTICAL GRADE / HILL
132	WINDOW HID	VIEW OBSCURED BY VEHICLE WINDOW CONDITIONS
133	SPRAY HID	VIEW OBSCURED BY WATER SPRAY
134	TORRENTIAL	TORRENTIAL RAIN (EXCEPTIONALLY HEAVY RAIN)
135	RAIL OCC	INJURED OCCUPANT OF RAILWAY TRAIN, LIGHT RAIL, STREET CAR OR CABLE CAR

FUNCTIONAL CLASSIFICATION TRANSLATION LIST

FUNC CLASS	DESCRIPTION
01	RURAL PRINCIPAL ARTERIAL - INTERSTATE
02	RURAL PRINCIPAL ARTERIAL - OTHER
06	RURAL MINOR ARTERIAL
07	RURAL MAJOR ARTERIAL
08	RURAL MINOR COLLECTOR
09	RURAL LOCAL
11	URBAN PRINCIPAL ARTERIAL - INTERSTATE
12	URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXP
14	URBAN PRINCIPAL ARTERIAL - OTHER
16	URBAN MINOR ARTERIAL
17	URBAN MAJOR COLLECTOR
18	URBAN MINOR COLLECTOR
19	URBAN LOCAL
78	UNKNOWN RURAL SYSTEM
99	UNKNOWN RURAL NON-SYSTEM
98	UNKNOWN URBAN SYSTEM
99	UNKNOWN URBAN NON-SYSTEM

HIGHWAY COMPONENT TRANSLATION LIST

CODE	DESCRIPTION
0	MAINLINE STATE HIGHWAY
1	COUPLER
3	FRONTAGE ROAD
6	CONNECTION
8	HIGHWAY - OTHER

INJURY SEVERITY CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
1	KILL	FATAL INJURY (K)
2	INJA	SUSPECTED SERIOUS INJURY (A)
3	INJB	SUSPECTED MINOR INJURY (B)
4	INJC	POSSIBLE INJURY (C)
5	PRI	DIED PRIOR TO CRASH
7	NO<5	NO INJURY - 0 TO 4 YEARS OF AGE
9	NONE	NO APPARENT INJURY (O)

LIGHT CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	DAY	DAYLIGHT
2	DLIT	DARKNESS - WITH STREET LIGHTS
3	DARK	DARKNESS - NO STREET LIGHTS
4	DAWN	DAWN (TWILIGHT)
5	DUSK	DUSK (TWILIGHT)

MEDIAN TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NO MEDIAN
1	RSDMD	SOLID MEDIAN BARRIER
2	DIVMD	EARTH, GRASS OR PAVED MEDIAN

MILEAGE TYPE CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
0	REGULAR MILEAGE
T	TEMPORARY
Y	SPUR
Z	OVERLAPPING

MOVEMENT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	STRGHT	STRAIGHT AHEAD
2	TURN-R	TURNING RIGHT
3	TURN-L	TURNING LEFT
4	U-TURN	MAKING A U-TURN
5	BACK	BACKING
6	STOP	STOPPED IN TRAFFIC
7	PRKD-P	PARKED - PROPERLY
8	PRKD-I	PARKED - IMPROPERLY
9	PARKNG	PARKING MANEUVER

NON-MOTORIST LOCATION CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
00	AT INTERSECTION - NOT IN ROADWAY
01	AT INTERSECTION - INSIDE CROSSWALK
02	AT INTERSECTION - IN ROADWAY, OUTSIDE CROSSWALK
03	AT INTERSECTION - IN ROADWAY, XWALK AVAIL UNKNOWN
04	NOT AT INTERSECTION - IN ROADWAY
05	NOT AT INTERSECTION - ON SHOULDER
06	NOT AT INTERSECTION - ON MEDIAN
07	NOT AT INTERSECTION - WITHIN TRAFFIC RIGHT-OF-WAY
08	NOT AT INTERSECTION - IN BIKE PATH OR PARKING LANE
09	NOT-AT INTERSECTION - ON SIDEWALK
10	OUTSIDE TRAFFICWAY BOUNDARIES
11	AT INTERSECTION - IN BIKE LANE
12	NOT AT INTERSECTION - IN BIKE LANE
13	NOT AT INTERSECTION - INSIDE MID-BLOCK CROSSWALK
14	NOT AT INTERSECTION - IN PARKING LANE
15	OTHER, NOT IN ROADWAY
16	UNKNOWN LOCATION
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ROAD CHARACTER CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	INTER	INTERSECTION
2	ALLEY	DRIVEWAY OR ALLEY
3	STRGHT	STRAIGHT ROADWAY
4	TRANS	TRANSITION
5	CURVE	CURVE (HORIZONTAL CURVE)
6	OPENAC	OPEN ACCESS OR TURNOUT
7	GRADE	GRADE (VERTICAL CURVE)
8	BRIDGE	BRIDGE STRUCTURE
9	TUNNEL	TUNNEL

PARTICIPANT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	OCC	UNKNOWN OCCUPANT TYPE
1	DRVR	DRIVER
2	PSNG	PASSENGER
3	PED	PEDESTRIAN
4	CONV	PEDESTRIAN USING A PEDESTRIAN CONVEYER
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN OB
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING AN
8	PRKD	OCCUPANT OF A PARKED MOTOR VEHICLE
9	OTHR	OTHER TYPE OF NON-MOTORIST

TRAFFIC CONTROL DEVICE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
000	NONE	NO CONTROL
001	TRF SIGNAL	TRAFFIC SIGNALS
002	FLASHBCN-R	FLASHING BEACON - RED (STOP)
003	FLASHBCN-A	FLASHING BEACON - AMBER (SLOW)
004	STOP SIGN	STOP SIGN
005	SLOW SIGN	SLOW SIGN
006	REG-SIGN	REGULATORY SIGN
007	YIELD SIGN	YIELD SIGN
008	WARNING	WARNING SIGN
009	CURVE	CURVE SIGN
010	SCHL X-ING	SCHOOL CROSSING SIGN OR SPECIAL SIGNAL
011	OFGR/FLAG	POLICE OFFICER, FLAGMAN - SCHOOL PATROL
012	BRDG-GATE	BRIDGE GATE - BARRIER
013	TEMP-BARR	TEMPORARY BARRIER
014	NO-PASS-ZN	NO PASSING ZONE
015	ONE-WAY	ONE-WAY STREET
016	CHANNEL	CHANNELIZATION
017	MEDIAN BAR	MEDIAN BARRIER
018	PILOT CAR	PILOT CAR
019	SP PED SIG	SPECIAL PEDESTRIAN SIGNAL
020	X-BUCK	CROSSBUCK
021	THR-GN-SIG	THROUGH GREEN ARROW OR SIGNAL
022	L-GRN-SIG	LEFT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
023	R-GRN-SIG	RIGHT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
024	WIGWAG	WIGWAG OR FLASHING LIGHTS W/O DROP-ARM GATE
025	X-BUCK WRN	CROSSBUCK AND ADVANCE WARNING
026	WW W/ GATE	FLASHING LIGHTS WITH DROP-ARM GATES
027	OVERHD SGNL	SUPPLEMENTAL OVERHEAD SIGNAL (RR XING ONLY)
028	SP RR STOP	SPECIAL RR STOP SIGN
029	ILLUM GRD X	ILLUMINATED GRADE CROSSING
030	RAMP METER	METERED RAMPFS
031	RUMBLE STRP	RUMBLE STRIP
032	L-TURN REF	LEFT TURN REFUGE (WHEN REFUGE IS INVOLVED)
033	R-TURN ALL	RIGHT TURN AT ALL TIMES SIGN, ETC.
034	EMR SGN/FL	EMERGENCY SIGNS OR FLARES
035	ACCEL LANE	ACCELERATION OR DECELERATION LANES
036	R-TURN PRO	RIGHT TURN PROHIBITED ON RED AFTER STOPPING
037	BUS STOPGN	BUS STOP SIGN AND RED LIGHTS
038	UNKNOWN	UNKNOWN OR NOT DEFINITE

VEHICLE TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
00	PDO	NOT COLLECTED FOR PDO CRASHES
01	PSNGR CAR	PASSENGER CAR, PICKUP, LIGHT DELIVERY, ETC.
02	BOBTAIL	TRUCK TRACTOR WITH NO TRAILERS (BOBTAIL)
03	FARM TRCTR	FARM TRACTOR OR SELF-PROPELLED FARM EQUIPMENT
04	SEMI TOW	TRUCK TRACTOR WITH TRAILER/MOBILE HOME IN TOW
05	TRUCK	TRUCK WITH NON-DETACHABLE BED, PANEL, ETC.
06	MOPED	MOPED, MINIBIKE, SEATED MOTOR SCOOTER, MOTOR BIKE
07	SCHL BUS	SCHOOL BUS (INCLUDES VAN)
08	OTH BUS	OTHER BUS
09	MTRCYCLE	MOTORCYCLE, DIRT BIKE
10	OTHER	OTHER: FORKLIFT, BACKHOE, ETC.
11	MOTRHOME	MOTORHOME
12	TROLLEY	MOTORIZED STREET CAR/TROLLEY (NO RAILS/WIRES)
13	ATV	ATV
14	MTRSCTR	MOTORIZED SCOOTER (STANDING)
15	SNOWMOBILE	SNOWMOBILE
19	UNKNOWN	UNKNOWN VEHICLE TYPE

WEATHER CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	CLR	CLEAR
2	CLD	CLOUDY
3	RAIN	RAIN
4	SLT	SLEET
5	FOG	FOG
6	SNOW	SNOW
7	DUST	DUST
8	SMOK	SMOKE
9	ASH	ASH

Crashes on SE / SW 13th Ave between S Fir St to S Pine St, excludes crashes at ending intersections.
January 1, 2016 through December 31, 2018

CLACKAMAS COUNTY

CLACKAMAS COUNTY										PEOPLE									
SERIAL NO	DATE	TIME	DAY	*COUNTY OR CITY NAME	CRASH LOCATION	COLL TYPE	EVENT	CAUSE	ERROR	T O T S				P P S					
										U R F	V E H	VEHICLE #1	OWN #2	I I L L	A A J	E E C	K		
05149	11/07/2016	11A	MO	Canby	SW 13TH AVE 50 FT W OF S IVY ST	REAR		29	026	DRY	2	011	011	0	1	N	N	N	
05453	12/20/2017	11A	WE	Canby	S IVY ST AT SE 13TH AVE	ANGL		04		DRY	2	010	010	0	0	N	N	N	
03421	07/28/2016	5P	TH	Canby	S IVY ST AT SE 13TH AVE	SS-M		17,05		DRY	2	010	010	0	0	N	N	N	
04416	09/25/2016	8P	SU	Canby	S IVY ST AT SE 13TH AVE	TURN		02,08	028,004	DRY	2	011	011	0	2	N	N	N	
05882	12/14/2016	3P	WE	Canby	S IVY ST AT SE 13TH AVE	TURN		08		ICE	2	010	010	0	0	N	N	N	
04418	09/25/2016	6P	SU	Canby	S IVY ST AT SW 13TH AVE	ANGL		30,04	050,020	DRY	2	011	011	0	1	Y	Y	Y	
05548	12/23/2017	2P	SA	Canby	S IVY ST AT SW 13TH AVE	ANGL		04		DRY	2	010	010	0	0	N	N	N	
05026	10/31/2016	5P	MO	Canby	S IVY ST AT SW 13TH AVE	TURN		04,08		DRY	2	010	010	0	0	N	N	N	

VEHICLE OWNERSHIP CODES

Code	Short Description	Long Description
0	N/A	Not collected for PDO Crashes
1	PRVTE	Private
2	GOVMT	Government
3	PUBLIC	Public
4	RENTL	Rental vehicle
5	STOLN	Stolen vehicle
9	UNKN	Unknown ownership

VEHICLE TYPE CODES

Code	Short Description	Long Description
00	PDO	Not collected for PDO Crashes
01	PSNGR CAR	Passenger car, pickup, light delivery, etc.
02	BOBTAIL	Truck tractor with no trailers (bobtail)
03	FARM TRCTR	Farm tractor or self-propelled farm equipment
04	SEMI TOW	Truck Tractor with trailer/mobile home in tow
05	TRUCK	Truck with non-detachable bed, panel, etc.
06	MOPED	Moped, minibike, seated motor scooter, motor bike
07	SCHL BUS	School bus (includes van)
08	OTH BUS	Other bus
09	MTRCYCLE	Motorcycle, dirt bike
10	OTHER	Other: forklift, backhoe, etc.
11	MOTRHOME	Motorhome
12	TROLLEY	Motorized Street Car/Trolley (no rails/wires)
13	ATV	ATV
14	MTRSCCTR	Motorized scooter (standing)
15	SNOWMOBILE	Snowmobile
99	UNKNOWN	Unknown vehicle type

CAUSE CODES

Code	Short Description	Medium Description	Long Description	Code Termination Date
00	NO CODE	NO CODE APPLICABLE	No cause associated at this level	
01	TOO-FAST	TOO FAST FOR COND	Too fast for conditions (not exceed posted speed)	
02	NO-YIELD	FAILED YIELD ROW	Did not yield right-of-way	
03	PAS-STOP	PASSED STOP SIGN	Passed stop sign or red flasher	
04	DIS SIG	DISREGD TRAF SIGNAL	Disregarded traffic signal	
05	LEFT-CTR	LEFT OF CTR/STRADDLE	Drove left of center on two-way road; straddling	
06	IMP-OVER	IMPROPER PASSING	Improper overtaking	
07	TOO-CLOS	FOLLOW TOO CLOSE	Followed too closely	
08	IMP-TURN	IMPROPER TURN	Made improper turn	
09	DRINKING	ALC OR DRUGS	Alcohol or Drug Involved	
10	OTHR-IMP	OTHER DRIVE ERR	Other improper driving	12/31/2002
11	MECH-DEF	MECH DEFECT	Mechanical defect	
12	OTHER	OTHER	Other (not improper driving)	
13	IMP LN C	IMP LANE CHANGE	Improper change of traffic lanes	
14	DIS TCD	DISRG OTHR TCD	Disregarded other traffic control device	
15	WRNG WAY	WRONG WAY / 1-WAY RD	Wrong way on one-way road; wrong side divided road	
16	FATIGUE	DRIVER FATIGUED	Driver drowsy/fatigued/sleepy	
17	ILLNESS	PHYSICAL ILLNESS	Physical illness	
18	IN RDWY	ILLEGALLY IN RDWY	Non-motorist illegally in roadway	
19	NT VISBL	NOT VISIBLE	Non-motorist not visible; non-reflective clothing	
20	IMP PKNG	IMPROPER PARKING	Vehicle improperly parked	
21	DEF STER	DEFECTIVE STEERING	Defective steering mechanism	
22	DEF BRKE	DEFECTIVE BRAKES	Inadequate or no brakes	
24	LOADSHT	LOAD SHIFTED	Vehicle lost load or load shifted	
25	TIREFAIL	TIRE FAILURE	Tire Failure	
26	PHANTOM	PHANTOM VEHICLE	Phantom / Non-contact Vehicle	
27	INATTENT	INATTENTION	Inattention	
28	NM INATT	NON-MTRST INATTENT	Non-Motorist Inattention	
29	F AVOID	FAIL AVOID VEH AHEAD	Failed to avoid vehicle ahead	
30	SPEED	EXCED POSTED SPEED	Driving in excess of posted speed	
31	RACING	SPEED RACING	Speed Racing (per PAR)	
32	CARELESS	CARELESS DRIVING	Careless Driving (per PAR)	
33	RECKLESS	RECKLESS DRIVING	Reckless Driving (per PAR)	
34	AGGRESV	AGGRESSIVE DRIVING	Aggressive Driving (per PAR)	
35	RD RAGE	ROAD RAGE	Road Rage (per PAR)	
40	VIEW OBS	VIEW OBSCURED	View obscured	
50	USED MDN	IMP USE MEDIAN/SHLDR	Improper use of median or shoulder	12/31/2015
51	FAIL LN	F MAINT LANE	Failed to maintain lane	12/31/2015
52	OFF RD	RAN OFF RD	Ran off road	

ERR CODES

Code	Short Description	Medium Description	Long Description
000	NONE	NO ERROR	No error
001	WIDE TRN	WIDE TURN	Wide turn
002	CUT CORN	CUT CORNER	Cut corner on turn
003	FAIL TRN	F OBEY TRN	Failed to obey mandatory traffic turn signal, sign or lane markings
004	L IN TRF	LTRN FNT TRAF	Left turn in front of oncoming traffic
005	L PROHIB	LTRN PROHIB	Left turn where prohibited
006	FRM WRNG	T FRM WRNG LN	Turned from wrong lane
007	TO WRONG	T TO WRONG LN	Turned into wrong lane
008	ILLEG U	ILLEG U-TURN	U-turned illegally
009	IMP STOP	IMP STOP	Improperly stopped in traffic lane
010	IMP SIG	IMP/FAIL SIG	Improper signal or failure to signal
011	IMP BACK	IMP BACKING	Backing improperly (not parking)
012	IMP PARK	IMP PARKED	Improperly parked
013	UNPARK	IMP STRT PARK	Improper start leaving parked position
014	IMP STRT	IMP STRT STOP	Improper start from stopped position
015	IMP LGHT	IMP/NO LIGHTS	Improper or no lights (vehicle in traffic)
016	INATTENT	INATTENTION	Inattention (Failure to Dim Lights prior to 4/1/97)
017	UNSF VEH	DR UNSAFE VEH	Driving unsafe vehicle (no other error apparent)
018	OTH PARK	PRK MAN N/CLR	Entering/exiting parked position w/ insufficient clearance; other improper parking maneuver
019	DIS DRIV	DISRG DR SIG	Disregarded other driver's signal
020	DIS SGNL	DISRG TRF SIG	Disregarded traffic signal
021	RAN STOP	DISRG STP SGN	Disregarded stop sign or flashing red
022	DIS SGN	DISRG WRN SGN	Disregarded warning sign, flares or flashing amber
023	DIS OFCR	DISRG POL/FLG	Disregarded police officer or flagman
024	DIS EMER	DISRG SIR/EMR	Disregarded siren or warning of emergency vehicle
025	DIS RR	DISRG RR SIG	Disregarded RR signal, RR sign, or RR flagman
026	REAR-END	F AVOID STP V	Failed to avoid stopped or parked vehicle ahead other than school bus
027	BIKE ROW	FYLD ROW BIK	Did not have right-of-way over pedalcyclist
028	NO ROW	NO R-O-W	Did not have right-of-way
029	PED ROW	FYLD ROW PED	Failed to yield right-of-way to pedestrian
030	PAS CURV	PASS ON CURVE	Passing on a curve
031	PAS WRNG	PASS WRNG SID	Passing on the wrong side
032	PAS TANG	PASS TANGENT	Passing on straight road under unsafe conditions
033	PAS X-WK	PASS STP4PED	Passed vehicle stopped at crosswalk for pedestrian
034	PAS INTR	PASS AT INTER	Passing at intersection
035	PAS HILL	PASS ON HILL	Passing on crest of hill
036	N/PAS ZN	PASS N/PASSNG	Passing in "No Passing" zone
037	PAS TRAF	PASS ONC TRAF	Passing in front of oncoming traffic
038	CUT-IN	CUTTING IN	Cutting in (two lanes - two way only)
039	WRNGSIDE	DR WRONG SIDE	Driving on wrong side of the road (2-way undivided roadways)
040	THRU MED	DR THRU MEDN	Driving through safety zone or over island
041	F/ST BUS	F/STP SCHL BUS	Failed to stop for school bus
042	F/SLO MV	F/SLO SLO VEH	Failed to decrease speed for slower moving vehicle
043	TOO CLOSE	FOLLOW TO CLOS	Following too closely (must be on officer's report)

ERR CODES

Code	Short Description	Medium Description	Long Description
044	STRDL LN	STRD/DR WRNG	Straddling or driving on wrong lanes
045	IMP CHG	IMP LANE CHG	Improper change of traffic lanes
046	WRNG WAY	WRNG WY/1 WAY	Wrong way on one-way roadway; wrong side divided road
047	BASCRULE	V BASIC RULE	Driving too fast for conditions (not exceeding posted speed)
048	OPN DOOR	OPN DOOR TRAF	Opened door into adjacent traffic lane
049	IMPEDING	IMPEDING TRAF	Impeding Traffic
050	SPEED	SPEED	Driving in excess of posted speed
051	RECKLESS	RECKLSS DRVNG	Reckless driving (per PAR)
052	CARELESS	CARELSS DRVNG	Careless driving (per PAR)
053	RACING	RACING	Speed Racing (per PAR)
054	X N/SGNL	X-INT NO SGNL	Crossing at intersection, no traffic signal present
055	X W/SGNL	X-INT W/ SGNL	Crossing at intersection, traffic signal present
056	DIAGONAL	X-INT DIAGNL	Crossing at intersection - diagonally
057	BTWN INT	X-BTWN INTER	Crossing between intersections
059	W/TRAFF-S	W SHLD W/TRAFF	Walking, running, riding, etc., on shoulder WITH traffic
060	A/TRAFF-S	W SHLD A/TRAFF	Walking, running, riding, etc., on shoulder FACING traffic
061	W/TRAFF-P	W PAVE W/TRAFF	Walking, running, riding, etc., on pavement WITH traffic
062	A/TRAFF-P	W PAVE A/TRAFF	Walking, running, riding, etc., on pavement FACING traffic
063	PLAYINRD	PLAY IN RDWY	Playing in street or road
064	PUSH MV	PUSH MV IN RD	Pushing or working on vehicle in road or on shoulder
065	WORK IN RD	WORK IN RD	Working in roadway or along shoulder
070	LAY ON RD	LYING IN RD	Standing or lying in roadway
071	NM IMP USE	N-M IMP USE	Improper use of traffic lane by non-motorist
073	ELUDING	ELUDING	Eluding / Attempt to elude
079	F NEG CURV	FAIL NEG CURV	Failed to negotiate a curve
080	FAIL LN	F MAINT LANE	Failed to maintain lane
081	OFF RD	RAN OFF RD	Ran off road
082	NO CLEAR	MISJUDGE CLR	Driver misjudged clearance
083	OVRSTEER	OVERSTEER	Over-correcting
084	NOT USED	NOT USED	Code not in use
085	OVRLOAD	OVERLOAD	Overloading or improper loading of vehicle with cargo or passengers
097	UNA DIS TC	UNA DISRG TCD	Unable to determine which driver disregarded traffic control device

EVENT CODES

Code	Short Description	Medium Description	Long Description
001	FEL/JUMP	FEL/JUMPED MV	Occupant fell, jumped or was ejected from moving vehicle
002	INTERFER	PSNGR INTERFERED	Passenger interfered with driver
003	BUG INTF	ANML INTERFERED	Animal or insect in vehicle interfered with driver
004	INDRCT PED	PED INDRCTLY INVLV	Pedestrian indirectly involved (not struck)
005	SUB-PED	SUBSEQUENT PED	"Sub-Ped": pedestrian injured subsequent to collision, etc.
006	INDRCT BIK	BIKE INDRCTLY INVLV	Pedalcyclist indirectly involved (not struck)
007	HITCHIKR	HITCHHIKER	Hitchhiker (soliciting a ride)
008	PSNGR TOW	PSNGR TOWED	Passenger or non-motorist being towed or pushed on conveyance
009	ON/OFF V	ON/OFF STOP VEH	Getting on/off stopped/parked vehicle (occupants only; must have physical contact w/ vehicle)
010	SUB OTRN	SUBSEQ OVERTURN	Overtaken after first harmful event
011	MV/ PUSH	VEH BEING PUSHED	Vehicle being pushed
012	MV/ TOWED	VEH TOWED/TOWING	Vehicle towed or had been towing another vehicle
013	FORCED	FORCED BY IMPACT	Vehicle forced by impact into another vehicle, pedalcyclist or pedestrian
014	SET MOTN	MV SET IN MOTION	Vehicle set in motion by non-driver (child released brakes, etc.)
015	RR ROW	RAILROAD ROW	At or on railroad right-of-way (not Light Rail)
016	LT RL ROW	LIGHT RAIL ROW	At or on Light-Rail right-of-way
017	RR HIT V	TRAIN HIT VEH	Train struck vehicle
018	V HIT RR	VEH HIT TRAIN	Vehicle struck train
019	HIT RR CAR	VEH HIT RR CAR	Vehicle struck railroad car on roadway
020	JACKNIFE	JACKKNIFE	Jackknife; trailer or towed vehicle struck towing vehicle
021	TRL OTRN	TRAILER OTURN	Trailer or towed vehicle overturned
022	CN BROKE	TLR CNNN BROKE	Trailer connection broke
023	DETACH TRL	DETCHD TRLR STRKNG	Detached trailing object struck other vehicle, non-motorist, or object
024	V DOOR OPN	V DOOR OPN IN TRAF	Vehicle door opened into adjacent traffic lane
025	WHEELOFF	WHEEL CAME OFF	Wheel came off
026	HOOD UP	HOOD FLEW UP	Hood flew up
028	LOAD SHIFT	LOAD SHIFTED	Lost load, load moved or shifted
029	TIREFAIL	TIRE FAILURE	Tire failure
030	PET	PET	Pet: cat, dog and similar
031	LVSTOCK	LIVESTOCK	Stock: cow, calf, bull, steer, sheep, etc.
032	HORSE	HORSE	Horse, mule, or donkey
033	HRSE&RID	HORSE & RIDER	Horse and rider
034	GAME	GAME NO DEER/ELK	Wild animal, game (includes birds; not deer or elk)
035	DEER ELK	DEER OR ELK	Deer or elk, wapiti
036	ANML VEH	ANIMAL-DRAWN VEH	Animal-drawn vehicle
037	CULVERT	CULVERT/MANHOLE	Culvert, open low or high manhole
038	ATENUATN	IMPACT CUSHION	Impact attenuator
039	PK METER	PARKING METER	Parking meter
040	CURB	CURB	Curb (also narrow sidewalks on bridges)
041	JIGGLE	JIGGLE BAR N/MED	Jiggle bar or traffic snake for channelization

EVENT CODES

Code	Short Description	Medium Description	Long Description
042	GDRL END	GUARDRAIL END	Leading edge of guardrail
043	GARDRAIL	GUARDRAIL	Guard rail (not metal median barrier)
044	BARRIER	MEDIAN BARRIER	Median barrier (raised or metal)
045	WALL	WALL	Retaining wall or tunnel wall
046	BR RAIL	BRIDGE RAIL	Bridge railing or parapet (on bridge or approach)
047	BR ABUTMNT	BRIDGE ABUTMENT	Bridge abutment (included "approach end" thru 2013)
048	BR COLMN	BRIDGE COLUMN	Bridge pillar or column
049	BR GIRDR	BRIDGE GIRDER	Bridge girder (horizontal bridge structure overhead)
050	ISLAND	TRAFFIC ISLAND	Traffic raised island
051	GORE	GORE	Gore
052	POLE UNK	POLE-UNKNOWN	Pole – type unknown
053	POLE UTL	POLE-UTILITY	Pole – power or telephone
054	ST LIGHT	POLE-ST LIGHT	Pole – street light only
055	TRF SGNL	POLE-TRAF SIGNAL	Pole – traffic signal and ped signal only
056	SGN BRDG	POLE-SIGN BRIDGE	Pole – sign bridge
057	STOPSIGN	STOP/YIELD SIGN	Stop or yield sign
058	OTH SIGN	OTHER SIGN	Other sign, including street signs
059	HYDRANT	HYDRANT	Hydrant
060	MARKER	DELINEATOR	Delineator or marker (reflector posts)
061	MAILBOX	MAILBOX	Mailbox
062	TREE	TREE/STUMP	Tree, stump or shrubs
063	VEG OHED	VEGTN OVER RDWY	Tree branch or other vegetation overhead, etc.
064	WIRE/CBL	CABLE ACROSS RD	Wire or cable across or over the road
065	TEMP SGN	TEMP SIGN/BARR	Temporary sign or barricade in road, etc.
066	PERM SGN	PERM SIGN/BARR	Permanent sign or barricade in/off road
067	SLIDE	SLIDE/ROCKS	Slides, fallen or falling rocks
068	FRGN OBJ	FOREIGN OBJECT	Foreign obstruction/debris in road (not gravel)
069	EQP WORK	EQUIP WORKING	Equipment working in/off road
070	OTH EQP	OTHER EQUIPMENT	Other equipment in or off road (includes parked trailer, boat)
071	MAIN EQP	MAINTNCE EQUIP	Wrecker, street sweeper, snow plow or sanding equipment
072	OTHER WALL	OTHER WALL	Rock, brick or other solid wall
073	IRRLGL PVMT	IRREGULAR PAVEMENT	Other bump (not speed bump), pothole or pavement irregularity (per PAR)
074	OVERHD OBJ	OTHER OVERHEAD OBJ	Other overhead object (highway sign, signal head, etc.); not bridge
075	CAVE IN	CAVE IN	Bridge or road cave in
076	HI WATER	HIGH WATER	High Water
077	SNO BANK	SNOW BANK	Snow Bank
078	LO-HI EDGE	LOW-HIGH PVMNT EDGE	Low or high shoulder at pavement edge
079	DITCH	CUT SLOPE/DITCH	Cut slope or ditch embankment
080	OBJ FRM MV	OBJ FRM OTHER VEH	Struck by rock or other object set in motion by other vehicle (incl. lost loads)
081	FLY-OBJ	OTHER MOVING OBJ	Struck by rock or other moving or flying object (not set in motion by vehicle)
082	VEH HID	VEH OBSCURE VIEW	Vehicle obscured view
083	VEG HID	VEG OBSCURE VIEW	Vegetation obscured view

EVENT CODES

Code	Short Description	Medium Description	Long Description
084	BLDG HID	BLD OBSCURE VIEW	View obscured by fence, sign, phone booth, etc.
085	WIND GUST	WIND GUST	Wind Gust
086	IMMERSED	IMMERSION	Vehicle immersed in body of water
087	FIRE/EXP	FIRE/EXPLOSION	Fire or explosion
088	FENC/BLD	FENCE/BUILDING	Fence or building, etc.
089	OTHR CRASH	REFER OTHR CRASH	Crash related to another separate crash
090	TO 1 SIDE	TWO WAY ONE SIDE	Two-way traffic on divided roadway all routed to one side
091	BUILDING	BUILDING	Building or other structure
092	PHANTOM	PHANTOM VEH	Other (phantom) non-contact vehicle
093	CELL PHONE	CELL PHONE PER PAR	Cell phone (on PAR or driver in use)
094	VIOL GDL	VIOL GRAD DR LIC	Teenage driver in violation of graduated license pgm
095	GUY WIRE	GUY WIRE	Guy wire
096	BERM	BERM	Berm (earthen or gravel mound)
097	GRAVEL	GRAVEL IN RDWY	Gravel in roadway
098	ABR EDGE	ABRUPT EDGE	Abrupt edge
099	CELL WTNSD	CELL PHONE WITNESSED	Cell phone use witnessed by other participant
100	UNK FIXD	UNK FIX OBJ	Fixed object, unknown type.
101	OTHER OBJ	OTHER OBJ NOT FIXED	Non-fixed object, other or unknown type
102	TEXTING	TEXTING	Texting
103	WZ WORKER	WZ WORKER	Work Zone Worker
104	ON VEHICLE	RIDE ON VEH EXTERIOR	Passenger riding on vehicle exterior
105	PEDAL PSGR	PSNGR ON PEDALCYCLE	Passenger riding on pedalcycle
106	MAN WHLCHR	NONMOTOR WHEELCHAIR	Pedestrian in non-motorized wheelchair
107	MTR WHLCHR	MOTORIZED WHEELCHAIR	Pedestrian in motorized wheelchair
108	OFFICER	POLICE OFFICER	Law Enforcement / Police Officer
109	SUB-BIKE	SUBSEQUENT BICYCLIST	"Sub-Bike": pedalcyclist injured subsequent to collision, etc.
110	N-MTR	NM STR VEH	Non-motorist struck vehicle
111	S CAR VS V	ST CAR STRUCK VEH	Street Car/Trolley (on rails or overhead wire system) struck vehicle
112	V VS S CAR	VEH STRUCK ST CAR	Vehicle struck Street Car/Trolley (on rails or overhead wire system)
113	S CAR ROW	STREET CAR ROW	At or on street car or trolley right-of-way
114	RR EQUIP	VEH STRUCK RR EQUIP	Vehicle struck railroad equipment (not train) on tracks
115	DSTRCT GPS	DISTRCT GPS DEVICE	Distracted by navigation system or GPS device
116	DSTRCT OTH	DISTRCT OTHR DEVICE	Distracted by other electronic device
117	RR GATE	RR DROP-ARM GATE	Rail crossing drop-arm gate
118	EXPNSN JNT	EXPANSION JOINT	Expansion joint
119	JERSEY BAR	JERSEY BARRIER	Jersey barrier
120	WIRE BAR	WIRE BARRIER	Wire or cable median barrier
121	FENCE	FENCE	Fence
123	OBJ IN VEH	LOOSE OBJ IN VEHICLE	Loose object in vehicle struck occupant
124	SLIPPERY	SLIPPERY SURFACE	Sliding or swerving due to wet, icy, slippery or loose surface (not gravel)
125	SHLDR	SHLDR GAVE	Shoulder gave way
126	BOULDER	ROCKS / BOULDER	Rock(s), boulder (not gravel; not rock slide)

EVENT CODES

Code	Short Description	Medium Description	Long Description
127	LAND SLIDE	ROCK OR LAND SLIDE	Rock slide or land slide
128	CURVE INV	CURVE PRESENT	Curve present at crash location
129	HILL INV	HILL PRESENT	Vertical grade / hill present at crash location
130	CURVE HID	CURVE OBSCURED VIEW	View obscured by curve
131	HILL HID	HILL OBSCURED VIEW	View obscured by vertical grade / hill
132	WINDOW HID	WINDOW VIEW OBSCURED	View obscured by vehicle window conditions
133	SPRAY HID	SPRAY OBSCURED VIEW	View obscured by water spray
134	TORRENTIAL	TORRENTIAL RAIN	Torrential Rain (exceptionally heavy rain)
135	RAIL OCC	RAIL/CABLE CAR OCC	Injured occupant of railway train, light rail, street car or cable car

Crashes on SE / SW 13th Ave between S Fir St to S Pine St, excludes crashes at ending intersections.
January 1, 2016 through December 31, 2018

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION RELATED	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2017														
ANGLE	0	0	2	2	0	0	0	2	0	2	0	2	0	0
2017 TOTAL	0	0	2	2	0	0	0	2	0	2	0	2	0	0
YEAR: 2016														
ANGLE	0	1	0	1	0	1	0	1	0	1	0	1	0	0
REAR-END	0	1	0	1	0	1	0	1	0	1	0	1	0	0
SIDESWIPE - MEETING	0	0	1	1	0	0	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	1	2	3	0	2	0	2	1	1	2	3	0	0
2016 TOTAL	0	3	3	6	0	4	0	5	1	4	2	5	1	0
FINAL TOTAL	0	3	5	8	0	4	0	7	1	6	2	7	1	0

Disclaimers: Effective 2016, collection of "Property Damage Only" (PDO) crash data elements was reduced for vehicles and participants. Age, Gender, License, Error and other elements are no longer available for PDO crash reporting. Please keep this in mind when comparing 2016 PDO crash data to prior years.

A higher number of crashes may be reported as of 2011 compared to prior years. This does not necessarily reflect an increase in annual crashes. The higher numbers may result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics. For all disclaimers, see https://www.oregon.gov/ODOT/Data/documents/Crash_Data_Disclaimers.pdf.

CDS380 10/20/2020

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

CITY OF CANBY, CLACKAMAS COUNTY

Crashes on SE / SW 13th Ave between S Fir St to S Pine St, excludes crashes at ending intersections.
January 1, 2016 through December 31, 2018

[illegible]

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
000	NONE	NO ACTION OR NON-WARRANTED
001	SKIDDED	SKIDDED
002	ON/OFF V	GETTING ON OR OFF STOPPED OR PARKED VEHICLE
003	LOAD OVR	OVERHANGING LOAD STRUCK ANOTHER VEHICLE, ETC.
006	SLOW DN	SLOWED DOWN
007	AVOIDING	AVOIDING MANEUVER
008	PAR PARK	PARALLEL PARKING
009	ANG PARK	ANGLE PARKING
010	INTERFERE	PASSENGER INTERFERING WITH DRIVER
011	STOPPED	STOPPED IN TRAFFIC NOT WAITING TO MAKE A LEFT TURN
012	STP/L TRN	STOPPED BECAUSE OF LEFT TURN SIGNAL OR WAITING, ETC.
013	STP TURN	STOPPED WHILE EXECUTING A TURN
014	EMR V PKD	EMERGENCY VEHICLE LEGALLY PARKED IN THE ROADWAY
015	GO A/STOP	PROCEED AFTER STOPPING FOR A STOP SIGN/FLASHING RED.
016	TRN A/RED	TURNED ON RED AFTER STOPPING
017	LOSTCTRL	LOST CONTROL OF VEHICLE
018	EXIT DWY	ENTERING STREET OR HIGHWAY FROM ALLEY OR DRIVEWAY
019	ENTR DWY	ENTERING ALLEY OR DRIVEWAY FROM STREET OR HIGHWAY
020	STR ENTR	BEFORE ENTERING ROADWAY, STRUCK PEDESTRIAN, ETC. ON SIDEWALK OR SHOULDER
021	NO DRVR	CAR RAN AWAY - NO DRIVER
022	PREV COL	STRUCK, OR WAS STRUCK BY, VEHICLE OR PEDESTRIAN IN PRIOR COLLISION BEFORE ACC. STABILIZED
023	STALLED	VEHICLE STALLED OR DISABLED
024	DRVR DEAD	DEAD BY UNASSOCIATED CAUSE
025	FATIGUE	FATIGUED, SLEEPY, ASLEEP
026	SUN	DRIVER BLINDED BY SUN
027	HDLIGHTS	DRIVER BLINDED BY HEADLIGHTS
028	ILLNESS	PHYSICALLY ILL
029	THRU MED	VEHICLE CROSSED, PLUNGED OVER, OR THROUGH MEDIAN BARRIER
030	PURSUIT	PURSUEING OR ATTEMPTING TO STOP A VEHICLE
031	PASSING	PASSING SITUATION
032	PROFFRD	VEHICLE PARKED BEYOND CURB OR SHOULDER
033	CROS MED	VEHICLE CROSSED EARTH OR GRASS MEDIAN
034	X N/SGNL	CROSSING AT INTERSECTION - NO TRAFFIC SIGNAL PRESENT
035	X W/ SGNL	CROSSING AT INTERSECTION - TRAFFIC SIGNAL PRESENT
036	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
037	BTWN INT	CROSSING BETWEEN INTERSECTIONS
038	DISTRCT	DRIVER'S ATTENTION DISTRACTED
039	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
040	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
041	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
042	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
043	PLAYINRD	PLAYING IN STREET OR ROAD
044	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
045	WORK ON	WORKING IN ROADWAY OR ALONG SHOULDER
046	W/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. WITH TRAFFIC
047	A/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. FACING TRAFFIC
050	LAY ON RD	STANDING OR LYING IN ROADWAY
051	ENT OFFRD	ENTERING / STARTING IN TRAFFIC LANE FROM OFF ROAD
052	MERCING	MERCING

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
055	SPRAY	BLINDED BY WATER SPRAY
088	OTHER	OTHER ACTION
099	UNK	UNKNOWN ACTION

CAUSE CODE TRANSLATION LIST

CAUSE CODE	SHORT DESCRIPTION	LONG DESCRIPTION
00	NO CODE	NO CAUSE ASSOCIATED AT THIS LEVEL
01	TOO-FAST	TOO FAST FOR CONDITIONS (NOT EXCEED POSTED SPEED
02	NO-YIELD	DID NOT YIELD RIGHT-OF-WAY
03	PAS-STOP	PASSED STOP SIGN OR RED FLASHER
04	DIS SIG	DISREGARDED TRAFFIC SIGNAL
05	LEFT-CTR	DROVE LEFT OF CENTER ON TWO-WAY ROAD; STRADDLING
06	IMP-OVER	IMPROPER OVERTAKING
07	TOO-CLOS	FOLLOWED TOO CLOSELY
08	IMP-TURN	MADE IMPROPER TURN
09	DRINKING	ALCOHOL OR DRUG INVOLVED
10	OTHR-IMP	OTHER IMPROPER DRIVING
11	MECH-DEF	MECHANICAL DEFECT
12	OTHER	OTHER (NOT IMPROPER DRIVING)
13	IMP LN C	IMPROPER CHANGE OF TRAFFIC LANES
14	DIS TCD	DISREGARDED OTHER TRAFFIC CONTROL DEVICE
15	WRNG WAY	WRONG WAY ON ONE-WAY ROAD; WRONG SIDE DIVIDED RO.
16	FATIGUE	DRIVER DROWSY/FATIGUED/SLEEPY
17	ILLNESS	PHYSICAL ILLNESS
18	IN RDWY	NON-MOTORIST ILLEGALLY IN ROADWAY
19	NT VISBL	NON-MOTORIST NOT VISIBLE; NON-REFLECTIVE CLOTHIN
20	IMP PKNG	VEHICLE IMPROPERLY PARKED
21	DEF STER	DEFECTIVE STEERING MECHANISM
22	DEF BRKE	INADEQUATE OR NO BRAKES
24	LOADSFT	VEHICLE LOST LOAD OR LOAD SHIFTED
25	TIREFAIL	TIRE FAILURE
26	PHANTOM	PHANTOM / NON-CONTACT VEHICLE
27	INATTENT	INATTENTION
28	NM INATT	NON-MOTORIST INATTENTION
29	F AVOID	FAILED TO AVOID VEHICLE AHEAD
30	SPEED	DRIVING IN EXCESS OF POSTED SPEED
31	RACING	SPEED RACING (PER PAR)
32	CARELESS	CARELESS DRIVING (PER PAR)
33	RECKLESS	RECKLESS DRIVING (PER PAR)
34	AGGRESV	AGGRESSIVE DRIVING (PER PAR)
35	RD RAGE	ROAD RAGE (PER PAR)
40	VIEW OBS	VIEW OBSCURED
50	USED MDN	IMPROPER USE OF MEDIAN OR SHOULDER
51	FAIL LN	FAILED TO MAINTAIN LANE
52	OFF RD	RAN OFF ROAD

COLLISION TYPE CODE TRANSLATION LIST

COLL CODE	SHORT DESCRIPTION	LONG DESCRIPTION
4	OTH	MISCELLANEOUS
-	BACK	BACKING
0	PED	PEDESTRIAN
1	ANGL	ANGLE
2	HEAD	HEAD-ON
3	REAR	REAR-END
4	SS-M	SIDESWIPE - MEETING
5	SS-O	SIDESWIPE - OVERTAKING
6	TURN	TURNING MOVEMENT
7	PARK	PARKING MANEUVER
8	NCOL	NON-COLLISION
9	FIX	FIXED OBJECT OR OTHER OBJECT

CRASH TYPE CODE TRANSLATION LIST

CRASH TYPE	SHORT DESCRIPTION	LONG DESCRIPTION
4	OVERTURN	OVERTURNED
0	NON-COLL	OTHER NON-COLLISION
1	OTH RDWY	MOTOR VEHICLE ON OTHER ROADWAY
2	PRKD MV	PARKED MOTOR VEHICLE
3	PED	PEDESTRIAN
4	TRAIN	RAILWAY TRAIN
6	BIKE	PEDALCYCLIST
7	ANIMAL	ANIMAL
8	FIX OBJ	FIXED OBJECT
9	OTH OBJ	OTHER OBJECT
A	ANGL-STP	ENTERING AT ANGLE - ONE VEHICLE STOPPED
B	ANGL-OTH	ENTERING AT ANGLE - ALL OTHERS
C	S-STRGHT	FROM SAME DIRECTION - BOTH GOING STRAIGHT
D	S-1TURN	FROM SAME DIRECTION - ONE TURN, ONE STRAIGHT
E	S-1STOP	FROM SAME DIRECTION - ONE STOPPED
F	S-OTHER	FROM SAME DIRECTION-ALL OTHERS, INCLUDING PARKING
G	O-STRGHT	FROM OPPOSITE DIRECTION - BOTH GOING STRAIGHT
H	O-1 L-TURN	FROM OPPOSITE DIRECTION-ONE LEFT TURN, ONE STRAIGHT
I	O-1STOP	FROM OPPOSITE DIRECTION - ONE STOPPED
J	O-OTHER	FROM OPPOSITE DIRECTION-ALL OTHERS INCL. PARKING

DRIVER LICENSE CODE TRANSLATION LIST

LIC CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NOT LICENSED (HAD NEVER BEEN LICENSED)
1	OR-Y	VALID OREGON LICENSE
2	OTH-Y	VALID LICENSE, OTHER STATE OR COUNTRY
3	SUSP	SUSPENDED/REVOKED
4	EXP	EXPIRED
8	N-VAL	OTHER NON-VALID LICENSE
9	UNK	UNKNOWN IF DRIVER WAS LICENSED AT TIME OF CRASH

DRIVER RESIDENCE CODE TRANSLATION LIST

RES CODE	SHORT DESC	LONG DESCRIPTION
1	OR<25	OREGON RESIDENT WITHIN 25 MILE OF HOME
2	OR>25	OREGON RESIDENT 25 OR MORE MILES FROM HOME
3	OR-?	OREGON RESIDENT - UNKNOWN DISTANCE
4	N-RES	NON-RESIDENT
9	UNK	UNKNOWN IF OREGON RESIDENT

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
000	NONE	NO ERROR
001	WIDE TRN	WIDE TURN
002	CUT CORN	CUT CORNER ON TURN
003	FAIL TRN	FAILED TO OBEY MANDATORY TRAFFIC TURN SIGNAL, SIGN OR LANE MARKINGS
004	L IN TRF	LEFT TURN IN FRONT OF ONCOMING TRAFFIC
005	L PROHIB	LEFT TURN WHERE PROHIBITED
006	FRM WRNG	TURNED FROM WRONG LANE
007	TO WRONG	TURNED INTO WRONG LANE
008	ILLEG U	U-TURNED ILLEGALLY
009	IMP STOP	IMPROPERLY STOPPED IN TRAFFIC LANE
010	IMP SIG	IMPROPER SIGNAL OR FAILURE TO SIGNAL
011	IMP BACK	BACKING IMPROPERLY (NOT PARKING)
012	IMP PARK	IMPROPERLY PARKED
013	UNPARK	IMPROPER START LEAVING PARKED POSITION
014	IMP STRT	IMPROPER START FROM STOPPED POSITION
015	IMP LGHT	IMPROPER OR NO LIGHTS (VEHICLE IN TRAFFIC)
016	INATTENT	INATTENTION (FAILURE TO DIM LIGHTS PRIOR TO 4/1/97)
017	UNSF VEH	DRIVING UNSAFE VEHICLE (NO OTHER ERROR APPARENT)
018	OTH PARK	ENTERING/EXITING PARKED POSITION W/ INSUFFICIENT CLEARANCE; OTHER IMPROPER PARKING MANEUVER
019	DIS DRIV	DISREGARDED OTHER DRIVER'S SIGNAL
020	DIS SGNL	DISREGARDED TRAFFIC SIGNAL
021	RAN STOP	DISREGARDED STOP SIGN OR FLASHING RED
022	DIS STGN	DISREGARDED WARNING SIGN, FLARES OR FLASHING AMBER
023	DIS OFCR	DISREGARDED POLICE OFFICER OR FLAGMAN
024	DIS EMER	DISREGARDED SIREN OR WARNING OF EMERGENCY VEHICLE
025	DIS RR	DISREGARDED RR SIGNAL, RR SIGN, OR RR FLAGMAN
026	REAR-END	FAILED TO AVOID STOPPED OR PARKED VEHICLE AHEAD OTHER THAN SCHOOL BUS
027	BIKE ROW	DID NOT HAVE RIGHT-OF-WAY OVER PEDALCYCLIST
028	NO ROW	DID NOT HAVE RIGHT-OF-WAY
029	PED ROW	FAILED TO YIELD RIGHT-OF-WAY TO PEDESTRIAN
030	PAS CURV	PASSING ON A CURVE
031	PAS WRNG	PASSING ON THE WRONG SIDE
032	PAS TANG	PASSING ON STRAIGHT ROAD UNDER UNSAFE CONDITIONS
033	PAS X-WK	PASSED VEHICLE STOPPED AT CROSSWALK FOR PEDESTRIAN
034	PAS INTR	PASSING AT INTERSECTION
035	PAS HILL	PASSING ON CREST OF HILL
036	N/PAS 2N	PASSING IN "NO PASSING" ZONE
037	PAS TRAF	PASSING IN FRONT OF ONCOMING TRAFFIC
038	CUT-IN	CUTTING IN (TWO LANES - TWO WAY ONLY)
039	WRNGSIDE	DRIVING ON WRONG SIDE OF THE ROAD (2-WAY UNDIVIDED ROADWAYS)

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
040	THRU MED	DRIVING THROUGH SAFETY ZONE OR OVER ISLAND
041	F/ST BUS	FAILED TO STOP FOR SCHOOL BUS
042	F/SLO MV	FAILED TO DECREASE SPEED FOR SLOWER MOVING VEHICLE
043	TCO CLOSE	FOLLOWING TOO CLOSELY (MUST BE ON OFFICER'S REPORT)
044	STRDL LN	STRADDLING OR DRIVING ON WRONG LANES
045	IMP CHG	IMPROPER CHANGE OF TRAFFIC LANES
046	WENG WAY	WRONG WAY ON ONE-WAY ROADWAY; WRONG SIDE DIVIDED ROAD
047	BASCRULE	DRIVING TOO FAST FOR CONDITIONS (NOT EXCEEDING POSTED SPEED)
048	OPN DOOR	OPENED DOOR INTO ADJACENT TRAFFIC LANE
049	IMPEDING	IMPEDING TRAFFIC
050	SPEED	DRIVING IN EXCESS OF POSTED SPEED
051	RECKLESS	RECKLESS DRIVING (PER PAR)
052	CARELESS	CARELESS DRIVING (PER PAR)
053	RACING	SPEED RACING (PER PAR)
054	X N/SGNL	CROSSING AT INTERSECTION, NO TRAFFIC SIGNAL PRESENT
055	X W/SGNL	CROSSING AT INTERSECTION, TRAFFIC SIGNAL PRESENT
056	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
057	BTWN INT	CROSSING BETWEEN INTERSECTIONS
059	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
060	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
061	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
062	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
063	PLAYINRD	PLAYING IN STREET OR ROAD
064	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
065	WORK IN RD	WORKING IN ROADWAY OR ALONG SHOULDER
070	LAY ON RD	STANDING OR LYING IN ROADWAY
071	NM IMP USE	IMPROPER USE OF TRAFFIC LANE BY NON-MOTORIST
073	ELUDING	ELUDING / ATTEMPT TO ELUDE
079	F NEG CURV	FAILED TO NEGOTIATE A CURVE
080	FAIL LN	FAILED TO MAINTAIN LANE
081	OFF RD	RAN OFF ROAD
082	NO CLEAR	DRIVER MISJUDGED CLEARANCE
083	OVSTEER	OVER-CORRECTING
084	NOT USED	CODE NOT IN USE
085	OVRLOAD	OVERLOADING OR IMPROPER LOADING OF VEHICLE WITH CARGO OR PASSENGERS
097	UNA DTS TC	UNABLE TO DETERMINE WHICH DRIVER DISREGARDED TRAFFIC CONTROL DEVICE

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
001	FEL/JUMP	OCCUPANT FELL, JUMPED OR WAS EJECTED FROM MOVING VEHICLE
002	INTERFER	PASSENGER INTERFERED WITH DRIVER
003	BUG INTF	ANIMAL OR INSECT IN VEHICLE INTERFERED WITH DRIVER
004	INDRST PED	PEDESTRIAN INDIRECTLY INVOLVED (NOT STRUCK)
005	SUB-PED	"SUB-PED": PEDESTRIAN INJURED SUBSEQUENT TO COLLISION, ETC.
006	INDRST BIK	PEDALCYCLIST INDIRECTLY INVOLVED (NOT STRUCK)
007	HITCHIKR	HITCHHIKER (SOLICITING A RIDE)
008	PSNGR TCW	PASSENGER OR NON-MOTORIST BEING TOWED OR PUSHED ON CONVEYANCE
009	ON/OFF V	GETTING ON/OFF STOPPED/PARKED VEHICLE (OCCUPANT'S ONLY; MUST HAVE PHYSICAL CONTACT W/ VEHICLE)
010	SUB OTN	OVERTURNED AFTER FIRST HARMFUL EVENT
011	MV FUSHD	VEHICLE BEING PUSHED
012	MV TOWED	VEHICLE TOWED OR HAD BEEN TOWING ANOTHER VEHICLE
013	FORCED	VEHICLE FORCED BY IMPACT INTO ANOTHER VEHICLE, PEDALCYCLIST OR PEDESTRIAN
014	SET MOTN	VEHICLE SET IN MOTION BY NON-DRIVER (CHILD RELEASED BRAKES, ETC.)
015	RR ROW	AT OR ON RAILROAD RIGHT-OF-WAY (NOT LIGHT RAIL)
016	LT RL ROW	AT OR ON LIGHT-RAIL RIGHT-OF-WAY
017	RR HIT V	TRAIN STRUCK VEHICLE
018	V HIT RR	VEHICLE STRUCK TRAIN
019	HIT RR CAR	VEHICLE STRUCK RAILROAD CAR ON ROADWAY
020	JACKNIFE	JACKKNIFE; TRAILER OR TOWED VEHICLE STRUCK TOWING VEHICLE
021	TRL OTN	TRAILER OR TOWED VEHICLE OVERTURNED
022	CN BROKE	TRAILER CONNECTION BROKE
023	DETACH TRL	DETACHED TRAILING OBJECT STRUCK OTHER VEHICLE, NON-MOTORIST, OR OBJECT
024	V DOOR OFN	VEHICLE DOOR OPENED INTO ADJACENT TRAFFIC LANE
025	WHEELOFF	WHEEL CAME OFF
026	HOOD UP	HOOD FLEW UP
027	LOAD SHFT	LOST LOAD, LOAD MOVED OR SHIFTED
028	TIREFAIL	TIRE FAILURE
029	PET	PET: CAT, DOG AND SIMILAR
030	LVSTOCK	STOCK: COW, CALF, BULL, STEER, SHEEP, ETC.
031	HORSE	HORSE, MULE, OR DONKEY
032	HRSE&RID	HORSE AND RIDER
033	GAME	WILD ANIMAL, GAME (INCLUDES BIRDS; NOT DEER OR ELK)
034	DEER ELK	DEER OR ELK, WAPITI
035	ANML VEH	ANIMAL-DRAWN VEHICLE
036	CULVERT	CULVERT, OPEN LOW OR HIGH MANHOLE
037	ATENUATN	IMPACT ATTENUATOR
038	PK METER	PARKING METER
039	CURB	CURB (ALSO NARROW SIDEWALKS ON BRIDGES)
040	JIGGLE	JIGGLE BAR OR TRAFFIC SNAKE FOR CHANNELIZATION
041	GDRL END	LEADING EDGE OF GUARDRAIL
042	GUARDRAIL	GUARD RAIL (NOT METAL MEDIAN BARRIER)
043	BARRIER	MEDIAN BARRIER (RAISED OR METAL)
044	WALL	RETAINING WALL OR TUNNEL WALL
045	BR RAIL	BRIDGE RAILING OR PARAPET (ON BRIDGE OR APPROACH)
046	BR ABUTMNT	BRIDGE ABUTMENT (INCLUDED "APPROACH END" THRU 2013)
047	BR COLMN	BRIDGE PILLAR OR COLUMN
048	BR GIRDR	BRIDGE GIRDER (HORIZONTAL BRIDGE STRUCTURE OVERHEAD)
049	ISLAND	TRAFFIC RAISED ISLAND
050	GORE	GORE
051	POLE UNK	POLE - TYPE UNKNOWN
052	POLE UTL	POLE - POWER OR TELEPHONE
053	ST LIGHT	POLE - STREET LIGHT ONLY
054	TRF SGNL	POLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY
055	SGN BRDG	POLE - SIGN BRIDGE
056	STOP OR YIELD SIGN	STOP OR YIELD SIGN
057		

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
058	OTH SIGN	OTHER SIGN, INCLUDING STREET SIGNS
059	HYDRANT	
060	MARKER	DELINEATOR OR MARKER (REFLECTOR POSTS)
061	MAILBOX	
062	TREE	TREE, STUMP OR SHRUBS
063	VEG OHED	TREE BRANCH OR OTHER VEGETATION OVERHEAD, ETC.
064	WIRE/CBL	WIRE OR CABLE ACROSS OR OVER THE ROAD
065	TEMP SGN	TEMPORARY SIGN OR BARRICADE IN ROAD, ETC.
066	PERM SGN	PERMANENT SIGN OR BARRICADE IN/OFF ROAD
067	SLIDE	SLIDES, FALLEN OR FALLING ROCKS
068	FRGN OBJ	FOREIGN OBSTRUCTION/DEBRIS IN ROAD (NOT GRAVEL)
069	EQP WORK	EQUIPMENT WORKING IN/OFF ROAD
070	OTH EQP	OTHER EQUIPMENT IN OR OFF ROAD (INCLUDES PARKED TRAILER, BOAT)
071	MAIN EQP	WRECKER, STREET SWEEPER, SNOW PLOW OR SANDING EQUIPMENT
072	OTHER WALL	ROCK, BRICK OR OTHER SOLID WALL
073	IRGL PVMT	OTHER BUMP (NOT SPEED BUMP), POTHOLE OR PAVEMENT IRREGULARITY (PER PAR)
074	OVERHD OBJ	OTHER OVERHEAD OBJECT (HIGHWAY SIGN, SIGNAL HEAD, ETC.); NOT BRIDGE
075	CAVE IN	BRIDGE OR ROAD CAVE IN
076	HI WATER	HIGH WATER
077	SNO BANK	SNOW BANK
078	LO-HI EDGE	LOW OR HIGH SHOULDER AT PAVEMENT EDGE
079	DITCH	CUT SLOPE OR DITCH EMBANKMENT
080	OBJ FRM MV	STRUCK BY ROCK OR OTHER OBJECT SET IN MOTION BY OTHER VEHICLE (INCL. LOST LOADS)
081	FLY-OBJ	STRUCK BY ROCK OR OTHER MOVING OR FLYING OBJECT (NOT SET IN MOTION BY VEHICLE)
082	VEH HID	VEHICLE OBSCURED VIEW
083	VEG HID	VEGETATION OBSCURED VIEW
084	BLDG HID	VIEW OBSCURED BY FENCE, SIGN, PHONE BOOTH, ETC.
085	WIND GUST	WIND GUST
086	IMMERSED	VEHICLE IMMERSED IN BODY OF WATER
087	FIRE/EXP	FIRE OR EXPLOSION
088	FENC/BLD	FENCE OR BUILDING, ETC.
089	OTHR CRASH	CRASH RELATED TO ANOTHER SEPARATE CRASH
090	TO 1 SIDE	TWO-WAY TRAFFIC ON DIVIDED ROADWAY ALL ROUTED TO ONE SIDE
091	BUILDING	BUILDING OR OTHER STRUCTURE
092	PHANTOM	OTHER (PHANTOM) NON-CONTACT VEHICLE
093	CELL PHONE	CELL PHONE (ON PAR OR DRIVER IN USE)
094	VTOL GDL	TEENAGE DRIVER IN VIOLATION OF GRADUATED LICENSE PGM
095	GUY WIRE	GUY WIRE
096	BERM	BERM (EARTHEN OR GRAVEL MOUND)
097	GRAVEL	GRAVEL IN ROADWAY
098	ABR EDGE	ABRUPT EDGE
099	CELL WTMSD	CELL PHONE USE WITNESSED BY OTHER PARTICIPANT
100	UNK FIXD	FIXED OBJECT, UNKNOWN TYPE.
101	OTHER OBJ	NON-FIXED OBJECT, OTHER OR UNKNOWN TYPE
102	TEXTING	TEXTING
103	WZ WORKER	WORK ZONE WORKER
104	ON VEHICLE	PASSENGER RIDING ON VEHICLE EXTERIOR
105	PEDAL PSGR	PASSENGER RIDING ON PEDALCYCLE
106	MAN WHLCHR	PEDESTRIAN IN NON-MOTORIZED WHEELCHAIR
107	MTR WHLCHR	PEDESTRIAN IN MOTORIZED WHEELCHAIR
108	OFFICER	LAW ENFORCEMENT / POLICE OFFICER
109	SUB-BIKE	"SUB-BIKE": PEDALCYCLIST INJURED SUBSEQUENT TO COLLISION, ETC.
110	N-MTR	NON-MOTORIST STRUCK VEHICLE
111	S CAR VS V	STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM) STRUCK VEHICLE
112	V VS S CAR	VEHICLE STRUCK STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM)
113	S CAR ROW	AT OR ON STREET CAR OR TROLLEY RIGHT-OF-WAY

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
114	RR EQUIP	VEHICLE STRUCK RAILROAD EQUIPMENT (NOT TRAIN) ON TRACKS
115	DSTRCT GPS	DISTRACTED BY NAVIGATION SYSTEM OR GPS DEVICE
116	DSTRCT OTH	DISTRACTED BY OTHER ELECTRONIC DEVICE
117	RR GATE	RAIL CROSSING DROP-ARM GATE
118	EXPNSN JNT	EXPANSION JOINT
119	JERSEY BAR	JERSEY BARRIER
120	WIRE BAR	WIRE OR CABLE MEDIAN BARRIER
121	FENCE	FENCE
123	OBJ IN VEH	LOOSE OBJECT IN VEHICLE STRUCK OCCUPANT
124	SLIPPERY	SLIDING OR SWERVING DUE TO WET, ICY, SLIPPERY OR LOOSE SURFACE (NOT GRAVEL)
125	SHLDR	SHOULDER GAVE WAY
126	BOULDER	ROCK(S), BOULDER (NOT GRAVEL; NOT ROCK SLIDE)
127	LAND SLIDE	ROCK SLIDE OR LAND SLIDE
128	CURVE INV	CURVE PRESENT AT CRASH LOCATION
129	HILL INV	VERTICAL GRADE / HILL PRESENT AT CRASH LOCATION
130	CURVE HID	VIEW OBSCURED BY CURVE
131	HILL HID	VIEW OBSCURED BY VERTICAL GRADE / HILL
132	WINDOW HID	VIEW OBSCURED BY VEHICLE WINDOW CONDITIONS
133	SPRAY HID	VIEW OBSCURED BY WATER SPRAY
134	TORRENTIAL	TORRENTIAL RAIN (EXCEPTIONALLY HEAVY RAIN)
135	RAIL OCC	INJURED OCCUPANT OF RAILWAY TRAIN, LIGHT RAIL, STREET CAR OR CABLE CAR

FUNCTIONAL CLASSIFICATION TRANSLATION LIST

FUNC CLASS	DESCRIPTION
01	RURAL PRINCIPAL ARTERIAL - INTERSTATE
02	RURAL PRINCIPAL ARTERIAL - OTHER
06	RURAL MINOR ARTERIAL
07	RURAL MAJOR COLLECTOR
08	RURAL MINOR COLLECTOR
09	RURAL LOCAL
11	URBAN PRINCIPAL ARTERIAL - INTERSTATE
12	URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXP
14	URBAN PRINCIPAL ARTERIAL - OTHER
16	URBAN MINOR ARTERIAL
17	URBAN MAJOR COLLECTOR
18	URBAN MINOR COLLECTOR
19	URBAN LOCAL
78	UNKNOWN RURAL SYSTEM
79	UNKNOWN RURAL NON-SYSTEM
98	UNKNOWN URBAN SYSTEM
99	UNKNOWN URBAN NON-SYSTEM

HIGHWAY COMPONENT TRANSLATION LIST

CODE	DESCRIPTION
0	MAINLINE STATE HIGHWAY
1	COUplet
3	FRONTAGE ROAD
6	CONNECTION
8	HIGHWAY - OTHER

INJURY SEVERITY CODE TRANSLATION LIST

SHORT CODE	DESC	LONG DESCRIPTION
1	KILL	FATAL INJURY (K)
2	INJA	SUSPECTED SERIOUS INJURY (A)
3	INJB	SUSPECTED MINOR INJURY (B)
4	INJC	POSSIBLE INJURY (C)
5	PRI	DIED PRIOR TO CRASH
7	NC<5	NO INJURY - 0 TO 4 YEARS OF AGE
9	NONE	NO APPARENT INJURY (O)

LIGHT CONDITION CODE TRANSLATION LIST

SHORT CODE	DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	DAY	DAYLIGHT
2	DLIT	DARKNESS - WITH STREET LIGHTS
3	DARK	DARKNESS - NO STREET LIGHTS
4	DAWN	DAWN (TWILIGHT)
5	DUSK	DUSK (TWILIGHT)

MEDIAN TYPE CODE TRANSLATION LIST

SHORT CODE	DESC	LONG DESCRIPTION
0	NONE	NO MEDIAN
1	RSDMD	SOLID MEDIAN BARRIER
2	DIWMD	EARTH, GRASS OR PAVED MEDIAN

MILEAGE TYPE CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
0	REGULAR MILEAGE
T	TEMPORARY
Y	SPUR
Z	OVERLAPPING

MOVEMENT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	STRAIGHT	STRAIGHT AHEAD
2	TURN-R	TURNING RIGHT
3	TURN-L	TURNING LEFT
4	U-TURN	MAKING A U-TURN
5	BACK	BACKING
6	STOP	STOPPED IN TRAFFIC
7	PRKD-P	PARKED - PROPERLY
8	PRKD-I	PARKED - IMPROPERLY
9	PARKING	PARKING MANEUVER

NON-MOTORIST LOCATION CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
00	AT INTERSECTION - NOT IN ROADWAY
01	AT INTERSECTION - INSIDE CROSSWALK
02	AT INTERSECTION - IN ROADWAY, OUTSIDE CROSSWALK
03	AT INTERSECTION - IN ROADWAY, XWALK AVAIL UNKNOWN
04	NOT AT INTERSECTION - IN ROADWAY
05	NOT AT INTERSECTION - ON SHOULDER
06	NOT AT INTERSECTION - ON MEDIAN
07	NOT AT INTERSECTION - WITHIN TRAFFIC RIGHT-OF-WAY
08	NOT AT INTERSECTION - IN BIKE PATH OR PARKING LANE
09	NOT-AT INTERSECTION - ON SIDEWALK
10	OUTSIDE TRAFFICWAY BOUNDARIES
13	AT INTERSECTION - IN BIKE LANE
14	NOT AT INTERSECTION - IN BIKE LANE
15	NOT AT INTERSECTION - INSIDE MID-BLOCK CROSSWALK
16	NOT AT INTERSECTION - IN PARKING LANE
18	OTHER, NOT IN ROADWAY
99	UNKNOWN LOCATION

ROAD CHARACTER CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	INTER	INTERSECTION
2	ALLEY	DRIVEWAY OR ALLEY
3	STRAIGHT	STRAIGHT ROADWAY
4	TRANS	TRANSITION
5	CURVE	CURVE (HORIZONTAL CURVE)
6	OPENAC	OPEN ACCESS OR TURNOUT
7	GRADE	GRADE (VERTICAL CURVE)
8	BRIDGE	BRIDGE STRUCTURE
9	TUNNEL	TUNNEL

PARTICIPANT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	OCC	UNKNOWN OCCUPANT TYPE
1	DRVR	DRIVER
2	PSNG	PASSENGER
3	PED	PEDESTRIAN
4	CONV	PEDESTRIAN USING A PEDESTRIAN CONVEYER
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN OB
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING AN
8	PRKD	OCCUPANT OF A PARKED MOTOR VEHICLE
9	OTHER	OTHER TYPE OF NON-MOTORIST

TRAFFIC CONTROL DEVICE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
000	NONE	NO CONTROL
001	TRF SIGNAL	TRAFFIC SIGNALS
002	FLASHECN-R	FLASHING BEACON - RED (STOP)
003	FLASHECN-A	FLASHING BEACON - AMBER (SLOW)
004	STOP SIGN	STOP SIGN
005	SLOW SIGN	SLOW SIGN
006	REG-SIGN	REGULATORY SIGN
007	YIELD	YIELD SIGN
008	WARNING	WARNING SIGN
009	CURVE	CURVE SIGN
010	SCHL X-ING	SCHOOL CROSSING SIGN OR SPECIAL SIGNAL
011	OFGR/FLAG	POLICE OFFICER, FLAGMAN - SCHOOL PATROL
012	BRDG-GATE	BRIDGE GATE - BARRIER
013	TEMP-BARR	TEMPORARY BARRIER
014	NO-PASS-ZN	NO PASSING ZONE
015	ONE-WAY	ONE-WAY STREET
016	CHANNEL	CHANNELIZATION
017	MEDIAN BAR	MEDIAN BARRIER
018	PILOT CAR	PILOT CAR
019	SP PED SIG	SPECIAL PEDESTRIAN SIGNAL
020	X-BUCK	CROSSBUCK
021	THR-GN-SIG	THROUGH GREEN ARROW OR SIGNAL
022	L-GN-SIG	LEFT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
023	R-GN-SIG	RIGHT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
024	WIGWAG	WIGWAG OR FLASHING LIGHTS W/O DROP-ARM GATE
025	X-BUCK WRN	CROSSBUCK AND ADVANCE WARNING
026	WW W/ GATE	FLASHING LIGHTS WITH DROP-ARM GATES
027	OVRHD SGNL	SUPPLEMENTAL OVERHEAD SIGNAL (RR XING ONLY)
028	SP RR STOP	SPECIAL RR STOP SIGN
029	ILLUM GRD X	ILLUMINATED GRADE CROSSING
037	RAMP METER	METERED RAMP
038	RUMBLE STR	RUMBLE STRIP
090	L-TURN REF	LEFT TURN REFUGE (WHEN REFUGE IS INVOLVED)
091	R-TURN ALL	RIGHT TURN AT ALL TIMES SIGN, ETC.
092	EMR SGN/FL	EMERGENCY SIGNS OR FLARES
093	ACCEL LANE	ACCELERATION OR DECELERATION LANES
094	R-TURN PRO	RIGHT TURN PROHIBITED ON RED AFTER STOPPING
095	BUS STEPSGN	BUS STOP SIGN AND RED LIGHTS
099	UNKNOWN	UNKNOWN OR NOT DEFINITE

VEHICLE TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
00	PDO	NOT COLLECTED FOR PDO CRASHES
01	PSNGR CAR	PASSENGER CAR, PICKUP, LIGHT DELIVERY, ETC.
02	BOBTAIL	TRUCK TRACTOR WITH NO TRAILERS (BOBTAIL)
03	FARM TRCTR	FARM TRACTOR OR SELF-PROPELLED FARM EQUIPMENT
04	SEMI TOW	TRUCK TRACTOR WITH TRAILER/MOBILE HOME IN TOW
05	TRUCK	TRUCK WITH NON-DETACHABLE BED, PANEL, ETC.
06	MOPED	MOPED, MINIBIKE, SEATED MOTOR SCOOTER, MOTOR BIKE
07	SCHL BUS	SCHOOL BUS (INCLUDES VAN)
08	OTH BUS	OTHER BUS
09	MTRCYCLE	MOTORCYCLE, DIRT BIKE
10	OTHER	OTHER: FORKLIFT, BACKHOE, ETC.
11	MOTRHOME	MOTORHOME
12	TROLLEY	MOTORIZED STREET CAR/TROLLEY (NO RAILS/WIRES)
13	ATV	ATV
14	MTRSCTR	MOTORIZED SCOOTER (STANDING)
15	SNOWMOBILE	SNOWMOBILE
19	UNKNOWN	UNKNOWN VEHICLE TYPE

WEATHER CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	CLR	CLEAR
2	CLD	CLOUDY
3	RAIN	RAIN
4	SLEET	SLEET
5	FOG	FOG
6	SNOW	SNOW
7	DUST	DUST
8	SMOK	SMOKE
9	ASH	ASH

Crashes on S Ivy St between SW 8th Ave to SE 16th Ave, excludes crashes at ending intersections.
January 1, 2016 through December 31, 2018

CLACKAMAS COUNTY

SERIAL NO	DATE	TIME	DAY	*COUNTY OR CITY NAME	CRASH LOCATION	COLL TYPE	EVENT	CAUSE	ERROR	PEOPLE									
										T O T S	U R F	V E H	VEHICLE TYP	OWN #1	#2	I I L L	A A J	E E C	D
05453	12/20/2017	11A	WE	Canby	S IVY ST AT SE 13TH AVE	ANGL		04		DRY	2	010	010	0	0	0	0	0	N
03421	07/28/2016	5P	TH	Canby	S IVY ST AT SE 13TH AVE	SS-M		17,05		DRY	2	010	010	0	0	0	0	0	N
04416	09/25/2016	8P	SU	Canby	S IVY ST AT SE 13TH AVE	TURN		02,08	028,004	DRY	2	011	011	0	0	2	0	0	N
05882	12/14/2016	3P	WE	Canby	S IVY ST AT SE 13TH AVE	TURN		08		ICE	2	010	010	0	0	0	0	0	N
02381	05/27/2016	3P	FR	Canby	S IVY ST 70 FT N OF SW 11TH AVE	REAR		29	026	DRY	2	011	011	0	0	2	0	0	N
04418	09/25/2016	6P	SU	Canby	S IVY ST AT SW 13TH AVE	ANGL		30,04	050,020	DRY	2	011	011	0	0	1	0	0	N
05548	12/23/2017	2P	SA	Canby	S IVY ST AT SW 13TH AVE	ANGL		04		DRY	2	010	010	0	0	0	0	0	N
05026	10/31/2016	5P	MO	Canby	S IVY ST AT SW 13TH AVE	TURN		04,08		DRY	2	010	010	0	0	0	0	0	N
00725	02/24/2017	7A	FR	Canby	S IVY ST AT SW 8TH AVE	REAR	004	27,29	026	DRY	2	011	011	0	0	1	0	0	N
03558	08/06/2016	6A	SA	Canby	S IVY ST 500 FT SE OF SW 8TH AVE	FIX	053	16	081	DRY	1	011				0	1	0	N

VEHICLE OWNERSHIP CODES

Code	Short Description	Long Description
0	N/A	Not collected for PDO Crashes
1	PRVTE	Private
2	GOVMT	Government
3	PUBLIC	Public
4	RENTL	Rental vehicle
5	STOLN	Stolen vehicle
9	UNKN	Unknown ownership

VEHICLE TYPE CODES

Code	Short Description	Long Description
00	PDO	Not collected for PDO Crashes
01	PSNGR CAR	Passenger car, pickup, light delivery, etc.
02	BOBTAIL	Truck tractor with no trailers (bobtail)
03	FARM TRCTR	Farm tractor or self-propelled farm equipment
04	SEMI TOW	Truck Tractor with trailer/mobile home in tow
05	TRUCK	Truck with non-detachable bed, panel, etc.
06	MOPED	Moped, minibike, seated motor scooter, motor bike
07	SCHL BUS	School bus (includes van)
08	OTH BUS	Other bus
09	MTRCYCLE	Motorcycle, dirt bike
10	OTHER	Other: forklift, backhoe, etc.
11	MOTRHOME	Motorhome
12	TROLLEY	Motorized Street Car/Trolley (no rails/wires)
13	ATV	ATV
14	MTRSCCTR	Motorized scooter (standing)
15	SNOWMOBILE	Snowmobile
99	UNKNOWN	Unknown vehicle type

CAUSE CODES

Code	Short Description	Medium Description	Long Description	Code Termination Date
00	NO CODE	NO CODE APPLICABLE	No cause associated at this level	
01	TOO-FAST	TOO FAST FOR COND	Too fast for conditions (not exceed posted speed)	
02	NO-YIELD	FAILED YIELD ROW	Did not yield right-of-way	
03	PAS-STOP	PASSED STOP SIGN	Passed stop sign or red flasher	
04	DIS SIG	DISREGD TRAF SIGNAL	Disregarded traffic signal	
05	LEFT-CTR	LEFT OF CTR/STRADDLE	Drove left of center on two-way road; straddling	
06	IMP-OVER	IMPROPER PASSING	Improper overtaking	
07	TOO-CLOS	FOLLOW TOO CLOSE	Followed too closely	
08	IMP-TURN	IMPROPER TURN	Made improper turn	
09	DRINKING	ALC OR DRUGS	Alcohol or Drug Involved	
10	OTHR-IMP	OTHER DRIVE ERR	Other improper driving	12/31/2002
11	MECH-DEF	MECH DEFECT	Mechanical defect	
12	OTHER	OTHER	Other (not improper driving)	
13	IMP LN C	IMP LANE CHANGE	Improper change of traffic lanes	
14	DIS TCD	DISRG OTHR TCD	Disregarded other traffic control device	
15	WRNG WAY	WRONG WAY / 1-WAY RD	Wrong way on one-way road; wrong side divided road	
16	FATIGUE	DRIVER FATIGUED	Driver drowsy/fatigued/sleepy	
17	ILLNESS	PHYSICAL ILLNESS	Physical illness	
18	IN RDWY	ILLEGALLY IN RDWY	Non-motorist illegally in roadway	
19	NT VISBL	NOT VISIBLE	Non-motorist not visible; non-reflective clothing	
20	IMP PKNG	IMPROPER PARKING	Vehicle improperly parked	
21	DEF STER	DEFECTIVE STEERING	Defective steering mechanism	
22	DEF BRKE	DEFECTIVE BRAKES	Inadequate or no brakes	
24	LOADSHT	LOAD SHIFTED	Vehicle lost load or load shifted	
25	TIREFAIL	TIRE FAILURE	Tire Failure	
26	PHANTOM	PHANTOM VEHICLE	Phantom / Non-contact Vehicle	
27	INATTENT	INATTENTION	Inattention	
28	NM INATT	NON-MTRST INATTENT	Non-Motorist Inattention	
29	F AVOID	FAIL AVOID VEH AHEAD	Failed to avoid vehicle ahead	
30	SPEED	EXCED POSTED SPEED	Driving in excess of posted speed	
31	RACING	SPEED RACING	Speed Racing (per PAR)	
32	CARELESS	CARELESS DRIVING	Careless Driving (per PAR)	
33	RECKLESS	RECKLESS DRIVING	Reckless Driving (per PAR)	
34	AGGRESV	AGGRESSIVE DRIVING	Aggressive Driving (per PAR)	
35	RD RAGE	ROAD RAGE	Road Rage (per PAR)	
40	VIEW OBS	VIEW OBSCURED	View obscured	
50	USED MDN	IMP USE MEDIAN/SHLDR	Improper use of median or shoulder	12/31/2015
51	FAIL LN	F MAINT LANE	Failed to maintain lane	12/31/2015
52	OFF RD	RAN OFF RD	Ran off road	

ERR CODES

Code	Short Description	Medium Description	Long Description
000	NONE	NO ERROR	No error
001	WIDE TRN	WIDE TURN	Wide turn
002	CUT CORN	CUT CORNER	Cut corner on turn
003	FAIL TRN	F OBEY TRN	Failed to obey mandatory traffic turn signal, sign or lane markings
004	L IN TRF	L TRN FNT TRAF	Left turn in front of oncoming traffic
005	L PROHIB	L TRN PROHIB	Left turn where prohibited
006	FRM WRNG	T FRM WRNG LN	Turned from wrong lane
007	TO WRONG	T TO WRONG LN	Turned into wrong lane
008	ILLEG U	ILLEG U-TURN	U-turned illegally
009	IMP STOP	IMP STOP	Improperly stopped in traffic lane
010	IMP SIG	IMP/FAIL SIG	Improper signal or failure to signal
011	IMP BACK	IMP BACKING	Backing improperly (not parking)
012	IMP PARK	IMP PARKED	Improperly parked
013	UNPARK	IMP STRT PARK	Improper start leaving parked position
014	IMP STRT	IMP STRT STOP	Improper start from stopped position
015	IMP LGHT	IMP/NO LIGHTS	Improper or no lights (vehicle in traffic)
016	INATTENT	INATTENTION	Inattention (Failure to Dim Lights prior to 4/1/97)
017	UNSAFE VEH	DR UNSAFE VEH	Driving unsafe vehicle (no other error apparent)
018	OTH PARK	PRK MAN N/CLR	Entering/exiting parked position w/ insufficient clearance; other improper parking maneuver
019	DIS DRIV	DISRG DR SIG	Disregarded other driver's signal
020	DIS SGNL	DISRG TRF SIG	Disregarded traffic signal
021	RAN STOP	DISRG STP SGN	Disregarded stop sign or flashing red
022	DIS SGN	DISRG WRN SGN	Disregarded warning sign, flares or flashing amber
023	DIS OFCR	DISRG POL/FLG	Disregarded police officer or flagman
024	DIS EMER	DISRG SIR/EMR	Disregarded siren or warning of emergency vehicle
025	DIS RR	DISRG RR SIG	Disregarded RR signal, RR sign, or RR flagman
026	REAR-END	F AVOID STP V	Failed to avoid stopped or parked vehicle ahead other than school bus
027	BIKE ROW	F/YLD ROW BIK	Did not have right-of-way over pedalcyclist
028	NO ROW	NO R-O-W	Did not have right-of-way
029	PED ROW	F/YLD ROW PED	Failed to yield right-of-way to pedestrian
030	PAS CURV	PASS ON CURVE	Passing on a curve
031	PAS WRNG	PASS WRNG SID	Passing on the wrong side
032	PAS TANG	PASS TANGENT	Passing on straight road under unsafe conditions
033	PAS X-WK	PASS STP4PED	Passed vehicle stopped at crosswalk for pedestrian
034	PAS INTR	PASS AT INTER	Passing at intersection
035	PAS HILL	PASS ON HILL	Passing on crest of hill
036	N/PAS ZN	PASS N/PASSNG	Passing in "No Passing" zone
037	PAS TRAF	PASS ONC TRAF	Passing in front of oncoming traffic
038	CUT-IN	CUTTING IN	Cutting in (two lanes - two way only)
039	WRNGSIDE	DR WRONG SIDE	Driving on wrong side of the road (2-way undivided roadways)
040	THRU MED	DR THRU MEDN	Driving through safety zone or over island
041	F/ST BUS	F/STP SCHLBUS	Failed to stop for school bus
042	F/SLO MV	F/SLO SLO VEH	Failed to decrease speed for slower moving vehicle
043	TOO CLOSE	FOLLOW TO CLOS	Following too closely (must be on officer's report)

ERR CODES

Code	Short Description	Medium Description	Long Description
044	STRDL LN	STRD/DR WRNG	Straddling or driving on wrong lanes
045	IMP CHG	IMP LANE CHG	Improper change of traffic lanes
046	WRNG WAY	WRNG WY/1 WAY	Wrong way on one-way roadway; wrong side divided road
047	BASCRULE	V BASIC RULE	Driving too fast for conditions (not exceeding posted speed)
048	OPN DOOR	OPN DOOR TRAF	Opened door into adjacent traffic lane
049	IMPEDING	IMPEDING TRAF	Impeding Traffic
050	SPEED	SPEED	Driving in excess of posted speed
051	RECKLESS	RECKLESS DRVNG	Reckless driving (per PAR)
052	CARELESS	CARELESS DRVNG	Careless driving (per PAR)
053	RACING	RACING	Speed Racing (per PAR)
054	X N/SGNL	X-INT NO SGNL	Crossing at intersection, no traffic signal present
055	X W/SGNL	X-INT W/ SGNL	Crossing at intersection, traffic signal present
056	DIAGONAL	X-INT DIAGNL	Crossing at intersection - diagonally
057	BTWN INT	X-BTWN INTER	Crossing between intersections
059	W/TRAF-S	W SHLD W/TRAF	Walking, running, riding, etc., on shoulder WITH traffic
060	A/TRAF-S	W SHLD A/TRAF	Walking, running, riding, etc., on shoulder FACING traffic
061	W/TRAF-P	W PAVE W/TRAF	Walking, running, riding, etc., on pavement WITH traffic
062	A/TRAF-P	W PAVE A/TRAF	Walking, running, riding, etc., on pavement FACING traffic
063	PLAYNRD	PLAY IN RDWY	Playing in street or road
064	PUSH MV	PUSH MV IN RD	Pushing or working on vehicle in road or on shoulder
065	WORK IN RD	WORK IN RD	Working in roadway or along shoulder
070	LAY ON RD	LYING IN RD	Standing or lying in roadway
071	NM IMP USE	N-M IMP USE	Improper use of traffic lane by non-motorist
073	ELUDING	ELUDING	Eluding / Attempt to elude
079	F NEG CURV	FAIL NEG CURV	Failed to negotiate a curve
080	FAIL LN	F MAINT LANE	Failed to maintain lane
081	OFF RD	RAN OFF RD	Ran off road
082	NO CLEAR	MISJUDGE CLR	Driver misjudged clearance
083	OVRSTEER	OVERSTEER	Over-correcting
084	NOT USED	NOT USED	Code not in use
085	OVRLOAD	OVERLOAD	Overloading or improper loading of vehicle with cargo or passengers
097	UNA DIS TC	UNA DISRG TCD	Unable to determine which driver disregarded traffic control device

EVENT CODES

Code	Short Description	Medium Description	Long Description
001	FEL/JUMP	FELL/JUMPED MV	Occupant fell, jumped or was ejected from moving vehicle
002	INTERFER	PSNGR INTERFERED	Passenger interfered with driver
003	BUG INTF	ANML INTERFERED	Animal or insect in vehicle interfered with driver
004	INDRCT PED	PED INDRCTLY INVLV	Pedestrian indirectly involved (not struck)
005	SUB-PED	SUBSEQUENT PED	"Sub-Ped": pedestrian injured subsequent to collision, etc.
006	INDRCT BIK	BIKE INDRCTLY INVLV	Pedalcyclist indirectly involved (not struck)
007	HITCHIKR	HITCHHIKER	Hitchhiker (soliciting a ride)
008	PSNGR TOW	PSNGR TOWED	Passenger or non-motorist being towed or pushed on conveyance
009	ON/OFF V	ON/OFF STOP VEH	Getting on/off stopped/parked vehicle (occupants only; must have physical contact w/ vehicle)
010	SUB OTRN	SUBSEQ OVERTURN	Overtaken after first harmful event
011	MV PUSHD	VEH BEING PUSHED	Vehicle being pushed
012	MV TOWED	VEH TOWED/TOWING	Vehicle towed or had been towing another vehicle
013	FORCED	FORCED BY IMPACT	Vehicle forced by impact into another vehicle, pedalcyclist or pedestrian
014	SET MOTN	MV SET IN MOTION	Vehicle set in motion by non-driver (child released brakes, etc.)
015	RR ROW	RAILROAD ROW	At or on railroad right-of-way (not Light Rail)
016	LT RL ROW	LIGHT RAIL ROW	At or on Light-Rail right-of-way
017	RR HIT V	TRAIN HIT VEH	Train struck vehicle
018	V HIT RR	VEH HIT TRAIN	Vehicle struck train
019	HIT RR CAR	VEH HIT RR CAR	Vehicle struck railroad car on roadway
020	JACKKNIFE	JACKKNIFE	Jackknife; trailer or towed vehicle struck towing vehicle
021	TRL OTRN	TRAILER O'TURN	Trailer or towed vehicle overturned
022	CN BROKE	TRLR CONN BROKE	Trailer connection broke
023	DETACH TRL	DETCHD TRLR STRKNG	Detached trailing object struck other vehicle, non-motorist, or object
024	V DOOR OPN	V DOOR OPN IN TRAF	Vehicle door opened into adjacent traffic lane
025	WHEELOFF	WHEEL CAME OFF	Wheel came off
026	HOOD UP	HOOD FLEW UP	Hood flew up
028	LOAD SHIFT	LOAD SHIFTED	Lost load, load moved or shifted
029	TIREFAIL	TIRE FAILURE	Tire failure
030	PET	PET	Pet cat, dog and similar
031	LVSTOCK	LIVESTOCK	Stock: cow, calf, bull, steer, sheep, etc.
032	HORSE	HORSE	Horse, mule, or donkey
033	HRSE&RID	HORSE & RIDER	Horse and rider
034	GAME	GAME NO DEER/ELK	Wild animal, game (includes birds; not deer or elk)
035	DEER ELK	DEER OR ELK	Deer or elk, wapiti
036	ANML VEH	ANIMAL-DRAWN VEH	Animal-drawn vehicle
037	CULVERT	CULVERT/MANHOLE	Culvert, open low or high manhole
038	ATENUATN	IMPACT CUSHION	Impact attenuator
039	PK METER	PARKING METER	Parking meter
040	CURB	CURB	Curb (also narrow sidewalks on bridges)
041	JIGGLE	JIGGLE BAR N/MED	Jiggle bar or traffic snake for channelization

EVENT CODES

Code	Short Description	Medium Description	Long Description
042	GDRL END	GUARDRAIL END	Leading edge of guardrail
043	GARDRAIL	GUARDRAIL	Guard rail (not metal median barrier)
044	BARRIER	MEDIAN BARRIER	Median barrier (raised or metal)
045	WALL	WALL	Retaining wall or tunnel wall
046	BR RAIL	BRIDGE RAIL	Bridge railing or parapet (on bridge or approach)
047	BR ABUTMNT	BRIDGE ABUTMENT	Bridge abutment (included "approach end" thru 2013)
048	BR COLUMN	BRIDGE COLUMN	Bridge pillar or column
049	BR GIRDR	BRIDGE GIRDER	Bridge girder (horizontal bridge structure overhead)
050	ISLAND	TRAFFIC ISLAND	Traffic raised island
051	GORE	GORE	Gore
052	POLE UNK	POLE-UNKNOWN	Pole – type unknown
053	POLE UTL	POLE-UTILITY	Pole – power or telephone
054	ST LIGHT	POLE-ST LIGHT	Pole – street light only
055	TRF SGNL	POLE-TRAF SIGNAL	Pole – traffic signal and ped signal only
056	SGN BRDG	POLE-SIGN BRIDGE	Pole – sign bridge
057	STOPSIGN	STOP/YIELD SIGN	Stop or yield sign
058	OTH SIGN	OTHER SIGN	Other sign, including street signs
059	HYDRANT	HYDRANT	Hydrant
060	MARKER	DELINEATOR	Delineator or marker (reflector posts)
061	MAILBOX	MAILBOX	Mailbox
062	TREE	TREE/STUMP	Tree, stump or shrubs
063	VEG OHED	VEGTN OVER RDWY	Tree branch or other vegetation overhead, etc.
064	WIRE/CBL	CABLE ACROSS RD	Wire or cable across or over the road
065	TEMP SGN	TEMP SIGN/BARR	Temporary sign or barricade in road, etc.
066	PERM SGN	PERM SIGN/BARR	Permanent sign or barricade in/off road
067	SLIDE	SLIDE/ROCKS	Slides, fallen or falling rocks
068	FRGN OBJ	FOREIGN OBJECT	Foreign obstruction/debris in road (not gravel)
069	EQP WORK	EQUIP WORKING	Equipment working in/off road
070	OTH EQP	OTHER EQUIPMENT	Other equipment in or off road (includes parked trailer, boat)
071	MAIN EQP	MAINTNCE EQUIP	Wrecker, street sweeper, snow plow or sanding equipment
072	OTHER WALL	OTHER WALL	Rock, brick or other solid wall
073	IRREG PVMT	IRREGULAR PAVEMENT	Other bump (not speed bump), pothole or pavement irregularity (per PAR)
074	OVERHD OBJ	OTHER OVERHEAD OBJ	Other overhead object (highway sign, signal head, etc.); not bridge
075	CAVE IN	CAVE IN	Bridge or road cave in
076	HI WATER	HIGH WATER	High Water
077	SNO BANK	SNOW BANK	Snow Bank
078	LO-HI EDGE	LOW-HIGH PVMNT EDGE	Low or high shoulder at pavement edge
079	DITCH	CUT SLOPE/DITCH	Cut slope or ditch embankment
080	OBJ FRM MV	OBJ FRM OTHER VEH	Struck by rock or other object set in motion by other vehicle (incl. lost loads)
081	FLY-OBJ	OTHER MOVING OBJ	Struck by rock or other moving or flying object (not set in motion by vehicle)
082	VEH HID	VEH OBSCURE VIEW	Vehicle obscured view
083	VEG HID	VEG OBSCURE VIEW	Vegetation obscured view

EVENT CODES

Code	Short Description	Medium Description	Long Description
084	BLDG HID	BLD OBSCURE VIEW	View obscured by fence, sign, phone booth, etc.
085	WIND GUST	WIND GUST	Wind Gust
086	IMMERSED	IMMERSION	Vehicle immersed in body of water
087	FIRE/EXP	FIRE/EXPLOSION	Fire or explosion
088	FENC/BLD	FENCE/BUILDING	Fence or building, etc.
089	OTHR CRASH	REFER OTHR CRASH	Crash related to another separate crash
090	TO 1 SIDE	TWO WAY ONE SIDE	Two-way traffic on divided roadway all routed to one side
091	BUILDING	BUILDING	Building or other structure
092	PHANTOM	PHANTOM VEH	Other (phantom) non-contact vehicle
093	CELL PHONE	CELL PHONE PER PAR	Cell phone (on PAR or driver in use)
094	VIOL GDL	VIOL GRAD DR LIC	Teenage driver in violation of graduated license pgm
095	GUY WIRE	GUY WIRE	Guy wire
096	BERM	BERM	Berm (earthen or gravel mound)
097	GRAVEL	GRAVEL IN RDWY	Gravel in roadway
098	ABR EDGE	ABRUPT EDGE	Abrupt edge
099	CELL WTNSD	CELL PHONE WITNESSED	Cell phone use witnessed by other participant
100	UNK FIXD	UNK FIX OBJ	Fixed object, unknown type.
101	OTHER OBJ	OTHER OBJ NOT FIXED	Non-fixed object, other or unknown type
102	TEXTING	TEXTING	Texting
103	WZ WORKER	WZ WORKER	Work Zone Worker
104	ON VEHICLE	RIDE ON VEH EXTERIOR	Passenger riding on vehicle exterior
105	PEDAL PSGR	PSNGR ON PEDALCYCLE	Passenger riding on pedalcycle
106	MAN WHLCHR	NONMOTOR WHEELCHAIR	Pedestrian in non-motorized wheelchair
107	MTR WHLCHR	MOTORIZED WHEELCHAIR	Pedestrian in motorized wheelchair
108	OFFICER	POLICE OFFICER	Law Enforcement / Police Officer
109	SUB-BIKE	SUBSEQUENT BICYCLIST	"Sub-Bike": pedalcyclist injured subsequent to collision, etc.
110	N-MTR	NM STR VEH	Non-motorist struck vehicle
111	S CAR VS V	ST CAR STRUCK VEH	Street Car/Trolley (on rails or overhead wire system) struck vehicle
112	V VS S CAR	VEH STRUCK ST CAR	Vehicle struck Street Car/Trolley (on rails or overhead wire system)
113	S CAR ROW	STREET CAR ROW	At or on street car or trolley right-of-way
114	RR EQUIP	VEH STRUCK RR EQUIP	Vehicle struck railroad equipment (not train) on tracks
115	DSTRCT GPS	DISTRCT GPS DEVICE	Distracted by navigation system or GPS device
116	DSTRCT OTH	DISTRCT OTHR DEVICE	Distracted by other electronic device
117	RR GATE	RR DROP-ARM GATE	Rail crossing drop-arm gate
118	EXPNSN JNT	EXPANSION JOINT	Expansion joint
119	JERSEY BAR	JERSEY BARRIER	Jersey barrier
120	WIRE BAR	WIRE BARRIER	Wire or cable median barrier
121	FENCE	FENCE	Fence
123	OBJ IN VEH	LOOSE OBJ IN VEHICLE	Loose object in vehicle struck occupant
124	SLIPPERY	SLIPPERY SURFACE	Sliding or swerving due to wet, icy, slippery or loose surface (not gravel)
125	SHLDR	SHLDR GAVE	Shoulder gave way
126	BOULDER	ROCKS / BOULDER	Rock(s), boulder (not gravel; not rock slide)

EVENT CODES

Code	Short Description	Medium Description	Long Description
127	LAND SLIDE	ROCK OR LAND SLIDE	Rock slide or land slide
128	CURVE INV	CURVE PRESENT	Curve present at crash location
129	HILL INV	HILL PRESENT	Vertical grade / hill present at crash location
130	CURVE HID	CURVE OBSCURED VIEW	View obscured by curve
131	HILL HID	HILL OBSCURED VIEW	View obscured by vertical grade / hill
132	WINDOW HID	WINDOW VIEW OBSCURED	View obscured by vehicle window conditions
133	SPRAY HID	SPRAY OBSCURED VIEW	View obscured by water spray
134	TORRENTIAL	TORRENTIAL RAIN	Torrential Rain (exceptionally heavy rain)
135	RAIL OCC	RAIL/CABLE CAR OCC	Injured occupant of railway train, light rail, street car or cable car

Crashes on S Ivy St between SW 8th Ave to SE 16th Ave, excludes crashes at ending intersections.
January 1, 2016 through December 31, 2018

COLLISION TYPE	FATAL CRASHES	NON- FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	TOTAL PEOPLE KILLED	TOTAL PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION RELATED	OFF- ROAD
YEAR: 2017													
ANGLE	0	0	2	2	0	0	0	2	0	2	0	2	0
REAR-END	0	1	0	1	0	1	0	1	0	1	0	1	0
2017 TOTAL	0	1	2	3	0	1	0	3	0	3	0	3	0
YEAR: 2016													
ANGLE	0	1	0	1	0	1	0	1	0	1	0	1	0
FIXED / OTHER OBJECT	0	1	0	1	0	1	0	1	0	0	1	0	1
REAR-END	0	1	0	1	0	2	0	1	0	1	0	1	0
SIDESWIPE - MEETING	0	0	1	1	0	0	0	1	0	1	0	1	0
TURNING MOVEMENTS	0	1	2	3	0	2	0	2	1	1	2	3	0
2016 TOTAL	0	4	3	7	0	6	0	6	1	4	3	5	1
FINAL TOTAL	0	5	5	10	0	7	0	9	1	7	3	8	1

Disclaimers: Effective 2016, collection of "Property Damage Only" (PDO) crash data elements was reduced for vehicles and participants. Age, Gender, License, Error and other elements are no longer available for PDO crash reporting. Please keep this in mind when comparing 2016 PDO crash data to prior years.

A higher number of crashes may be reported as of 2011 compared to prior years. This does not necessarily reflect an increase in annual crashes. The higher numbers may result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics. For all disclaimers, see https://www.oregon.gov/ODOT/Data/documents/Crash_Data_Disclaimers.pdf.

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

Crashes on S Ivy St between SW 8th Ave to SE 16th Ave, excludes crashes at ending intersections.
January 1, 2016 through December 31, 2018

[illegible]

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
000	NONE	NO ACTION OR NON-WARRANTED
001	SKIDDED	SKIDDED
002	ON/OFF V	GETTING ON OR OFF STOPPED OR PARKED VEHICLE
003	LOAD OVR	OVERHANGING LOAD STRUCK ANOTHER VEHICLE, ETC.
006	SLOW DN	SLOWED DOWN
007	AVOIDING	AVOIDING MANEUVER
008	PAR PARK	PARALLEL PARKING
009	ANG PARK	ANGLE PARKING
010	INTERFERE	PASSENGER INTERFERING WITH DRIVER
011	STOPPED	STOPPED IN TRAFFIC NOT WAITING TO MAKE A LEFT TURN
012	STP/L TRN	STOPPED BECAUSE OF LEFT TURN SIGNAL OR WAITING, ETC.
013	STP TURN	STOPPED WHILE EXECUTING A TURN
014	EMR V PKD	EMERGENCY VEHICLE LEGALLY PARKED IN THE ROADWAY
015	GO A/STOP	PROCEED AFTER STOPPING FOR A STOP SIGN/FLASHING RED.
016	TRN A/RED	TURNED ON RED AFTER STOPPING
017	LOSTCTRL	LOST CONTROL OF VEHICLE
018	EXIT DWY	ENTERING STREET OR HIGHWAY FROM ALLEY OR DRIVEWAY
019	ENR/DWY	ENTERING ALLEY OR DRIVEWAY FROM STREET OR HIGHWAY
020	STR ENTR	BEFORE ENTERING ROADWAY, STRUCK PEDESTRIAN, ETC. ON SIDEWALK OR SHOULDER
021		CAR RAN AWAY - NO DRIVER
022	PREV COL	STRUCK, OR WAS STRUCK BY, VEHICLE OR PEDESTRIAN IN PRIOR COLLISION BEFORE ACC. STABILIZED
023	STALLED	VEHICLE STALLED OR DISABLED
024	DRVR DEAD	DEAD BY UNASSOCIATED CAUSE
025	FATIGUE	FATIGUED, SLEEPY, ASLEEP
026	SUN	DRIVER BLINDED BY SUN
027	HDLGHTS	DRIVER BLINDED BY HEADLIGHTS
028	ILLNESS	PHYSICALLY ILL
029	THRU MED	VEHICLE CROSSED, PLUNGED OVER, OR THROUGH MEDIAN BARRIER
030	PURSUIT	PURSUIT OR ATTEMPTING TO STOP A VEHICLE
031	PASSING	PASSING SITUATION
032	PRKOFFRD	VEHICLE PARKED BEYOND CURB OR SHOULDER
033	CROS MED	VEHICLE CROSSED EARTH OR GRASS MEDIAN
034	X N/SGNL	CROSSING AT INTERSECTION - NO TRAFFIC SIGNAL PRESENT
035	X W/SGNL	CROSSING AT INTERSECTION - TRAFFIC SIGNAL PRESENT
036	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
037	BTWN INT	CROSSING BETWEEN INTERSECTIONS
038	DISTRCT	DRIVER'S ATTENTION DISTRACTED
039	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
040	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
041	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
042	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
043	PLAYINRD	PLAYING IN STREET OR ROAD
044	PUSH WV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
045	WORK ON	WORKING IN ROADWAY OR ALONG SHOULDER
046	W/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. WITH TRAFFIC
047	A/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. FACING TRAFFIC
050	LAY ON RD	STANDING OR LYING IN ROADWAY
051	ENT OFFRD	ENTERING / STARTING IN TRAFFIC LANE FROM OFF ROAD
052	MERGING	MERGING

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
055	SPRAY	BLINDED BY WATER SPRAY
088	OTHER	OTHER ACTION
099	UNK	UNKNOWN ACTION

CAUSE CODE TRANSLATION LIST

CAUSE CODE	SHORT DESCRIPTION	LONG DESCRIPTION
00	NO CODE	NO CAUSE ASSOCIATED AT THIS LEVEL
01	TOO-FAST	TOO FAST FOR CONDITIONS (NOT EXCEED POSTED SPEED
02	NO-YIELD	DID NOT YIELD RIGHT-OF-WAY
03	PAS-STOP	PASSED STOP SIGN OR RED FLASHER
04	DIS SIG	DISREGARDED TRAFFIC SIGNAL
05	LEFT-CTR	DROVE LEFT OF CENTER ON TWO-WAY ROAD; STRADDLING
06	IMP-OVER	IMPROPER OVERTAKING
07	TOO-CLOS	FOLLOWED TOO CLOSELY
08	IMP-TURN	MADE IMPROPER TURN
09	DRINKING	ALCOHOL OR DRUG INVOLVED
10	OTHR-IMP	OTHER IMPROPER DRIVING
11	MECH-DEF	MECHANICAL DEFECT
12	OTHER	OTHER (NOT IMPROPER DRIVING)
13	IMP LN C	IMPROPER CHANGE OF TRAFFIC LANES
14	DIS TCD	DISREGARDED OTHER TRAFFIC CONTROL DEVICE
15	WRNG WAY	WRONG WAY ON ONE-WAY ROAD; WRONG SIDE DIVIDED RO.
16	FATIGUE	DRIVER DROWSY/FATIGUED/SLEEPY
17	ILLNESS	PHYSICAL ILLNESS
18	IN RDWY	NON-MOTORIST ILLEGALLY IN ROADWAY
19	NT VISBL	NON-MOTORIST NOT VISIBLE; NON-REFLECTIVE CLOTHIN
20	IMP PKNG	VEHICLE IMPROPERLY PARKED
21	DEF STR	DEFECTIVE STEERING MECHANISM
22	DEF BRKE	INADEQUATE OR NO BRAKES
24	LOADSHT	VEHICLE LOST LOAD OR LOAD SHIFTED
25	TIREFAIL	TIRE FAILURE
26	PHANTOM	PHANTOM / NON-CONTACT VEHICLE
27	INATTENT	INATTENTION
28	NM INATT	NON-MOTORIST INATTENTION
29	F AVOID	FAILED TO AVOID VEHICLE AHEAD
30	SPEED	DRIVING IN EXCESS OF POSTED SPEED
31	PACING	SPEED RACING (PER PAR)
32	CARELESS	CARELESS DRIVING (PER PAR)
33	RECKLESS	RECKLESS DRIVING (PER PAR)
34	AGGRESV	AGGRESSIVE DRIVING (PER PAR)
35	RD RAGE	ROAD RAGE (PER PAR)
40	VIEW OBS	VIEW OBSCURED
50	USED MDN	IMPROPER USE OF MEDIAN OR SHOULDER
51	FAIL LN	FAILED TO MAINTAIN LANE
52	OFF RD	RAN OFF ROAD

COLLISION TYPE CODE TRANSLATION LIST

COLL CODE	SHORT DESCRIPTION	LONG DESCRIPTION
8	OTH	MISCELLANEOUS
-	BACK	BACKING
0	PED	PEDESTRIAN
1	ANGL	ANGLE
2	HEAD	HEAD-ON
3	REAR	REAR-END
4	SS-M	SIDESWIPE - MEETING
5	SS-O	SIDESWIPE - OVERTAKING
6	TURN	TURNING MOVEMENT
7	PARK	PARKING MANEUVER
8	NCOL	NON-COLLISION
9	FIX	FIXED OBJECT OR OTHER OBJECT

CRASH TYPE CODE TRANSLATION LIST

CRASH TYPE	SHORT DESCRIPTION	LONG DESCRIPTION
8	OVERTURN	OVERTURNED
0	NON-COLL	OTHER NON-COLLISION
1	OTH RDWY	MOTOR VEHICLE ON OTHER ROADWAY
2	PRKD MV	PARKED MOTOR VEHICLE
3	PED	PEDESTRIAN
4	TRAIN	RAILWAY TRAIN
6	BIKE	PEDALCYCLIST
7	ANIMAL	ANIMAL
8	FIX OBJ	FIXED OBJECT
9	OTH OBJ	OTHER OBJECT
A	ANGL-STP	ENTERING AT ANGLE - ONE VEHICLE STOPPED
B	ANGL-OTH	ENTERING AT ANGLE - ALL OTHERS
C	S-STRGHT	FROM SAME DIRECTION - BOTH GOING STRAIGHT
D	S-1TURN	FROM SAME DIRECTION - ONE TURN, ONE STRAIGHT
E	S-1STOP	FROM SAME DIRECTION - ONE STOPPED
F	S-OTHER	FROM SAME DIRECTION-ALL OTHERS, INCLUDING PARKING
G	O-STRGHT	FROM OPPOSITE DIRECTION - BOTH GOING STRAIGHT
H	O-1 L-TURN	FROM OPPOSITE DIRECTION-ONE LEFT TURN, ONE STRAIGHT
I	O-1STOP	FROM OPPOSITE DIRECTION - ONE STOPPED
J	O-OTHER	FROM OPPOSITE DIRECTION-ALL OTHERS INCL. PARKING

DRIVER LICENSE CODE TRANSLATION LIST

LIC CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NOT LICENSED (HAD NEVER BEEN LICENSED)
1	OR-Y	VALID OREGON LICENSE
2	OTH-Y	VALID LICENSE, OTHER STATE OR COUNTRY
3	SUSP	SUSPENDED/REVOKED
4	EXP	EXPIRED
8	N-VAL	OTHER NON-VALID LICENSE
9	UNK	UNKNOWN IF DRIVER WAS LICENSED AT TIME OF CRASH

DRIVER RESIDENCE CODE TRANSLATION LIST

RES CODE	SHORT DESC	LONG DESCRIPTION
1	OR<25	OREGON RESIDENT WITHIN 25 MILE OF HOME
2	OR>25	OREGON RESIDENT 25 OR MORE MILES FROM HOME
3	OR-?	OREGON RESIDENT - UNKNOWN DIST.
4	N-RES	NON-RESIDENT
9	UNK	UNKNOWN IF OREGON RESIDENT

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
000	NONE	NO ERROR
001	WIDE TRN	WIDE TURN
002	CUT CORN	CUT CORNER ON TURN
003	FAIL TRN	FAILED TO OBEY MANDATORY TRAFFIC TURN SIGNAL, SIGN OR LANE MARKINGS
004	L IN TRF	LEFT TURN IN FRONT OF ONCOMING TRAFFIC
005	L PROHIB	LEFT TURN WHERE PROHIBITED
006	FRM WRNG	TURNED FROM WRONG LANE
007	TO WRONG	TURNED INTO WRONG LANE
008	ILLEG U	U-TURNED ILLEGALLY
009	IMP STOP	IMPROPERLY STOPPED IN TRAFFIC LANE
010	IMP SIG	IMPROPER SIGNAL OR FAILURE TO SIGNAL
011	IMP BACK	BACKING IMPROPERLY (NOT PARKING)
012	IMP PARK	IMPROPERLY PARKED
013	UNPARK	IMPROPER START LEAVING PARKED POSITION
014	IMP STRT	IMPROPER START FROM STOPPED POSITION
015	IMP LGHT	IMPROPER OR NO LIGHTS (VEHICLE IN TRAFFIC)
016	INATTENT	INATTENTION (FAILURE TO DIM LIGHTS PRIOR TO 4/1/97)
017	UNSF VEH	DRIVING UNSAFE VEHICLE (NO OTHER ERROR APPARENT)
018	OTH PARK	ENTERING/EXITING PARKED POSITION W/ INSUFFICIENT CLEARANCE; OTHER IMPROPER PARKING MANEUVER
019	DIS DRIV	DISREGARDED OTHER DRIVER'S SIGNAL
020	DIS SGNL	DISREGARDED TRAFFIC SIGNAL
021	RAN STOP	DISREGARDED STOP SIGN OR FLASHING RED
022	DIS SGN	DISREGARDED WARNING SIGN, FLARES OR FLASHING AMBER
023	DIS OFCR	DISREGARDED POLICE OFFICER OR FLAGMAN
024	DIS EMER	DISREGARDED SIREN OR WARNING OF EMERGENCY VEHICLE
025	DIS RR	DISREGARDED RR SIGNAL, RR SIGN, OR RR FLAGMAN
026	REAR-END	FAILED TO AVOID STOPPED OR PARKED VEHICLE AHEAD OTHER THAN SCHOOL BUS
027	BIKE ROW	DID NOT HAVE RIGHT-OF-WAY OVER PEDALCYCLIST
028	NO ROW	DID NOT HAVE RIGHT-OF-WAY
029	PED ROW	FAILED TO YIELD RIGHT-OF-WAY TO PEDESTRIAN
030	PAS CURV	PASSING ON A CURVE
031	PAS WRNG	PASSING ON THE WRONG SIDE
032	PAS TANG	PASSING ON STRAIGHT ROAD UNDER UNSAFE CONDITIONS
033	PAS X-WK	PASSED VEHICLE STOPPED AT CROSSWALK FOR PEDESTRIAN
034	PAS INTR	PASSING AT INTERSECTION
035	PAS HILL	PASSING ON CREST OF HILL
036	N/PAS ZN	PASSING IN "NO PASSING" ZONE
037	PAS TRAF	PASSING IN FRONT OF ONCOMING TRAFFIC
038	CUT-IN	CUTTING IN (TWO LANES - TWO WAY ONLY)
039	WRNGSIDE	DRIVING ON WRONG SIDE OF THE ROAD (2-WAY UNDIVIDED ROADWAYS)

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
040	THRU MED	DRIVING THROUGH SAFETY ZONE OR OVER ISLAND
041	F/ST BUS	FAILED TO STOP FOR SCHOOL BUS
042	F/SLO MV	FAILED TO DECREASE SPEED FOR SLOWER MOVING VEHICLE
043	TOO CLOSE	FOLLOWING TOO CLOSELY (MUST BE ON OFFICER'S REPORT)
044	STPDL LN	STRADDLING OR DRIVING ON WRONG LANES
045	IMP CHG	IMPROPER CHANGE OF TRAFFIC LANES
046	WRNG WAY	WRONG WAY ON ONE-WAY ROADWAY; WRONG SIDE DIVIDED ROAD
047	BASCRULE	DRIVING TOO FAST FOR CONDITIONS (NOT EXCEEDING POSTED SPEED)
048	OPN DOOR	OPENED DOOR INTO ADJACENT TRAFFIC LANE
049	IMPEDING	IMPEDING TRAFFIC
050	SPEED	DRIVING IN EXCESS OF POSTED SPEED
051	RECKLESS	RECKLESS DRIVING (PER PAR)
052	CARELESS	CARELESS DRIVING (PER PAR)
053	RACING	SPEED RACING (PER PAR)
054	X N/SGNL	CROSSING AT INTERSECTION, NO TRAFFIC SIGNAL PRESENT
055	X W/SGNL	CROSSING AT INTERSECTION, TRAFFIC SIGNAL PRESENT
056	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
057	BTWN INT	CROSSING BETWEEN INTERSECTIONS
059	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
060	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
061	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
062	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
063	PLAYINRD	PLAYING IN STREET OR ROAD
064	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
065	WORK IN RD	WORKING IN ROADWAY OR ALONG SHOULDER
070	LAY ON RD	STANDING OR LYING IN ROADWAY
071	NM IMP USE	IMPROPER USE OF TRAFFIC LANE BY NON-MOTORIST
073	ELUDING	ELUDING / ATTEMPT TO ELUDE
079	F NEG CURV	FAILED TO NEGOTIATE A CURVE
080	FAIL LN	FAILED TO MAINTAIN LANE
081	OFF RD	RAN OFF ROAD
082	NO CLEAR	DRIVER MISJUDGED CLEARANCE
083	OVRSTEER	OVER-CORRECTING
084	NOT USED	CODE NOT IN USE
085	OVRLOAD	OVERLOADING OR IMPROPER LOADING OF VEHICLE WITH CARGO OR PASSENGERS
097	UNA DIS TC	UNABLE TO DETERMINE WHICH DRIVER DISREGARDED TRAFFIC CONTROL DEVICE

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
001	FEL/JUMP	OCCUPANT FELL, JUMPED OR WAS EJECTED FROM MOVING VEHICLE
002	INTERFER	PASSENGER INTERFERED WITH DRIVER
003	BUG INTF	ANIMAL OR INSECT IN VEHICLE INTERFERED WITH DRIVER
004	INDRECT PED	PEDESTRIAN INDIRECTLY INVOLVED (NOT STRUCK)
005	SUB-PED	*SUB-PED*: PEDESTRIAN INJURED SUBSEQUENT TO COLLISION, ETC.
006	INDRECT BIK	PEDALCYCLIST INDIRECTLY INVOLVED (NOT STRUCK)
007	HITCHHIK	HITCHHIKER (SOLICITING A RIDE)
008	PSNGR TOW	PASSENGER OR NON-MOTORIST BEING TOWED OR PUSHED ON CONVEYANCE
009	ON/OFF V	GETTING ON/OFF STOPPED/PARKED VEHICLE (OCCUPANTS ONLY; MUST HAVE PHYSICAL CONTACT W/ VEHICLE)
010	SUB OTRN	OVERTURNED AFTER FIRST HARMFUL EVENT
011	MV PUSHED	VEHICLE BEING PUSHED
012	MV TOWED	VEHICLE TOWED OR HAD BEEN TOWING ANOTHER VEHICLE
013	FORCED	VEHICLE FORCED BY IMPACT INTO ANOTHER VEHICLE, PEDALCYCLIST OR PEDESTRIAN
014	SET MOTN	VEHICLE SET IN MOTION BY NON-DRIVER (CHILD RELEASED BRAKES, ETC.)
015	RR ROW	AT OR ON RAILROAD RIGHT-OF-WAY (NOT LIGHT RAIL)
016	LT RL ROW	AT OR ON LIGHT-RAIL RIGHT-OF-WAY
017	RR HIT V	TRAIN STRUCK VEHICLE
018	V HIT RR	VEHICLE STRUCK TRAIN
019	HIT BR CAR	VEHICLE STRUCK RAILROAD CAR ON ROADWAY
020	JACKKNIFE	JACKKNIFE; TRAILER OR TOWED VEHICLE STRUCK TOWING VEHICLE
021	TRL OTRN	TRAILER OR TOWED VEHICLE OVERTURNED
022	CN BROKE	TRAILER CONNECTION BROKE
023	DETACH TRL	DETACHED TRAILING OBJECT STRUCK OTHER VEHICLE, NON-MOTORIST, OR OBJECT
024	V DOOR OPN	VEHICLE DOOR OPENED INTO ADJACENT TRAFFIC LANE
025	WHEEL OFF	WHEEL CAME OFF
026	HOOD FLEW UP	HOOD FLEW UP
028	LOAD SHIFT	LOST LOAD, LOAD MOVED OR SHIFTED
029	TIRE FAIL	TIRE FAILURE
030	PET	PET: CAT, DOG AND SIMILAR
031	LVSTOCK	STOCK: COW, CALF, BULL, STEER, SHEEP, ETC.
032	HORSE	HORSE, MULE, OR DONKEY
033	HRSE&RID	HORSE AND RIDER
034	GAME	WILD ANIMAL, GAME (INCLUDES BIRDS; NOT DEER OR ELK)
035	DEER ELK	DEER OR ELK, WAPITI
036	ANML VEH	ANIMAL-DRAWN VEHICLE
037	CULVERT	CULVERT, OPEN LOW OR HIGH MANHOLE
038	ATENUATN	IMPACT ATTENUATOR
039	PK METER	PARKING METER
040	CURB	CURB (ALSO NARROW SIDEWALKS ON BRIDGES)
041	JIGGLE	JIGGLE BAR OR TRAFFIC SNAKE FOR CHANNELIZATION
042	GRPL END	LEADING EDGE OF GUARDRAIL
043	GUARDRAIL	GUARD RAIL (NOT METAL MEDIAN BARRIER)
044	BARRIER	MEDIAN BARRIER (RAISED OR METAL)
045	WALL	RETAINING WALL OR TUNNEL WALL
046	BR RAIL	BRIDGE RAILING OR PARAPET (ON BRIDGE OR APPROACH)
047	BR ABUTMENT	BRIDGE ABUTMENT (INCLUDED "APPROACH END" THRU 2013)
048	BR COLUMN	BRIDGE PILLAR OR COLUMN
049	BR GIRDR	BRIDGE GIRDER (HORIZONTAL BRIDGE STRUCTURE OVERHEAD)
050	ISLAND	TRAFFIC RAISED ISLAND
051	GORE	GORE
052	POLE UNK	POLE - TYPE UNKNOWN
053	POLE UTL	POLE - POWER OR TELEPHONE
054	ST LIGHT	POLE - STREET LIGHT ONLY
055	TRF SGNL	POLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY
056	SGN BRDG	POLE - SIGN BRIDGE
057	STOP SIGN	STOP OR YIELD SIGN

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
058	OTH SIGN	OTHER SIGN, INCLUDING STREET SIGNS
059	HYDRANT	HYDRANT
060	MARKER	DELINATOR OR MARKER (REFLECTOR POSTS)
061	MAILBOX	MAILBOX
062	TREE	TREE, STUMP OR SHRUBS
063	VEG OHED	TREE BRANCH OR OTHER VEGETATION OVERHEAD, ETC.
064	WIRE/CBL	WIRE OR CABLE ACROSS OR OVER THE ROAD
065	TEMP SGN	TEMPORARY SIGN OR BARRICADE IN ROAD, ETC.
066	PERM SGN	PERMANENT SIGN OR BARRICADE IN/OFF ROAD
067	SLIDE	SLIDES, FALLEN OR FALLING ROCKS
068	FRGN OBJ	FOREIGN OBSTRUCTION/DEBRIS IN ROAD (NOT GRAVEL)
069	EQP WORK	EQUIPMENT WORKING IN/OFF ROAD
070	OTH EQP	OTHER EQUIPMENT IN OR OFF ROAD (INCLUDES PARKED TRAILER, BOAT)
071	MAIN EQP	WRECKER, STREET SWEEPER, SNOW PLOW OR SANDING EQUIPMENT
072	IRREL PYMT	ROCK, BRICK OR OTHER SOLID WALL
073	IRREL PYMT	OTHER BUMP (NOT SPEED BUMP), POTHOLE OR PAVEMENT IRREGULARITY (PER PAR)
074	OVERHD OBJ	OTHER OVERHEAD OBJECT (HIGHWAY SIGN, SIGNAL HEAD, ETC.); NOT BRIDGE
075	CAVE IN	BRIDGE OR ROAD CAVE IN
076	HI WATER	HIGH WATER
077	SNO BANK	SNOW BANK
078	LO-HI EDGE	LOW OR HIGH SHOULDER AT PAVEMENT EDGE
079	DITCH	CUT SLOPE OR DITCH EMBANKMENT
080	OBJ FRM MV	STRUCK BY ROCK OR OTHER OBJECT SET IN MOTION BY OTHER VEHICLE (INCL. LOST LOADS)
081	FLY-OBJ	STRUCK BY ROCK OR OTHER MOVING OR FLYING OBJECT (NOT SET IN MOTION BY VEHICLE)
082	VEH HID	VEHICLE OBSCURED VIEW
083	VEG HID	VEGETATION OBSCURED VIEW
084	BLDG HID	VIEW OBSCURED BY FENCE, SIGN, PHONE BOOTH, ETC.
085	WIND GUST	WIND GUST
086	IMMERSED	VEHICLE IMMERSED IN BODY OF WATER
087	FIRE/EXP	FIRE OR EXPLOSION
088	FENC/BLD	FENCE OR BUILDING, ETC.
089	OTHR CRASH	CRASH RELATED TO ANOTHER SEPARATE CRASH
090	TO 1 SIDE	TWO-WAY TRAFFIC ON DIVIDED ROADWAY ALL ROUTED TO ONE SIDE
091	BUILDING	BUILDING OR OTHER STRUCTURE
092	PHANTOM	OTHER (PHANTOM) NON-CONTACT VEHICLE
093	CELL PHONE	CELL PHONE (ON PAR OR DRIVER IN USE)
094	VIOL GDL	TEENAGE DRIVER IN VIOLATION OF GRADUATED LICENSE PGM
095	GUY WIRE	GUY WIRE
096	BERM	BERM (EARTHEN OR GRAVEL MOUND)
097	GRAVEL	GRAVEL IN ROADWAY
098	ABR EDGE	ABRUPT EDGE
099	CELL WTNSD	CELL PHONE USE WITNESSED BY OTHER PARTICIPANT
100	UNK FIXD	FIXED OBJECT, UNKNOWN TYPE.
101	OTHER OBJ	NON-FIXED OBJECT, OTHER OR UNKNOWN TYPE
102	TEXTING	TEXTING
103	WZ WORKER	WORK ZONE WORKER
104	ON VEHICLE	PASSENGER RIDING ON VEHICLE EXTERIOR
105	PEDAL PSGR	PASSENGER RIDING ON PEDALCYCLE
106	MAN WHICHR	PEDESTRIAN IN NON-MOTORIZED WHEELCHAIR
107	MTR WHICHR	PEDESTRIAN IN MOTORIZED WHEELCHAIR
108	OFFICER	LAW ENFORCEMENT / POLICE OFFICER
109	SUB-BIKE	"SUB-BIKE": PEDALCYCLIST INJURED SUBSEQUENT TO COLLISION, ETC.
110	N-MTR	NON-MOTORIST STRUCK VEHICLE
111	S CAR VS V	STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM) STRUCK VEHICLE
112	V VS S CAR	VEHICLE STRUCK STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM)
113	S CAR ROW	AT OR ON STREET CAR OR TROLLEY RIGHT-OF-WAY

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
114	RR EQUIP	VEHICLE STRUCK RAILROAD EQUIPMENT (NOT TRAIN) ON TRACKS
115	DSTRCT GPS	DISTRACTED BY NAVIGATION SYSTEM OR GPS DEVICE
116	DSTRCT OTH	DISTRACTED BY OTHER ELECTRONIC DEVICE
117	RR GATE	RAIL CROSSING DROP-ARM GATE
118	EXPENJN JNT	EXPANSION JOINT
119	JERSEY BAR	JERSEY BARRIER
120	WIRE BAR	WIRE OR CABLE MEDIAN BARRIER
121	FENCE	FENCE
123	OBJ IN VEH	LOOSE OBJECT IN VEHICLE STRUCK OCCUPANT
124	SLIPPERY	SLIDING OR SWERVING DUE TO WET, ICY, SLIPPERY OR LOOSE SURFACE (NOT GRAVEL)
125	SHLDR	SHOULDER GAVE WAY
126	BOULDER	ROCK(S), BOULDER (NOT GRAVEL; NOT ROCK SLIDE)
127	LAND SLIDE	ROCK SLIDE OR LAND SLIDE
128	CURVE INV	CURVE PRESENT AT CRASH LOCATION
129	HILL INV	VERTICAL GRADE / HILL PRESENT AT CRASH LOCATION
130	CURVE HID	VIEW OBSCURED BY CURVE
131	HILL HID	VIEW OBSCURED BY VERTICAL GRADE / HILL
132	WINDOW HID	VIEW OBSCURED BY VEHICLE WINDOW CONDITIONS
133	SPRAY HID	VIEW OBSCURED BY WATER SPRAY
134	TORRENTIAL	TORRENTIAL RAIN (EXCEPTIONALLY HEAVY RAIN)
135	RAIL OCC	INJURED OCCUPANT OF RAILWAY TRAIN, LIGHT RAIL, STREET CAR OR CABLE CAR

FUNCTIONAL CLASSIFICATION TRANSLATION LIST

FUNC CLASS	DESCRIPTION
01	RURAL PRINCIPAL ARTERIAL - INTERSTATE
02	RURAL PRINCIPAL ARTERIAL - OTHER
06	RURAL MINOR ARTERIAL
07	RURAL MAJOR COLLECTOR
08	RURAL MINOR COLLECTOR
09	RURAL LOCAL
11	URBAN PRINCIPAL ARTERIAL - INTERSTATE
12	URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXP
14	URBAN PRINCIPAL ARTERIAL - OTHER
16	URBAN MINOR ARTERIAL
17	URBAN MAJOR COLLECTOR
18	URBAN MINOR COLLECTOR
19	URBAN LOCAL
78	UNKNOWN RURAL SYSTEM
79	UNKNOWN RURAL NON-SYSTEM
98	UNKNOWN URBAN SYSTEM
99	UNKNOWN URBAN NON-SYSTEM

HIGHWAY COMPONENT TRANSLATION LIST

CODE	DESCRIPTION
0	MAINLINE STATE HIGHWAY
1	COUplet
3	FRONTAGE ROAD
6	CONNECTION
8	HIGHWAY - OTHER

INJURY SEVERITY CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
1	KILL	FATAL INJURY (K)
2	INJA	SUSPECTED SERIOUS INJURY (A)
3	INJB	SUSPECTED MINOR INJURY (B)
4	INJC	POSSIBLE INJURY (C)
5	PRI	DIED PRIOR TO CRASH
7	NO<5	NO INJURY 0 TO 4 YEARS OF AGE
9	NONE	NO APPARENT INJURY (O)

LIGHT CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	DAY	DAYLIGHT
2	DLIT	DARKNESS - WITH STREET LIGHTS
3	DARK	DARKNESS - NO STREET LIGHTS
4	DAWN	DAWN (TWILIGHT)
5	DUSK	DUSK (TWILIGHT)

MEDIAN TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NO MEDIAN
1	RSDMD	SOLID MEDIAN BARRIER
2	DIVMD	EARTH, GRASS OR PAVED MEDIAN

MILEAGE TYPE CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
0	REGULAR MILEAGE
T	TEMPORARY
Y	SPUR
Z	OVERLAPPING

MOVEMENT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	STRGHT	STRAIGHT AHEAD
2	TURN-R	TURNING RIGHT
3	TURN-L	TURNING LEFT
4	U-TURN	MAKING A U-TURN
5	BACK	BACKING
6	STOP	STOPPED IN TRAFFIC
7	PKD-P	PARKED - PROPERLY
8	PKD-I	PARKED - IMPROPERLY
9	PARKING	PARKING MANEUVER

NON-MOTORIST LOCATION CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
000	AT INTERSECTION - NOT IN ROADWAY
01	AT INTERSECTION - INSIDE CROSSWALK
02	AT INTERSECTION - IN ROADWAY, OUTSIDE CROSSWALK
03	AT INTERSECTION - IN ROADWAY, XWALK AVAIL UNKNOWN
04	NOT AT INTERSECTION - IN ROADWAY
05	NOT AT INTERSECTION - ON SHOULDER
06	NOT AT INTERSECTION - ON MEDIAN
07	NOT AT INTERSECTION - WITHIN TRAFFIC RIGHT-OF-WAY
08	NOT AT INTERSECTION - IN BIKE PATH OR PARKING LANE
09	NOT AT INTERSECTION - ON SIDEWALK
10	OUTSIDE TRAFFICWAY BOUNDARIES
13	AT INTERSECTION - IN BIKE LANE
14	NOT AT INTERSECTION - IN BIKE LANE
15	NOT AT INTERSECTION - INSIDE MID-BLOCK CROSSWALK
16	NOT AT INTERSECTION - IN PARKING LANE
18	OTHER, NOT IN ROADWAY
99	UNKNOWN LOCATION

ROAD CHARACTER CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	INTER	INTERSECTION
2	ALLEY	DRIVEWAY OR ALLEY
3	STRGHT	STRAIGHT ROADWAY
4	TRANS	TRANSITION
5	CURVE	CURVE (HORIZONTAL CURVE)
6	OPENAC	OPEN ACCESS OR TURNOUT
7	GRADE	GRADE (VERTICAL CURVE)
8	BRIDGE	BRIDGE STRUCTURE
9	TUNNEL	TUNNEL

PARTICIPANT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	OCC	UNKNOWN OCCUPANT TYPE
1	DRVR	DRIVER
2	PSNG	PASSENGER
3	PED	PEDESTRIAN
4	CONV	PEDESTRIAN USING A PEDESTRIAN CONVEYER
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN OB
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING AN
8	PRKD	OCCUPANT OF A PARKED MOTOR VEHICLE
9	OTHR	OTHER TYPE OF NON-MOTORIST

TRAFFIC CONTROL DEVICE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
000	NONE	NO CONTROL
001	TRF SIGNAL	TRAFFIC SIGNALS
002	FLASHCN-R	FLASHING BEACON - RED (STOP)
003	FLASHCN-A	FLASHING BEACON - AMBER (SLOW)
004	STOP SIGN	STOP SIGN
005	SLOW SIGN	SLOW SIGN
006	REG-SIGN	REGULATORY SIGN
007	YIELD	YIELD SIGN
008	WARNING	WARNING SIGN
009	CURVE	CURVE SIGN
010	SCHL X-ING	SCHOOL CROSSING SIGN OR SPECIAL SIGNAL
011	OFRCR/FLAG	POLICE OFFICER, FLAGMAN - SCHOOL PATROL
012	BRG-GATE	BRIDGE GATE - BARRIER
013	TEMP-BARR	TEMPORARY BARRIER
014	NO-PASS-ZN	NO PASSING ZONE
015	ONE-WAY	ONE-WAY STREET
016	CHANNEL	CHANNELIZATION
017	MEDIAN BAR	MEDIAN BARRIER
018	PILOT CAR	PILOT CAR
019	SP PED SIG	SPECIAL PEDESTRIAN SIGNAL
020	X-BUCK	CROSSBUCK
021	THR-GN-SIG	THROUGH GREEN ARROW OR SIGNAL
022	L-GN-SIG	LEFT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
023	R-GN-SIG	RIGHT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
024	WIGWAG	WIGWAG OR FLASHING LIGHTS W/O DROP-ARM GATE
025	X-BUCK WRN	CROSSBUCK AND ADVANCE WARNING
026	WW W/ GATE	FLASHING LIGHTS WITH DROP-ARM GATES
027	OVRRD SGML	SUPPLEMENTAL OVERHEAD SIGNAL (RR XING ONLY)
028	SP RR STOP	SPECIAL RR STOP SIGN
029	ILLUM GRD X	ILLUMINATED GRADE CROSSING
037	RAMP METER	METERED RAMPS
038	RUMBLE STR	RUMBLE STRIP
090	L-TURN REF	LEFT TURN REFUGE (WHEN REFUGE IS INVOLVED)
091	R-TURN ALL	RIGHT TURN AT ALL TIMES SIGN, ETC.
092	EMR SGN/FL	EMERGENCY SIGNS OR FLARES
093	ACCEL LANE	ACCELERATION OR DECELERATION LANES
094	R-TURN PRO	RIGHT TURN PROHIBITED ON RED AFTER STOPPING
095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS
099	UNKNOWN	UNKNOWN OR NOT DEFINITE

VEHICLE TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
00	PDO	NOT COLLECTED FOR PDO CRASHES
01	PSNGR CAR	PASSENGER CAR, PICKUP, LIGHT DELIVERY, ETC.
02	BOBTAIL	TRUCK TRACTOR WITH NO TRAILERS (BOBTAIL)
03	FARM TRCTR	FARM TRACTOR OR SELF-PROPELLED FARM EQUIPMENT
04	SEMI TOW	TRUCK TRACTOR WITH TRAILER/MOBILE HOME IN TOW
05	TRUCK	TRUCK WITH NON-DETACHABLE BED, PANEL, ETC.
06	MOPED	MOPED, MINIBIKE, SEATED MOTOR SCOOTER, MOTOR BIKE
07	SCHL BUS	SCHOOL BUS (INCLUDES VAN)
08	OTH BUS	OTHER BUS
09	MTRCYCLE	MOTORCYCLE, DIRT BIKE
10	OTHER	OTHER: FORKLIFT, BACKHOE, ETC.
11	MOTRHOME	MOTORHOME
12	TROLLEY	MOTORIZED STREET CAR/TROLLEY (NO RAILS/WIRES)
13	ATV	ATV
14	MTRSCTR	MOTORIZED SCOOTER (STANDING)
15	SNOWMOBILE	SNOWMOBILE
19	UNKNOWN	UNKNOWN VEHICLE TYPE

WEATHER CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	CLR	CLEAR
2	CLD	CLOUDY
3	RAIN	RAIN
4	SLT	SLEET
5	FOG	FOG
6	SNOW	SNOW
7	DUST	DUST
8	SMOK	SMOKE
9	ASH	ASH

Traffic Impact Study February 22nd Supplemental Report

Senior Living
South Ivy Street & SE 13th Avenue
Canby, Oregon

DR 20-03 & CUP 20-02

By

Charbonneau Engineering
10211 SW Barbur Blvd, Suite 210A
Portland, OR 97219



Gary Spanovich, Transportation Planner
Mary Kate Otto, EIT, Traffic Analysis
Frank Charbonneau, PE, Supervising Traffic Engineer

Overview

The facility will consist of a **102 Bed Assisted Living Center & eight (8) Senior Attached Units**. Each unit will consist of a bed for sleeping and a half bath. Generally these types of residential facilities generate much less traffic than say a single or multi family dwelling unit. The proposed "Canby Senior Living" development is to be on a 2.57 acre plot of land (111,973 square feet) with a building coverage area of 37,588 square feet. There will be 52 parking spaces of which two (2) will be handicapped spaces; there will be six (6) bicycle spaces. It is an independent living, residential care, and memory care facility. The development plot is designated commercial-residential (CR) in the Canby zoning map and it is adjacent to the Canby Senior Center and the Canby Swim Center and near the Hope Village campus. The development fronts on both **South Ivy Street & SE 13th Avenue**.

The City of Canby approved a Hope Village campus, to the south of the project site comprising of 138 Garden Homes and Cottages; two 50-unit affordable apartment buildings; community center; wellness center; 80 unit assisted living facility and a 50-bed post-acute care facility. The proposed site is adjacent to the Hope Village campus and next to the Canby Senior Center.

South Ivy Street and SE 13th Avenue are both classified as arterial streets in the Canby Functional Classification plan in the City's TSP. Ivy has sidewalks on both sides; 13th has a sidewalk on the east leg and a trail on the west leg. Bike lanes are available on all sides. Ivy turns into Hwy 170 south of this area and is posted at 30 mph and Ivy is posted at 25 mph. A truck lane is designated for Ivy and also for the west leg of 13th. All four legs of the intersection have left turn pockets. The Site Plan is on the following page. The Appendix contains all the analysis sheets.

MAP 1 AREA LOCATION OF SITE



This memorandum has been prepared to address the proposed Canby Senior Living access spacing and the intersection queuing concerns identified by the City of Canby staff and DKS Associates, the City's Engineer. The site's location and its limited frontages prevent the site from meeting the City's access spacing standard and, thus a deviation from the standard is required.

Prior to this report the following traffic reports were forwarded to the City of Canby:

- 1. Traffic Impact Study; November 23, 2020; Includes Technical Appendix**
- 2. Traffic - February 5th Supplemental Report; Includes Technical Appendix**

Site Description

The Canby Senior Living site is proposed at 1300 S. Ivy Street, on the southeast corner of the S. Ivy Street/SE 13th Avenue intersection. The site's frontage is limited to 350 feet on S. Ivy Street and 335 feet on SE 13th Avenue.

Development of the site proposes construction of two full-movement accesses which will serve to reduce the amount of traffic traveling through the S. Ivy Street/SE 13th Avenue intersection (compared to the impacts if only one access were permitted) and will facilitate the movement of emergency and service vehicles through the site (entering at one access and exiting at the other access).

The first access, on S. Ivy Street, is proposed approximately 265 feet south of SE 13th Avenue. The second access, on SE 13th Avenue, is proposed approximately 252 feet east of S. Ivy Street. (The distances referenced were measured between centerlines of the roadways and the accesses.)

As identified in the Canby Senior Living Traffic Impact Study (dated November 23rd, 2020) the site is expected to generate 295 weekday daily trips, 21 weekday AM peak hour trips, and 29 weekday PM peak hour trips.

Access Spacing

Clackamas County staff have identified that the permitting authority on Ivy Street (south of SE 13th Avenue) was transferred to the City of Canby, though the S. Ivy Street/SE 13th Avenue intersection remains under the County's jurisdiction. SE 13th Avenue is under the City of Canby's jurisdiction. A recent email documented this:

February 19, 2021

To: Gary Spanovich; From: Rick Nys, PE - Clackamas County

"Permitting authority was transferred to Canby on Ivy south of 13th. 13th is entirely Canby's. We may have traffic study comments and I believe the Ivy/13th intersection remains our permitting authority, but we don't have authority over the access points."

Section 16.46 of the Canby Municipal Code was reviewed to identify the access spacing requirements based on roadway classification. Both S. Ivy Street and SE 13th Avenue are classified as arterials. Table 16.46.030 identifies that on an arterial, the minimum spacing between a roadway and a driveway is 330 feet, measured between centerlines. While the proposed access locations do not meet the City of Canby's minimum access spacing standard, the site accesses are proposed at the best possible location considering the site's location and its limited frontages.

The S. Ivy Street access is proposed 265 feet south of SE 13th Street. The access' location was chosen in order to **maximize the separation between the access and the S. Ivy Street/SE 13th Avenue intersection while also providing a reasonable separation between the access and the existing residential driveway (located approximately 120 feet to the south).** Moving the proposed S. Ivy Street access further to the south is not recommended.

The SE 13th Avenue access is proposed 252 feet east of S. Ivy Street. The access' location was chosen to **maximize the separation between the access and the S. Ivy Street/SE 13th Avenue intersection (to the west) and the Larch Street/SE 13th Avenue intersection (~240 feet to the east).** Moving the proposed SE 13th Avenue access further to the east is not recommended.

The queuing calculations (presented on Page 5) verify that **the proposed access locations are outside of the influence area of the S. Ivy Street/SE 13th Avenue intersection.**

Capacity Analysis

In the Supplemental Transportation Report (dated February 4, 2021), the capacity analysis identified that with development of the Canby Senior Living site, the S. Ivy Street/SE 13th Avenue intersection and both full-movement accesses will operate at level of service "B" or better and the volume-to-capacity ratio (v/c) will not exceed 0.36. The table below summarizes the analysis results. **This intersection operation exceeds ODOT's operational standards and, thus intersection improvements are not necessary.** Copies of the capacity analysis reports *are attached.*

Intersection	Type of Control	Peak Hour	Traffic Scenario											
			Assumed 2020				2022 Background - Without Site -				2022 Background - With Site -			
			Crit. Mov't	LOS	Delay	v/c	Crit. Mov't	LOS	Delay	v/c	Crit. Mov't	LOS	Delay	v/c
SE 13 th Avenue and S Ivy Street	Signal	AM	-	B	16.9	0.32	-	B	17.5	0.36	-	B	18.9	0.36
		PM	-	B	15.4	0.30	-	B	17.5	0.34	-	B	17.6	0.34
Proposed Access and SE 13 th Avenue	Two-way Stop	AM	-	-	-	-	-	-	-	-	NB	B	12.4	0.01
		PM	-	-	-	-	-	-	-	-	NB	B	13.1	0.03
Proposed Access and S Ivy Street	Two-way Stop	AM	-	-	-	-	-	-	-	-	WB	B	11.8	0.01
		PM	-	-	-	-	-	-	-	-	WB	B	12.9	0.01

Notes: 2016 Highway Capacity Manual methodology used in analysis, Synchro v11.

Queuing Analysis

The S. Ivy Street/SE 13th Avenue intersection currently operates with a separate left turn lane and shared through-right lane on each approach. The available left turn storage distances measure 130 feet on the north and east approaches, 115 feet on the south approach, and 125 feet on the west approach.

Development of the Canby Senior Living site is not expected to increase the S. Ivy Street/SE 13th Avenue intersection turn lane queuing. After site development, the westbound left turn lane queue will not exceed 100 feet (81' calculated); the northbound through-right lane queue will not exceed 150 feet (132' calculated).

Based on the queue lengths calculated and the location of the proposed access locations, the site's traffic can be accommodated. **Further, the sight lines for maneuvers out of both proposed driveway locations will not be impacted by the resulting S. Ivy Street/SE 13th Avenue queues.** Copies of the queuing reports *are attached*.

Turn Lane Warrants

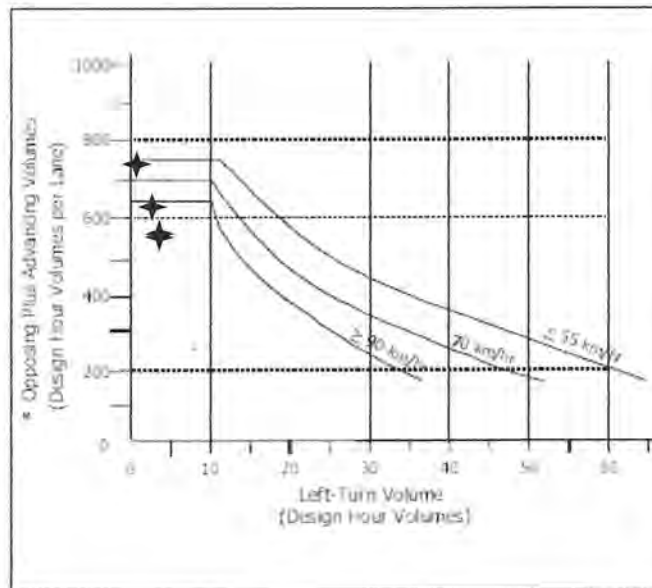
The Oregon Department of Transportation (ODOT) turn lane criteria were reviewed at the proposed site access on S. Ivy Street and at the proposed site access on SE 13th Avenue. The analysis indicates that separate left and right turn lanes are not warranted at either access location. The turn lane warrant nomographs are presented below.

Oregon Department of Transportation - Left Turn Lane Criteria

I. Criterion 1: Vehicular Volume

The vehicular volume criterion is intended for application where the volume of intersecting traffic is the principal reason for considering installation of a left turn lane. The volume criteria is determined by the Texas Transportation Institute (TTI) curves in Figure 1.

The criteria is not met from zero to ten left turn vehicles per hour, but indicates that careful consideration be given to installing a left turn lane due to the increased potential for accidents in the through lanes. While the turn volumes are low, the adverse safety and operations impacts may require installation of a left turn lane. The final determination will be based on a field study.



* ((Advancing volume/number of advancing through lanes) + (opposing volume/ number of opposing through lanes))

FIGURE 1

Oregon Department of Transportation - Left Turn Warrant Summary.

Intersection	Mov't	Analysis Period	Speed	Opposing plus Advancing Volume (vph per lane)	Left Turns in Advancing Volume (vph)	Storage Req'd?
Proposed Access & S. Ivy Street	SB LT	2022 Bkgd with Site, AM Peak	35 mph	556	4	No
		2022 Bkgd with Site, PM Peak	(56 kmh)	741	1	No
Proposed Access & SE 13th Avenue	WB LT	2022 Bkgd with Site, AM Peak	25 mph	560	4	No
		2022 Bkgd with Site, PM Peak	(40 kmh)	630	3	No

Oregon Department of Transportation - Right Turn Lane Criteria

I. Criterion 1: Vehicular Volume

The vehicular volume criterion is intended for application where the volume of the intersection traffic is the principal reason for considering installation of a right turn lane. The vehicular volume criteria is determined using the curve in Figure 1.

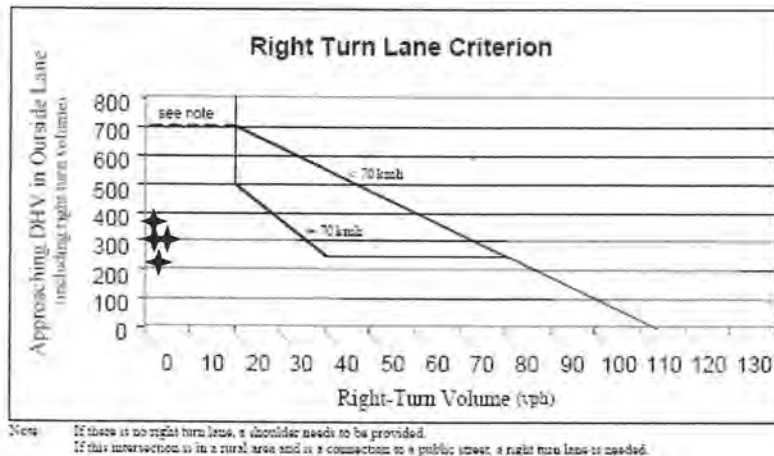


Figure 1

Oregon Department of Transportation - Right Turn Warrant Summary.

Intersection	Mov't	Analysis Period	Speed	Advancing Volume (vph)	Right Turns in Advancing Volume (vph)	Storage Req'd (ft)
Proposed Access & S. Ivy Street	NB RT	2022 Bkgd with Site, AM Peak	35 mph	360	2	None
		2022 Bkgd with Site, PM Peak	(56 km/h)	297	2	None
Proposed Access & SE 13th Avenue	EB RT	2022 Bkgd with Site, AM Peak	25 mph	209	3	None
		2022 Bkgd with Site, PM Peak	(40 km/h)	297	5	None

Summary and Recommendations

The Canby Senior Living site proposed at 1300 S. Ivy Street has frontages to S. Ivy Street and to SE 13th Avenue which measure 350 feet and 335 feet, respectively. Based on the site's limited frontage, the City of Canby's access spacing standard of 330 feet (between a roadway and a driveway) cannot be met.

The site is expected to generate 295 weekday daily trips, 21 weekday AM peak hour trips, and 29 weekday PM peak hour trips. **The site's trip generation is considerably lower than other land uses that have been proposed (by others) on this property previously.**

The site's development proposes full movement accesses on both S. Ivy Street and SE 13th Avenue. While the proposed access locations do not meet the City of Canby's minimum access spacing standard, the accesses are proposed at the best possible locations considering the site's location and its limited frontages. **The access locations are located outside of the influence area of the S. Ivy Street/SE 13th Avenue**

intersection.

Separate turn lanes on S. Ivy Street and SE 13th Avenue are not warranted or recommended at either site access.

Development of the Canby Senior Living site is not expected to increase the S. Ivy Street/ SE 13th Avenue intersection turn lane queue lengths. The traffic generated by the Canby Senior Living site can be accommodated without adversely impacting queues at the S. Ivy Street/SE 13th Avenue intersection. **Based on the excellent operational standards and the separation distance between the influence area of the S. Ivy Street/SE 13th Avenue intersection and the access locations, both full-movement accesses should be allowed with site development.**

Based on the findings in this report and the site's low trip generation, it is recommended that City of Canby staff support and approve the proposed site design and the development application.

APPENDIX

- Capacity Analysis Reports
- Queuing Analysis Reports
- ODOT Turn Lane Nomographs



Traffic Impact Study February 22nd Supplemental Report

**Senior Living
South Ivy Street & SE 13th Avenue
Canby, Oregon**

DR 20-03 & CUP 20-02

By

**Charbonneau Engineering
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Overview

The facility will consist of a **102 Bed Assisted Living Center & eight (8) Senior Attached Units**. Each unit will consist of a bed for sleeping and a half bath. Generally these types of residential facilities generate much less traffic than say a single or multi family dwelling unit. The proposed "Canby Senior Living" development is to be on a 2.57 acre plot of land (111,973 square feet) with a building coverage area of 37,588 square feet. There will be 52 parking spaces of which two (2) will be handicapped spaces; there will be six (6) bicycle spaces. It is an independent living, residential care, and memory care facility. The development plot is designated commercial-residential (CR) in the Canby zoning map and it is adjacent to the Canby Senior Center and the Canby Swim Center and near the Hope Village campus. The development fronts on both **South Ivy Street & SE 13th Avenue**.

The City of Canby approved a Hope Village campus, to the south of the project site comprising of 138 Garden Homes and Cottages; two 50-unit affordable apartment buildings; community center; wellness center; 80 unit assisted living facility and a 50-bed post-acute care facility. The proposed site is adjacent to the Hope Village campus and next to the Canby Senior Center.

South Ivy Street and SE 13th Avenue are both classified as arterial streets in the Canby Functional Classification plan in the City's TSP. Ivy has sidewalks on both sides; 13th has a sidewalk on the east leg and a trail on the west leg. Bike lanes are available on all sides. Ivy turns into Hwy 170 south of this area and is posted at 30 mph and Ivy is posted at 25 mph. A truck lane is designated for Ivy and also for the west leg of 13th. All four legs of the intersection have left turn pockets. The Site Plan is on the following page. The Appendix contains all the analysis sheets.

MAP 1 AREA LOCATION OF SITE



This memorandum has been prepared to address the proposed Canby Senior Living access spacing and the intersection queuing concerns identified by the City of Canby staff and DKS Associates, the City's Engineer. The site's location and its limited frontages prevent the site from meeting the City's access spacing standard and, thus a deviation from the standard is required.

Prior to this report the following traffic reports were forwarded to the City of Canby:

- 1. Traffic Impact Study; November 23, 2020; Includes Technical Appendix**
- 2. Traffic - February 5th Supplemental Report; Includes Technical Appendix**

Site Description

The Canby Senior Living site is proposed at 1300 S. Ivy Street, on the southeast corner of the S. Ivy Street/SE 13th Avenue intersection. The site's frontage is limited to 350 feet on S. Ivy Street and 335 feet on SE 13th Avenue.

Development of the site proposes construction of two full-movement accesses which will serve to reduce the amount of traffic traveling through the S. Ivy Street/SE 13th Avenue intersection (compared to the impacts if only one access were permitted) and will facilitate the movement of emergency and service vehicles through the site (entering at one access and exiting at the other access).

The first access, on S. Ivy Street, is proposed approximately 265 feet south of SE 13th Avenue. The second access, on SE 13th Avenue, is proposed approximately 252 feet east of S. Ivy Street. (The distances referenced were measured between centerlines of the roadways and the accesses.)

As identified in the Canby Senior Living Traffic Impact Study (dated November 23rd, 2020) the site is expected to generate 295 weekday daily trips, 21 weekday AM peak hour trips, and 29 weekday PM peak hour trips.

Access Spacing

Clackamas County staff have identified that the permitting authority on Ivy Street (south of SE 13th Avenue) was transferred to the City of Canby, though the S. Ivy Street/SE 13th Avenue intersection remains under the County's jurisdiction. SE 13th Avenue is under the City of Canby's jurisdiction. A recent email documented this:

February 19, 2021

To: Gary Spanovich; From: Rick Nys, PE - Clackamas County

"Permitting authority was transferred to Canby on Ivy south of 13th. 13th is entirely Canby's. We may have traffic study comments and I believe the Ivy/13th intersection remains our permitting authority, but we don't have authority over the access points."

Section 16.46 of the Canby Municipal Code was reviewed to identify the access spacing requirements based on roadway classification. Both S. Ivy Street and SE 13th Avenue are classified as arterials. Table 16.46.030 identifies that on an arterial, the minimum spacing between a roadway and a driveway is 330 feet, measured between centerlines. While the proposed access locations do not meet the City of Canby's minimum access spacing standard, the site accesses are proposed at the best possible location considering the site's location and its limited frontages.

The S. Ivy Street access is proposed 265 feet south of SE 13th Street. The access' location was chosen in order to **maximize the separation between the access and the S. Ivy Street/SE 13th Avenue intersection while also providing a reasonable separation between the access and the existing residential driveway (located approximately 120 feet to the south).** Moving the proposed S. Ivy Street access further to the south is not recommended.

The SE 13th Avenue access is proposed 252 feet east of S. Ivy Street. The access' location was chosen to **maximize the separation between the access and the S. Ivy Street/SE 13th Avenue intersection (to the west) and the Larch Street/SE 13th Avenue intersection (~240 feet to the east).** Moving the proposed SE 13th Avenue access further to the east is not recommended.

The queuing calculations (presented on Page 5) verify that **the proposed access locations are outside of the influence area of the S. Ivy Street/SE 13th Avenue intersection.**

Capacity Analysis

In the Supplemental Transportation Report (dated February 4, 2021), the capacity analysis identified that with development of the Canby Senior Living site, the S. Ivy Street/SE 13th Avenue intersection and both full-movement accesses will operate at level of service "B" or better and the volume-to-capacity ratio (v/c) will not exceed 0.36. The table below summarizes the analysis results. **This intersection operation exceeds ODOT's operational standards and, thus intersection improvements are not necessary.** Copies of the capacity analysis reports *are attached.*

Intersection	Type of Control	Peak Hour	Traffic Scenario											
			Assumed 2020				2022 Background - Without Site -				2022 Background - With Site -			
			Crit. Mov't	LOS	Delay	v/c	Crit. Mov't	LOS	Delay	v/c	Crit. Mov't	LOS	Delay	v/c
SE 13 th Avenue and S Ivy Street	Signal	AM	-	B	16.9	0.32	-	B	17.5	0.36	-	B	18.9	0.36
		PM	-	B	15.4	0.30	-	B	17.5	0.34	-	B	17.6	0.34
Proposed Access and SE 13 th Avenue	Two-way Stop	AM	-	-	-	-	-	-	-	-	NB	B	12.4	0.01
		PM	-	-	-	-	-	-	-	-	NB	B	13.1	0.03
Proposed Access and S Ivy Street	Two-way Stop	AM	-	-	-	-	-	-	-	-	WB	B	11.8	0.01
		PM	-	-	-	-	-	-	-	-	WB	B	12.9	0.01

Notes: 2016 Highway Capacity Manual methodology used in analysis, Synchro v11.

Queuing Analysis

The S. Ivy Street/SE 13th Avenue intersection currently operates with a separate left turn lane and shared through-right lane on each approach. The available left turn storage distances measure 130 feet on the north and east approaches, 115 feet on the south approach, and 125 feet on the west approach.

Development of the Canby Senior Living site is not expected to increase the S. Ivy Street/SE 13th Avenue intersection turn lane queuing. After site development, the westbound left turn lane queue will not exceed 100 feet (81' calculated); the northbound through-right lane queue will not exceed 150 feet (132' calculated).

Based on the queue lengths calculated and the location of the proposed access locations, the site's traffic can be accommodated. **Further, the sight lines for maneuvers out of both proposed driveway locations will not be impacted by the resulting S. Ivy Street/SE 13th Avenue queues.** Copies of the queuing reports *are attached*.

Turn Lane Warrants

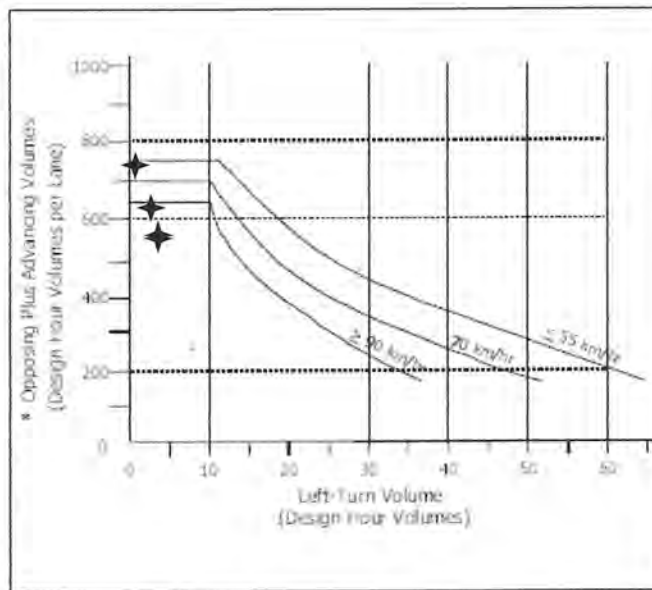
The Oregon Department of Transportation (ODOT) turn lane criteria were reviewed at the proposed site access on S. Ivy Street and at the proposed site access on SE 13th Avenue. The analysis indicates that separate left and right turn lanes are not warranted at either access location. The turn lane warrant nomographs are presented below.

Oregon Department of Transportation - Left Turn Lane Criteria

I. Criterion 1: Vehicular Volume

The vehicular volume criterion is intended for application where the volume of intersecting traffic is the principal reason for considering installation of a left turn lane. The volume criteria is determined by the Texas Transportation Institute (TTI) curves in Figure 1.

The criteria is not met from zero to ten left turn vehicles per hour, but indicates that careful consideration be given to installing a left turn lane due to the increased potential for accidents in the through lanes. While the turn volumes are low, the adverse safety and operations impacts may require installation of a left turn lane. The final determination will be based on a field study.



* ((Advancing volume/number of advancing through lanes) + (opposing volume/ number of opposing through lanes))

FIGURE 1

Oregon Department of Transportation - Left Turn Warrant Summary.

Intersection	Mov't	Analysis Period	Speed	Opposing plus Advancing Volume (vph per lane)	Left Turns in Advancing Volume (vph)	Storage Req'd?
Proposed Access & S. Ivy Street	SB LT	2022 Bkgd with Site, AM Peak	35 mph	556	4	No
		2022 Bkgd with Site, PM Peak	(56 kmh)	741	1	No
Proposed Access & SE 13th Avenue	WB LT	2022 Bkgd with Site, AM Peak	25 mph	560	4	No
		2022 Bkgd with Site, PM Peak	(40 kmh)	630	3	No

Oregon Department of Transportation - Right Turn Lane Criteria

I. Criterion 1: Vehicular Volume

The vehicular volume criterion is intended for application where the volume of the intersection traffic is the principal reason for considering installation of a right turn lane. The vehicular volume criteria is determined using the curve in Figure 1.

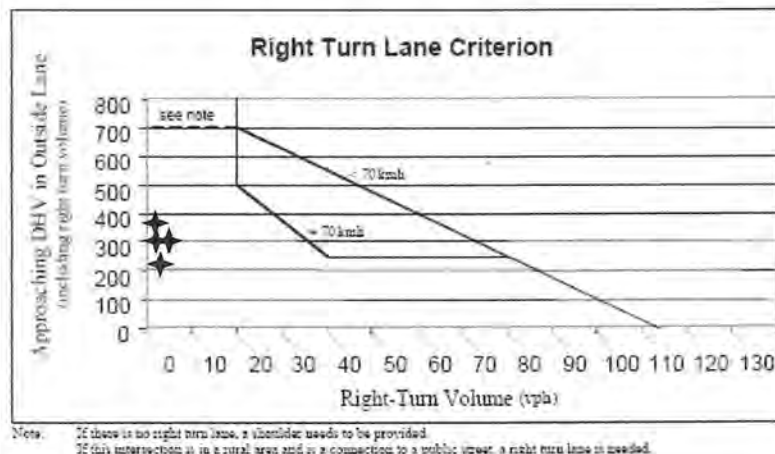


Figure 1

Oregon Department of Transportation - Right Turn Warrant Summary.

Intersection	Mov't	Analysis Period	Speed	Advancing Volume (vph)	Right Turns in Advancing Volume (vph)	Storage Req'd (ft)
Proposed Access & S. Ivy Street	NB RT	2022 Bkgd with Site, AM Peak	35 mph	360	2	None
		2022 Bkgd with Site, PM Peak	(56 kmh)	297	2	None
Proposed Access & SE 13th Avenue	EB RT	2022 Bkgd with Site, AM Peak	25 mph	209	3	None
		2022 Bkgd with Site, PM Peak	(40 kmh)	297	5	None

Summary and Recommendations

The Canby Senior Living site proposed at 1300 S. Ivy Street has frontages to S. Ivy Street and to SE 13th Avenue which measure 350 feet and 335 feet, respectively. Based on the site's limited frontage, the City of Canby's access spacing standard of 330 feet (between a roadway and a driveway) cannot be met.

The site is expected to generate 295 weekday daily trips, 21 weekday AM peak hour trips, and 29 weekday PM peak hour trips. **The site's trip generation is considerably lower than other land uses that have been proposed (by others) on this property previously.**

The site's development proposes full movement accesses on both S. Ivy Street and SE 13th Avenue. While the proposed access locations do not meet the City of Canby's minimum access spacing standard, the accesses are proposed at the best possible locations considering the site's location and its limited frontages. **The access locations are located outside of the influence area of the S. Ivy Street/SE 13th Avenue**

intersection.

Separate turn lanes on S. Ivy Street and SE 13th Avenue are not warranted or recommended at either site access.

Development of the Canby Senior Living site is not expected to increase the S. Ivy Street/ SE 13th Avenue intersection turn lane queue lengths. The traffic generated by the Canby Senior Living site can be accommodated without adversely impacting queues at the S. Ivy Street/SE 13th Avenue intersection. **Based on the excellent operational standards and the separation distance between the influence area of the S. Ivy Street/SE 13th Avenue intersection and the access locations, both full-movement accesses should be allowed with site development.**

Based on the findings in this report and the site's low trip generation, it is recommended that City of Canby staff support and approve the proposed site design and the development application.





















APPENDIX

- Capacity Analysis Reports
- Queuing Analysis Reports
- ODOT Turn Lane Nomographs

Lanes, Volumes, Timings
1: Ivy Street & SE 13th Avenue

Assumed 2020 Traffic, AM Peak Hour

02/01/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	129	39	38	228	42	104	192	39	18	98	13
Future Volume (vph)	23	129	39	38	228	42	104	192	39	18	98	13
Confl. Peds. (#/hr)			2	2			1					1
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	9%	9%	9%	8%	8%	8%	8%	8%	8%	10%	10%	10%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	25.0	25.0		25.0	25.0		10.0	25.4		9.6	25.0	
Total Split (%)	41.7%	41.7%		41.7%	41.7%		16.7%	42.3%		16.0%	41.7%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	
Act Effct Green (s)	15.6	15.6		15.6	15.6		27.9	26.9		25.0	21.2	
Actuated g/C Ratio	0.29	0.29		0.29	0.29		0.52	0.50		0.47	0.40	
v/c Ratio	0.17	0.46		0.18	0.73		0.24	0.37		0.05	0.23	
Control Delay	16.9	17.1		16.1	26.4		8.7	11.5		7.6	13.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	16.9	17.1		16.1	26.4		8.7	11.5		7.6	13.9	
LOS	B	B		B	C		A	B		A	B	
Approach Delay		17.1			25.1			10.6			13.0	
Approach LOS		B			C			B			B	

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 53.5

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 16.9

Intersection LOS: B

Intersection Capacity Utilization 47.5%

ICU Level of Service A

Analysis Period (min) 15





















Splits and Phases: 1: Ivy Street & SE 13th Avenue

 Ø1	 Ø2	 Ø4
9.6 s	25.4 s	25 s
 Ø5	 Ø6	 Ø8
10 s	25 s	25 s

HCM 6th Signalized Intersection Summary
1: Ivy Street & SE 13th Avenue

Assumed 2020 Traffic, AM Peak Hour






















02/01/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	129	39	38	228	42	104	192	39	18	98	13
Future Volume (veh/h)	23	129	39	38	228	42	104	192	39	18	98	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1627	1627	1627	1641	1641	1641	1641	1641	1641	1614	1614	1614
Adj Flow Rate, veh/h	29	165	50	49	292	54	133	246	50	23	126	17
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	9	9	9	8	8	8	8	8	8	10	10	10
Cap, veh/h	214	336	102	318	377	70	646	581	118	492	536	72
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.08	0.44	0.44	0.03	0.39	0.39
Sat Flow, veh/h	976	1197	363	1109	1346	249	1563	1323	269	1537	1392	188
Grp Volume(v), veh/h	29	0	215	49	0	346	133	0	296	23	0	143
Grp Sat Flow(s),veh/h/ln	976	0	1560	1109	0	1595	1563	0	1592	1537	0	1579
Q Serve(g_s), s	1.5	0.0	6.1	2.1	0.0	10.6	2.6	0.0	6.8	0.5	0.0	3.3
Cycle Q Clear(g_c), s	12.1	0.0	6.1	8.2	0.0	10.6	2.6	0.0	6.8	0.5	0.0	3.3
Prop In Lane	1.00		0.23	1.00		0.16	1.00		0.17	1.00		0.12
Lane Grp Cap(c), veh/h	214	0	437	318	0	447	646	0	699	492	0	608
V/C Ratio(X)	0.14	0.00	0.49	0.15	0.00	0.77	0.21	0.00	0.42	0.05	0.00	0.24
Avail Cap(c_a), veh/h	317	0	601	435	0	614	681	0	699	598	0	608
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.2	0.0	16.0	19.4	0.0	17.6	8.2	0.0	10.3	9.5	0.0	11.1
Incr Delay (d2), s/veh	0.3	0.0	0.9	0.2	0.0	4.2	0.2	0.0	1.9	0.0	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	2.1	0.5	0.0	4.0	0.7	0.0	2.2	0.1	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.5	0.0	16.8	19.6	0.0	21.8	8.4	0.0	12.2	9.5	0.0	12.0
LnGrp LOS	C	A	B	B	A	C	A	A	B	A	A	B
Approach Vol, veh/h		244			395			429			166	
Approach Delay, s/veh		17.6			21.5			11.0			11.6	
Approach LOS		B			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	27.9		19.4	8.8	25.0		19.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	20.9		20.5	5.5	20.5		20.5				
Max Q Clear Time (g_c+I1), s	2.5	8.8		14.1	4.6	5.3		12.6				
Green Ext Time (p_c), s	0.0	1.2		0.7	0.0	0.6		1.5				
Intersection Summary												
HCM 6th Ctrl Delay			15.8									
HCM 6th LOS			B									

Lanes, Volumes, Timings
1: Ivy Street & SE 13th Avenue

Assumed 2020 Traffic, PM Peak Hour

02/01/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	172	92	109	154	38	48	184	46	46	211	24
Future Volume (vph)	22	172	92	109	154	38	48	184	46	46	211	24
Confl. Peds. (#/hr)	11		1	1		11	6		1	1		6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	9%	9%	9%	7%	7%	7%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	24.0	24.0		24.0	24.0		10.0	26.0		10.0	26.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		16.7%	43.3%		16.7%	43.3%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	
Act Effect Green (s)	12.6	12.6		12.6	12.6		24.1	22.3		24.1	22.3	
Actuated g/C Ratio	0.27	0.27		0.27	0.27		0.51	0.47		0.51	0.47	
v/c Ratio	0.09	0.62		0.53	0.45		0.09	0.33		0.08	0.33	
Control Delay	14.8	19.5		25.8	16.8		6.9	11.5		6.8	12.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	14.8	19.5		25.8	16.8		6.9	11.5		6.8	12.0	
LOS	B	B		C	B		A	B		A	B	
Approach Delay		19.2			20.1			10.7			11.1	
Approach LOS		B			C			B			B	

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 47.5

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.62

Intersection Signal Delay: 15.4

Intersection LOS: B

Intersection Capacity Utilization 56.7%

ICU Level of Service B

Analysis Period (min) 15





















Splits and Phases: 1: Ivy Street & SE 13th Avenue



HCM 6th Signalized Intersection Summary
1: Ivy Street & SE 13th Avenue

Assumed 2020 Traffic, PM Peak Hour





















02/01/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	172	92	109	154	38	48	184	46	46	211	24
Future Volume (veh/h)	22	172	92	109	154	38	48	184	46	46	211	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1682	1682	1682	1709	1709	1709	1627	1627	1627	1654	1654	1654
Adj Flow Rate, veh/h	23	181	97	115	162	40	51	194	48	48	222	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	3	3	3	9	9	9	7	7	7
Cap, veh/h	368	311	167	300	400	99	518	502	124	523	580	65
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.05	0.40	0.40	0.05	0.40	0.40
Sat Flow, veh/h	1139	1023	548	1082	1318	325	1550	1257	311	1576	1459	164
Grp Volume(v), veh/h	23	0	278	115	0	202	51	0	242	48	0	247
Grp Sat Flow(s),veh/h/ln	1139	0	1571	1082	0	1643	1550	0	1568	1576	0	1623
Q Serve(g_s), s	0.9	0.0	8.1	5.4	0.0	5.3	1.0	0.0	5.9	0.9	0.0	5.9
Cycle Q Clear(g_c), s	6.2	0.0	8.1	13.5	0.0	5.3	1.0	0.0	5.9	0.9	0.0	5.9
Prop In Lane	1.00		0.35	1.00		0.20	1.00		0.20	1.00		0.10
Lane Grp Cap(c), veh/h	368	0	477	300	0	499	518	0	626	523	0	645
V/C Ratio(X)	0.06	0.00	0.58	0.38	0.00	0.40	0.10	0.00	0.39	0.09	0.00	0.38
Avail Cap(c_a), veh/h	432	0	566	361	0	592	599	0	626	608	0	645
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.4	0.0	15.9	21.7	0.0	15.0	8.9	0.0	11.5	8.9	0.0	11.6
Incr Delay (d2), s/veh	0.1	0.0	1.1	0.8	0.0	0.5	0.1	0.0	1.8	0.1	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	2.8	1.4	0.0	1.9	0.3	0.0	2.0	0.3	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.5	0.0	17.1	22.5	0.0	15.5	9.0	0.0	13.3	9.0	0.0	13.3
LnGrp LOS	B	A	B	C	A	B	A	A	B	A	A	B
Approach Vol, veh/h		301			317			293			295	
Approach Delay, s/veh		17.1			18.0			12.6			12.6	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	26.1		20.9	7.2	26.0		20.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	21.5		19.5	5.5	21.5		19.5				
Max Q Clear Time (g_c+I1), s	2.9	7.9		10.1	3.0	7.9		15.5				
Green Ext Time (p_c), s	0.0	1.1		1.2	0.0	1.0		0.6				
Intersection Summary												
HCM 6th Ctrl Delay			15.1									
HCM 6th LOS			B									

Lanes, Volumes, Timings
1: Ivy Street & SE 13th Avenue

2022 Background Traffic, AM Peak Hour

02/01/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	145	44	43	257	47	111	205	42	19	105	14
Future Volume (vph)	26	145	44	43	257	47	111	205	42	19	105	14
Confl. Peds. (#/hr)			2	2			1					1
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	9%	9%	9%	8%	8%	8%	8%	8%	8%	10%	10%	10%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	26.4	26.4		26.4	26.4		10.4	24.0		9.6	23.2	
Total Split (%)	44.0%	44.0%		44.0%	44.0%		17.3%	40.0%		16.0%	38.7%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	
Act Effct Green (s)	17.1	17.1		17.1	17.1		26.6	25.5		23.3	19.5	
Actuated g/C Ratio	0.32	0.32		0.32	0.32		0.50	0.48		0.43	0.36	
v/c Ratio	0.20	0.48		0.20	0.76		0.27	0.42		0.05	0.27	
Control Delay	16.6	16.5		15.3	26.2		9.9	13.1		8.5	15.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	16.6	16.5		15.3	26.2		9.9	13.1		8.5	15.6	
LOS	B	B		B	C		A	B		A	B	
Approach Delay		16.5			24.9			12.1			14.7	
Approach LOS		B			C			B			B	

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 53.6

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 17.5

Intersection LOS: B

Intersection Capacity Utilization 50.3%

ICU Level of Service A





















Analysis Period (min) 15

Splits and Phases: 1: Ivy Street & SE 13th Avenue

 Ø1	 Ø2	 Ø4
9.6 s	24 s	26.4 s
 Ø5	 Ø6	 Ø8
10.4 s	23.2 s	26.4 s

HCM 2010 Signalized Intersection Summary
1: Ivy Street & SE 13th Avenue





















2022 Background Traffic, AM Peak Hour
02/01/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	145	44	43	257	47	111	205	42	19	105	14
Future Volume (veh/h)	26	145	44	43	257	47	111	205	42	19	105	14
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1606	1606	1750	1620	1620	1750	1620	1620	1750	1591	1591	1750
Adj Flow Rate, veh/h	33	186	56	55	329	60	142	263	54	24	135	18
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	9	9	9	8	8	8	8	8	8	10	10	10
Cap, veh/h	216	370	111	332	417	76	589	530	109	429	483	64
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.08	0.41	0.41	0.03	0.35	0.35
Sat Flow, veh/h	926	1185	357	1068	1333	243	1543	1305	268	1515	1375	183
Grp Volume(v), veh/h	33	0	242	55	0	389	142	0	317	24	0	153
Grp Sat Flow(s),veh/h/ln	926	0	1541	1068	0	1577	1543	0	1573	1515	0	1558
Q Serve(g_s), s	1.8	0.0	6.8	2.4	0.0	12.0	3.0	0.0	8.0	0.5	0.0	3.8
Cycle Q Clear(g_c), s	13.8	0.0	6.8	9.2	0.0	12.0	3.0	0.0	8.0	0.5	0.0	3.8
Prop In Lane	1.00		0.23	1.00		0.15	1.00		0.17	1.00		0.12
Lane Grp Cap(c), veh/h	216	0	482	332	0	493	589	0	639	429	0	547
V/C Ratio(X)	0.15	0.00	0.50	0.17	0.00	0.79	0.24	0.00	0.50	0.06	0.00	0.28
Avail Cap(c_a), veh/h	307	0	634	438	0	648	631	0	639	531	0	547
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.0	0.0	14.9	18.7	0.0	16.7	9.3	0.0	11.8	10.7	0.0	12.4
Incr Delay (d2), s/veh	0.3	0.0	0.8	0.2	0.0	4.9	0.2	0.0	2.7	0.1	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	3.0	0.7	0.0	5.9	1.3	0.0	3.9	0.2	0.0	1.8
LnGrp Delay(d),s/veh	23.3	0.0	15.7	18.9	0.0	21.6	9.5	0.0	14.5	10.7	0.0	13.7
LnGrp LOS	C		B	B		C	A		B	B		B
Approach Vol, veh/h		275			444			459			177	
Approach Delay, s/veh		16.7			21.3			13.0			13.3	
Approach LOS		B			C			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.0	26.1		21.1	8.9	23.2		21.1				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	19.5		21.9	5.9	18.7		21.9				
Max Q Clear Time (g_c+I1), s	2.5	10.0		15.8	5.0	5.8		14.0				
Green Ext Time (p_c), s	0.0	1.2		0.8	0.0	0.5		1.7				
Intersection Summary												
HCM 2010 Ctrl Delay			16.5									
HCM 2010 LOS			B									

Lanes, Volumes, Timings
1: Ivy Street & SE 13th Avenue

2022 Background Traffic, PM Peak Hour

02/01/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	194	104	113	174	43	49	197	49	49	226	26
Future Volume (vph)	25	194	104	113	174	43	49	197	49	49	226	26
Confl. Peds. (#/hr)	11		1	1		11	6		1	1		6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	9%	9%	9%	7%	7%	7%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	25.0	25.0		25.0	25.0		9.6	25.4		9.6	25.4	
Total Split (%)	41.7%	41.7%		41.7%	41.7%		16.0%	42.3%		16.0%	42.3%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	
Act Effct Green (s)	13.5	13.5		13.5	13.5		24.4	21.7		24.4	21.7	
Actuated g/C Ratio	0.27	0.27		0.27	0.27		0.49	0.44		0.49	0.44	
v/c Ratio	0.10	0.68		0.61	0.49		0.10	0.37		0.10	0.37	
Control Delay	15.1	21.9		30.9	18.0		7.3	13.5		7.3	14.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	15.1	21.9		30.9	18.0		7.3	13.5		7.3	14.0	
LOS	B	C		C	B		A	B		A	B	
Approach Delay		21.4			22.4			12.4			12.9	
Approach LOS		C			C			B			B	

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 49.6

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 17.5

Intersection LOS: B

Intersection Capacity Utilization 59.0%

ICU Level of Service B





















Analysis Period (min) 15

Splits and Phases: 1: Ivy Street & SE 13th Avenue

 Ø1	 Ø2	 Ø4
9.6 s	25.4 s	25 s
 Ø5	 Ø6	 Ø8
9.6 s	25.4 s	25 s

HCM 6th Signalized Intersection Summary
1: Ivy Street & SE 13th Avenue





















2022 Background Traffic, PM Peak Hour
02/01/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	194	104	113	174	43	49	197	49	49	226	26
Future Volume (veh/h)	25	194	104	113	174	43	49	197	49	49	226	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1682	1682	1682	1709	1709	1709	1627	1627	1627	1654	1654	1654
Adj Flow Rate, veh/h	26	204	109	119	183	45	52	207	52	52	238	27
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	3	3	3	9	9	9	7	7	7
Cap, veh/h	371	332	177	295	428	105	480	477	120	486	554	63
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.05	0.38	0.38	0.05	0.38	0.38
Sat Flow, veh/h	1114	1025	547	1049	1320	324	1550	1253	315	1576	1458	165
Grp Volume(v), veh/h	26	0	313	119	0	228	52	0	259	52	0	265
Grp Sat Flow(s),veh/h/ln	1114	0	1572	1049	0	1644	1550	0	1568	1576	0	1623
Q Serve(g_s), s	1.0	0.0	9.2	5.9	0.0	6.0	1.1	0.0	6.7	1.1	0.0	6.6
Cycle Q Clear(g_c), s	7.0	0.0	9.2	15.2	0.0	6.0	1.1	0.0	6.7	1.1	0.0	6.6
Prop In Lane	1.00		0.35	1.00		0.20	1.00		0.20	1.00		0.10
Lane Grp Cap(c), veh/h	371	0	509	295	0	533	480	0	596	486	0	617
V/C Ratio(X)	0.07	0.00	0.61	0.40	0.00	0.43	0.11	0.00	0.43	0.11	0.00	0.43
Avail Cap(c_a), veh/h	425	0	587	346	0	613	547	0	596	553	0	617
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.3	0.0	15.7	22.1	0.0	14.6	9.7	0.0	12.6	9.7	0.0	12.6
Incr Delay (d2), s/veh	0.1	0.0	1.5	0.9	0.0	0.5	0.1	0.0	2.3	0.1	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	3.2	1.4	0.0	2.1	0.3	0.0	2.4	0.3	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.4	0.0	17.2	23.0	0.0	15.1	9.7	0.0	14.9	9.8	0.0	14.8
LnGrp LOS	B	A	B	C	A	B	A	A	B	A	A	B
Approach Vol, veh/h		339			347			311			317	
Approach Delay, s/veh		17.2			17.8			14.1			14.0	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.2	25.4		22.3	7.2	25.4		22.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	20.9		20.5	5.1	20.9		20.5				
Max Q Clear Time (g_c+I1), s	3.1	8.7		11.2	3.1	8.6		17.2				
Green Ext Time (p_c), s	0.0	1.1		1.4	0.0	1.1		0.6				
Intersection Summary												
HCM 6th Ctrl Delay			15.8									
HCM 6th LOS			B									

Lanes, Volumes, Timings
1: Ivy Street & SE 13th Avenue

2022 Background With Site, AM Peak Hour

02/01/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	147	46	43	258	49	111	207	42	20	107	14
Future Volume (vph)	26	147	46	43	258	49	111	207	42	20	107	14
Confl. Peds. (#/hr)			2	2			1					1
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	9%	9%	9%	8%	8%	8%	8%	8%	8%	10%	10%	10%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	25.0	25.0		25.0	25.0		10.0	25.4		9.6	25.0	
Total Split (%)	41.7%	41.7%		41.7%	41.7%		16.7%	42.3%		16.0%	41.7%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	
Act Effect Green (s)	17.2	17.2		17.2	17.2		27.1	25.1		24.9	21.1	
Actuated g/C Ratio	0.31	0.31		0.31	0.31		0.49	0.46		0.45	0.38	
v/c Ratio	0.21	0.49		0.20	0.78		0.26	0.44		0.06	0.26	
Control Delay	18.0	17.6		16.4	29.4		9.5	14.4		7.9	14.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	18.0	17.6		16.4	29.4		9.5	14.4		7.9	14.6	
LOS	B	B		B	C		A	B		A	B	
Approach Delay		17.7			27.8			12.9			13.7	
Approach LOS		B			C			B			B	

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 55

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 18.9

Intersection LOS: B

Intersection Capacity Utilization 58.8%

ICU Level of Service B

Analysis Period (min) 15





















Splits and Phases: 1: Ivy Street & SE 13th Avenue



HCM 6th Signalized Intersection Summary
1: Ivy Street & SE 13th Avenue

2022 Background With Site, AM Peak Hour

02/01/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	147	46	43	258	49	111	207	42	20	107	14
Future Volume (veh/h)	26	147	46	43	258	49	111	207	42	20	107	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1627	1627	1627	1641	1641	1641	1641	1641	1641	1614	1614	1614
Adj Flow Rate, veh/h	33	188	59	55	331	63	142	265	54	26	137	18
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	9	9	9	8	8	8	8	8	8	10	10	10
Cap, veh/h	205	365	115	321	412	78	607	555	113	447	515	68
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.08	0.42	0.42	0.03	0.37	0.37
Sat Flow, veh/h	934	1186	372	1077	1339	255	1563	1322	269	1537	1397	184
Grp Volume(v), veh/h	33	0	247	55	0	394	142	0	319	26	0	155
Grp Sat Flow(s),veh/h/ln	934	0	1559	1077	0	1594	1563	0	1592	1537	0	1580
Q Serve(g_s), s	1.9	0.0	7.2	2.5	0.0	12.6	3.0	0.0	8.1	0.6	0.0	3.8
Cycle Q Clear(g_c), s	14.5	0.0	7.2	9.7	0.0	12.6	3.0	0.0	8.1	0.6	0.0	3.8
Prop In Lane	1.00		0.24	1.00		0.16	1.00		0.17	1.00		0.12
Lane Grp Cap(c), veh/h	205	0	480	321	0	491	607	0	668	447	0	583
V/C Ratio(X)	0.16	0.00	0.51	0.17	0.00	0.80	0.23	0.00	0.48	0.06	0.00	0.27
Avail Cap(c_a), veh/h	262	0	575	386	0	588	636	0	668	542	0	583
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.4	0.0	15.8	19.8	0.0	17.7	9.3	0.0	11.7	10.5	0.0	12.3
Incr Delay (d2), s/veh	0.4	0.0	0.9	0.3	0.0	6.7	0.2	0.0	2.4	0.1	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	2.5	0.6	0.0	5.1	0.9	0.0	2.8	0.2	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.7	0.0	16.7	20.1	0.0	24.4	9.4	0.0	14.2	10.5	0.0	13.4
LnGrp LOS	C	A	B	C	A	C	A	A	B	B	A	B
Approach Vol, veh/h		280			449			461			181	
Approach Delay, s/veh		17.6			23.9			12.7			13.0	
Approach LOS		B			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.2	27.8		21.6	9.0	25.0		21.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	20.9		20.5	5.5	20.5		20.5				
Max Q Clear Time (g_c+I1), s	2.6	10.1		16.5	5.0	5.8		14.6				
Green Ext Time (p_c), s	0.0	1.3		0.6	0.0	0.6		1.4				
Intersection Summary												
HCM 6th Ctrl Delay			17.4									
HCM 6th LOS			B									

Lanes, Volumes, Timings
2: Proposed Access & SE 13th Avenue

2022 Background With Site, AM Peak Hour

02/01/2021

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Volume (vph)	208	3	4	347	3	1
Future Volume (vph)	208	3	4	347	3	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	9%	9%	2%	2%	8%	8%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	
Intersection Summary						
Control Type: Unsignalized						
Intersection Capacity Utilization 33.3%	ICU Level of Service A					
Analysis Period (min) 15						

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	208	3	4	347	3	1
Future Vol, veh/h	208	3	4	347	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	9	9	2	2	8	8
Mvmt Flow	231	3	4	386	3	1










Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	234
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1333
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1333
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	491	-	-	1333	-
HCM Lane V/C Ratio	0.009	-	-	0.003	-
HCM Control Delay (s)	12.4	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lanes, Volumes, Timings
 3: S. Ivy Street & Proposed Access

2022 Background With Site, AM Peak Hour
 02/01/2021

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	2	2	358	2	4	192
Future Volume (vph)	2	2	358	2	4	192
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	8%	8%	10%	10%
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free
Intersection Summary						
Control Type: Unsignalized						
Intersection Capacity Utilization 30.6%	ICU Level of Service A					
Analysis Period (min) 15						

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	2	2	358	2	4	192
Future Vol, veh/h	2	2	358	2	4	192
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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	8	8	10	10
Mvmt Flow	2	2	398	2	4	213

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	620	399	0	0	400	0
Stage 1	399	-	-	-	-	-
Stage 2	221	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.2	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.29	-
Pot Cap-1 Maneuver	452	651	-	-	1117	-
Stage 1	678	-	-	-	-	-
Stage 2	816	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	450	651	-	-	1117	-
Mov Cap-2 Maneuver	450	-	-	-	-	-
Stage 1	678	-	-	-	-	-
Stage 2	813	-	-	-	-	-





















Approach	WB	NB	SB
HCM Control Delay, s	11.8	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	532	1117
HCM Lane V/C Ratio	-	-	0.008	0.004
HCM Control Delay (s)	-	-	11.8	8.2
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Lanes, Volumes, Timings
1: Ivy Street & SE 13th Avenue

2022 Background With Site, PM Peak Hour

02/01/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	198	105	115	180	45	49	199	49	50	226	26
Future Volume (vph)	25	198	105	115	180	45	49	199	49	50	226	26
Confl. Peds. (#/hr)	11		1	1		11	6		1	1		6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	9%	9%	9%	7%	7%	7%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	25.2	25.2		25.2	25.2		9.6	25.2		9.6	25.2	
Total Split (%)	42.0%	42.0%		42.0%	42.0%		16.0%	42.0%		16.0%	42.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	
Act Effct Green (s)	13.9	13.9		13.9	13.9		24.2	21.5		24.2	21.5	
Actuated g/C Ratio	0.28	0.28		0.28	0.28		0.49	0.43		0.49	0.43	
v/c Ratio	0.10	0.68		0.61	0.50		0.10	0.38		0.10	0.38	
Control Delay	14.9	21.6		30.7	17.9		7.6	13.8		7.5	14.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	14.9	21.6		30.7	17.9		7.6	13.8		7.5	14.3	
LOS	B	C		C	B		A	B		A	B	
Approach Delay		21.1			22.2			12.8			13.2	
Approach LOS		C			C			B			B	

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 49.8

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 17.6

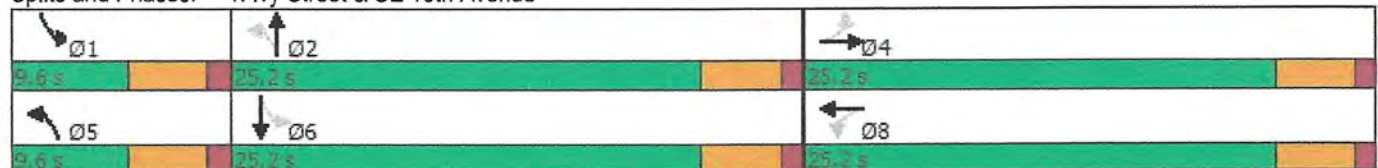
Intersection LOS: B

Intersection Capacity Utilization 59.4%

ICU Level of Service B

Analysis Period (min) 15





















Splits and Phases: 1: Ivy Street & SE 13th Avenue



HCM 6th Signalized Intersection Summary
1: Ivy Street & SE 13th Avenue










2022 Background With Site, PM Peak Hour

02/01/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	198	105	115	180	45	49	199	49	50	226	26
Future Volume (veh/h)	25	198	105	115	180	45	49	199	49	50	226	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1682	1682	1682	1709	1709	1709	1627	1627	1627	1654	1654	1654
Adj Flow Rate, veh/h	26	208	111	121	189	47	52	209	52	53	238	27
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	3	3	3	9	9	9	7	7	7
Cap, veh/h	370	337	180	295	433	108	475	472	117	479	549	62
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.05	0.38	0.38	0.05	0.38	0.38
Sat Flow, veh/h	1106	1025	547	1044	1316	327	1550	1256	312	1576	1458	165
Grp Volume(v), veh/h	26	0	319	121	0	236	52	0	261	53	0	265
Grp Sat Flow(s),veh/h/ln	1106	0	1572	1044	0	1644	1550	0	1568	1576	0	1623
Q Serve(g_s), s	1.0	0.0	9.4	6.1	0.0	6.2	1.1	0.0	6.9	1.1	0.0	6.7
Cycle Q Clear(g_c), s	7.2	0.0	9.4	15.5	0.0	6.2	1.1	0.0	6.9	1.1	0.0	6.7
Prop In Lane	1.00		0.35	1.00		0.20	1.00		0.20	1.00		0.10
Lane Grp Cap(c), veh/h	370	0	517	295	0	540	475	0	589	479	0	611
V/C Ratio(X)	0.07	0.00	0.62	0.41	0.00	0.44	0.11	0.00	0.44	0.11	0.00	0.43
Avail Cap(c_a), veh/h	422	0	591	345	0	618	541	0	589	545	0	611
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.3	0.0	15.6	22.1	0.0	14.5	9.8	0.0	12.9	9.8	0.0	12.8
Incr Delay (d2), s/veh	0.1	0.0	1.6	0.9	0.0	0.6	0.1	0.0	2.4	0.1	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	3.3	1.5	0.0	2.2	0.3	0.0	2.4	0.3	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.4	0.0	17.1	23.0	0.0	15.1	9.9	0.0	15.3	9.9	0.0	15.0
LnGrp LOS	B	A	B	C	A	B	A	A	B	A	A	B
Approach Vol, veh/h		345			357			313			318	
Approach Delay, s/veh		17.1			17.7			14.4			14.2	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	25.2		22.6	7.2	25.2		22.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	20.7		20.7	5.1	20.7		20.7				
Max Q Clear Time (g_c+I1), s	3.1	8.9		11.4	3.1	8.7		17.5				
Green Ext Time (p_c), s	0.0	1.1		1.5	0.0	1.1		0.6				
Intersection Summary												
HCM 6th Ctrl Delay			16.0									
HCM 6th LOS			B									

Lanes, Volumes, Timings
2: Proposed Access & SE 13th Avenue

2022 Background With Site, PM Peak Hour
02/01/2021

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	292	5	3	330	10	4
Future Volume (vph)	292	5	3	330	10	4
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	5%	5%	3%	3%	2%	2%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	
Intersection Summary						
Control Type: Unsignalized						
Intersection Capacity Utilization 31.5%				ICU Level of Service A		
Analysis Period (min) 15						

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1P			1P	1P	
Traffic Vol, veh/h	292	5	3	330	10	4
Future Vol, veh/h	292	5	3	330	10	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	3	3	2	2
Mvmt Flow	324	6	3	367	11	4

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	330	0	700	327
Stage 1	-	-	-	-	327	-
Stage 2	-	-	-	-	373	-
Critical Hdwy	-	-	4.13	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.227	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1224	-	405	714
Stage 1	-	-	-	-	731	-
Stage 2	-	-	-	-	696	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1224	-	404	714
Mov Cap-2 Maneuver	-	-	-	-	404	-
Stage 1	-	-	-	-	731	-
Stage 2	-	-	-	-	694	-










Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	13.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	461	-	-	1224	-
HCM Lane V/C Ratio	0.034	-	-	0.003	-
HCM Control Delay (s)	13.1	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lanes, Volumes, Timings
3: S. Ivy Street & Proposed Access

2022 Background With Site, PM Peak Hour

02/01/2021

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	2	2	295	2	1	443
Future Volume (vph)	2	2	295	2	1	443
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	9%	9%	7%	7%
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free
Intersection Summary						
Control Type: Unsignalized						
Intersection Capacity Utilization 36.2%	ICU Level of Service A					
Analysis Period (min) 15						

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	FF		FF			FF
Traffic Vol, veh/h	2	2	295	2	1	443
Future Vol, veh/h	2	2	295	2	1	443
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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	9	9	7	7
Mvmt Flow	2	2	328	2	1	492
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	823	329	0	0	330	0
Stage 1	329	-	-	-	-	-
Stage 2	494	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.17	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.263	-
Pot Cap-1 Maneuver	343	712	-	-	1202	-
Stage 1	729	-	-	-	-	-
Stage 2	613	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	343	712	-	-	1202	-
Mov Cap-2 Maneuver	343	-	-	-	-	-
Stage 1	729	-	-	-	-	-
Stage 2	612	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	12.9	0	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	463	1202	-	
HCM Lane V/C Ratio	-	-	0.01	0.001	-	
HCM Control Delay (s)	-	-	12.9	8	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Queues
1: Ivy Street & SE 13th Avenue

Assumed 2020 Traffic, AM Peak Hour
02/01/2021



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	29	215	49	346	133	296	23	143
v/c Ratio	0.17	0.46	0.18	0.73	0.24	0.37	0.05	0.23
Control Delay	16.9	17.1	16.1	26.4	8.7	11.5	7.6	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.9	17.1	16.1	26.4	8.7	11.5	7.6	13.9
Queue Length 50th (ft)	7	50	12	97	20	46	3	29
Queue Length 95th (ft)	20	82	28	142	41	117	11	59
Internal Link Dist (ft)		428		444		402		423
Turn Bay Length (ft)	125		130		120		130	
Base Capacity (vph)	229	622	368	633	557	804	487	623
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.35	0.13	0.55	0.24	0.37	0.05	0.23
Intersection Summary								

Queues
1: Ivy Street & SE 13th Avenue

Assumed 2020 Traffic, PM Peak Hour

02/01/2021



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	23	278	115	202	51	242	48	247
v/c Ratio	0.09	0.62	0.53	0.45	0.09	0.33	0.08	0.33
Control Delay	14.8	19.5	25.8	16.8	6.9	11.5	6.8	12.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.8	19.5	25.8	16.8	6.9	11.5	6.8	12.0
Queue Length 50th (ft)	4	46	23	34	6	29	6	31
Queue Length 95th (ft)	20	128	76	97	22	112	21	117
Internal Link Dist (ft)		428		444		402		423
Turn Bay Length (ft)	125		130		120		130	
Base Capacity (vph)	432	694	345	708	556	740	571	759
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.40	0.33	0.29	0.09	0.33	0.08	0.33

Intersection Summary

Queues
1: Ivy Street & SE 13th Avenue

2022 Background Traffic, AM Peak Hour

02/01/2021











Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	33	242	55	389	142	317	24	153
v/c Ratio	0.20	0.48	0.20	0.76	0.27	0.42	0.05	0.27
Control Delay	16.6	16.5	15.3	26.2	9.9	13.1	8.5	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.6	16.5	15.3	26.2	9.9	13.1	8.5	15.6
Queue Length 50th (ft)	8	55	13	109	24	57	4	35
Queue Length 95th (ft)	22	89	30	156	47	132	12	67
Internal Link Dist (ft)		428		444		402		423
Turn Bay Length (ft)	125		130		120		130	
Base Capacity (vph)	223	665	372	676	527	761	452	574
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.36	0.15	0.58	0.27	0.42	0.05	0.27

Intersection Summary

Queues
1: Ivy Street & SE 13th Avenue

2022 Background Traffic, PM Peak Hour

02/01/2021

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	26	313	119	228	52	259	52	265
v/c Ratio	0.10	0.68	0.61	0.49	0.10	0.37	0.10	0.37
Control Delay	15.1	21.9	30.9	18.0	7.3	13.5	7.3	14.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.1	21.9	30.9	18.0	7.3	13.5	7.3	14.0
Queue Length 50th (ft)	6	74	33	55	7	52	7	57
Queue Length 95th (ft)	21	144	80	107	23	123	23	129
Internal Link Dist (ft)		428		444		402		423
Turn Bay Length (ft)	125		130		120		130	
Base Capacity (vph)	402	700	307	714	518	691	533	708
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.45	0.39	0.32	0.10	0.37	0.10	0.37
Intersection Summary								

Queues
1: Ivy Street & SE 13th Avenue

2022 Background With Site, AM Peak Hour

02/01/2021











Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	33	247	55	394	142	319	26	155
v/c Ratio	0.21	0.49	0.20	0.78	0.26	0.44	0.06	0.26
Control Delay	18.0	17.6	16.4	29.4	9.5	14.4	7.9	14.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.0	17.6	16.4	29.4	9.5	14.4	7.9	14.6
Queue Length 50th (ft)	8	59	14	116	25	60	4	36
Queue Length 95th (ft)	23	95	31	166	44	128	12	64
Internal Link Dist (ft)		428		444		402		423
Turn Bay Length (ft)	125		130		120		130	
Base Capacity (vph)	195	605	331	614	538	731	462	606
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.41	0.17	0.64	0.26	0.44	0.06	0.26

Intersection Summary

Queues
1: Ivy Street & SE 13th Avenue

2022 Background With Site, PM Peak Hour
02/01/2021

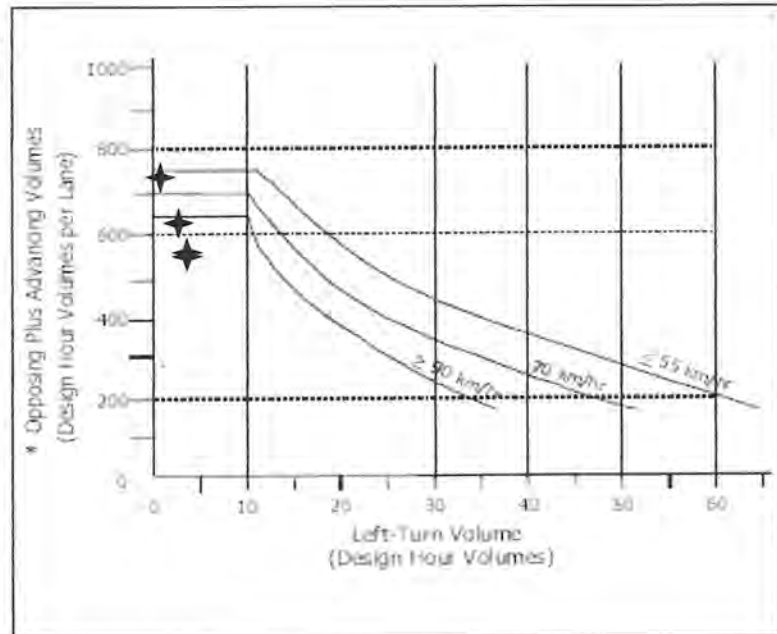
								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	26	319	121	236	52	261	53	265
v/c Ratio	0.10	0.68	0.61	0.50	0.10	0.38	0.10	0.38
Control Delay	14.9	21.6	30.7	17.9	7.6	13.8	7.5	14.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.9	21.6	30.7	17.9	7.6	13.8	7.5	14.3
Queue Length 50th (ft)	6	76	34	57	7	53	7	57
Queue Length 95th (ft)	21	146	81	110	23	125	24	130
Internal Link Dist (ft)		428		444		402		423
Turn Bay Length (ft)	125		130		120		130	
Base Capacity (vph)	397	705	307	720	510	683	525	699
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.45	0.39	0.33	0.10	0.38	0.10	0.38
Intersection Summary								

Oregon Department of Transportation - Left Turn Lane Criteria

I. Criterion 1: Vehicular Volume

The vehicular volume criterion is intended for application where the volume of intersecting traffic is the principal reason for considering installation of a left turn lane. The volume criteria is determined by the Texas Transportation Institute (TTI) curves in Figure 1.

The criteria is not met from zero to ten left turn vehicles per hour, but indicates that careful consideration be given to installing a left turn lane due to the increased potential for accidents in the through lanes. While the turn volumes are low, the adverse safety and operations impacts may require installation of a left turn lane. The final determination will be based on a field study.



* ((Advancing volume/number of advancing through lanes) + (opposing volume/ number of opposing through lanes))

FIGURE 1

Intersection	Mov't	Analysis Period	Speed	Opposing plus Advancing Volume (vph per lane)	Left Turns in Advancing Volume (vph)	Storage Req'd?
Proposed Access & S. Ivy Street	SB LT	2022 Bkgd with Site, AM Peak	35 mph (56 kmh)	556	4	No
		2022 Bkgd with Site, PM Peak		741	1	No
Proposed Access & SE 13th Avenue	WB LT	2022 Bkgd with Site, AM Peak	25 mph (40 kmh)	560	4	No
		2022 Bkgd with Site, PM Peak		630	3	No

Oregon Department of Transportation - Right Turn Lane Criteria

I. Criterion 1: Vehicular Volume

The vehicular volume criterion is intended for application where the volume of the intersection traffic is the principal reason for considering installation of a right turn lane. The vehicular volume criteria is determined using the curve in Figure 1.

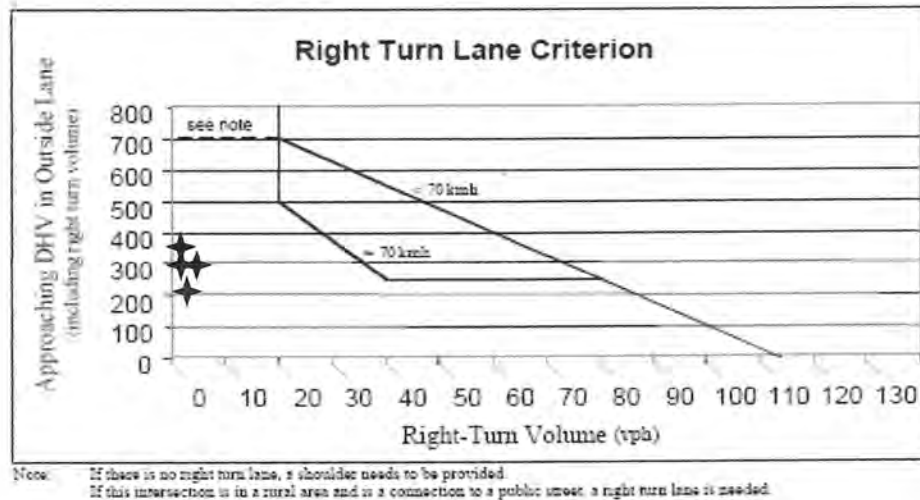


Figure 1

Intersection	Mov't	Analysis Period	Speed	Advancing Volume (vph)	Right Turns in Advancing Volume (vph)	Storage Req'd (ft)
Proposed Access & S. Ivy Street	NB RT	2022 Bkgd with Site, AM Peak	35 mph (56 kmh)	360	2	None
		2022 Bkgd with Site, PM Peak		297	2	None
Proposed Access & SE 13th Avenue	EB RT	2022 Bkgd with Site, AM Peak	25 mph (40 kmh)	209	3	None
		2022 Bkgd with Site, PM Peak		297	5	None





**CHARBONNEAU
ENGINEERING LLC**

**Traffic Impact Study
SUPPLEMENTAL TRANSPORTATION REPORT
FEBRUARY 4, 2021**

**Senior Living
South Ivy Street & SE 13th Avenue
Canby, Oregon**

DR 20-03 & CUP 20-02

By

**Charbonneau Engineering
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EXISTING CONDITIONS ANALYSIS (From TIS)

Location of the 102 Bed Assisted Living Center & 8 Senior Attached Units

The facility is located at **South Ivy Street & SE 13th Avenue in Canby, Oregon**. The facility will consist of a bed for sleeping and a half bath, generally these types of residential facilities generate much less traffic than say a single or multi family dwelling unit. **Appendix 1 contains the City's Review Letter of the development which this supplemental report responds to, the site plan follows on the next page.**

The proposed "Canby Senior Living" development is to be on a 2.57-acre plot of land (111,973 square feet) with a building coverage area of 37,588 square feet. There will be 52 parking spaces of which 2 will be van accessible spaces and 1 handicapped space – they are labeled on the site plan with the wheelchair symbol; there will be 6 bicycle spaces and they are located near the main entrance to the building. It is an independent living, residential care, and memory care facility. The development plot is designated commercial-residential (CR) in the Canby zoning map and it is adjacent to the Canby Senior Center and the Canby Swim Center and near the Hope Village campus. The development fronts on both **South Ivy Street & SE 13th Avenue**.

They are both classified as arterial streets in the Canby Functional Classification plan in the City's TSP. Ivy has sidewalks on both sides; 13th has a sidewalk on the east leg and a trail on the west leg. Bike lanes are available on all sides. Ivy turns into Hwy 170 south of this area and is posted at 30 mph and Ivy is posted at 25 mph. A truck lane is designated for Ivy and also for the west leg of 13th. All four legs of the intersection have left turn pockets. Site Plan is on following page.

MAP 1 AREA LOCATION OF SITE



REFER TO APPENDIX A

Canby Response Item #1:

The most recent five (5) years of crash data reported at the S. Ivy Street and SE 13th Avenue was obtained from the Oregon Department of Transportation (ODOT) website and was reviewed to help identify any traffic safety problems. A copy of the crash data is attached.

The crash rates presented in Table 1 below are based on the number of crashes per million entering vehicles (MEV). Typically, an intersection is not considered unsafe unless its crash rate exceeds the threshold of 1.0 crashes per MEV.

Table 1. Crash rate results.

Intersection	Crash History (Years)	Number of Crashes	Crashes per year	Annual Traffic Entering (veh/yr)	Crash rate per M.E.V.*
S. Ivy Street and SE 13 th Avenue	5	7	1.4	4185650	0.334

* M.E.V. - million entering vehicles.

The study intersection crash rate does not exceed the 1.0 crashes per MEV threshold, and thus mitigation is not necessary.

Canby Response Item #2:

Capacity analyses were performed to determine the levels of service for the weekday peak hours. The capacity analysis has been conducted using the current version of Synchro software (Version 11.0) to determine the level of service for each scenario considered. The program is based on the 2016 Highway Capacity Manual methodology. Table 2 summarizes the analysis results. Copies of the capacity analysis calculations are attached.

In accordance with the ODOT Analysis Procedure Manual – Version 2, the capacity analysis calculation will use an unadjusted saturation flow rate of 1,750 vphpl.

Table 2 indicates that the SE 13th Avenue and S. Ivy Street intersection and the proposed accesses to SE 13th Avenue and S. Ivy Street will operate at level of service "C" or better with a volume-to-capacity ratio (v/c) of 0.36 or less through the one-year buildout period. **This intersection operation exceeds ODOT's operational standards and, thus intersection improvements are not necessary.**

Table 3. Summary of capacity analysis for study intersection.

Intersection	Type of Control	Peak Hour	Traffic Scenario											
			Assumed 2020				2022 Background Without Site -				2022 Background - With Site -			
			Crit. Mov't	LOS	Delay	v/c	Crit. Mov't	LOS	Delay	v/c	Crit. Mov't	LOS	Delay	v/c
SE 13th Avenue and S Ivy Street	Signal	AM	-	B	16.9	0.32	-	B	17.5	0.36	-	B	18.9	0.36
		PM	-	B	15.4	0.30	-	B	17.5	0.34	-	B	17.6	0.34
Proposed Access and SE 13th Avenue	Two-way Stop	AM	-	-	-	-	-	-	-	-	NB	B	12.4	0.01
		PM	-	-	-	-	-	-	-	-	NB	B	13.1	0.03
Proposed Access and S Ivy Street	Two-way Stop	AM	-	-	-	-	-	-	-	-	WB	B	11.8	0.01
		PM	-	-	-	-	-	-	-	-	WB	B	12.9	0.01

Notes: 2016 Highway Capacity Manual methodology used in analysis, Synchro v11.

Canby Response #3:

Sight distance at the proposed site access locations on SE 13th Avenue and on S. Ivy Street were reviewed in the field in accordance with AASHTO standards. On SE 13th Avenue, which has a posted speed of 25 miles per hour, AASHTO recommends a minimum sight distance of 280 feet should be available from the access (in both directions). On S. Ivy Street, which has a posted speed of 35 miles per hour, AASHTO recommends a minimum sight distance of 335 feet should be available.

Sight distances from the proposed accesses were reviewed in the field. From the proposed SE 13th Avenue access, the SE 13th Avenue and S. Ivy Street traffic signal is visible to the west. The sight distance to the east exceeds 330 feet.

From the proposed S. Ivy Street access, the SE 13th Avenue and S. Ivy Street traffic signal is available to the north. From the proposed access looking south, there is a potential for on-street parking (on the east side of S. Ivy Street) to limit the available sight distances. **Based on this observation, prohibiting on-street parking on the east side of S. Ivy Street is recommended for a minimum distance of 330 feet from the south edge of the proposed driveway (or approximately 260 feet from the south property boundary).**

With development of Canby Senior Living, the site accesses to SE 13th Avenue and S. Ivy Street should be designed such that AASHTO's minimum sight distance recommendation is met or exceeded.

Canby Response #4

The ODOT 2011 Bicycle and Pedestrian Guide was reviewed in relation to the site plan and the circulation patterns for vehicles, bicycles and pedestrians. Specifically, the site plan was checked against the criteria: The overall site plan met all of the following and also all signage met MUTCD standards.

- Safe streets and walking areas
- Convenience
- Nearby places to walk
- Visibility
- Comfort and shelter
- Attractive and clean environment
- Access to transit
- Interesting things to look at while walking
- Social interaction

The focus of this plan is primarily to enhance the viability of bicycling and walking as a form of transportation, and less as a form of recreation. This plan focuses on guidelines for planning bicycle facilities, with some general design information included.

The on-site pedestrian, bicycle, vehicle movements have been designed holistically so that there are transportation choices for both residents and staff, both on site and to access 13th and Ivy Street where there are sidewalks and bicycle lanes, which provide access to nearby activities such as the Senior Center, the Canby Swim Center. Eight bicycle spaces have been planned for use by residents and staff. General transportation benefits of bicycling include a wider range of transportation choices, reduced congestion, decreased need for parking, and the implementation of safety improvements that benefit all roadway users. Biking is among the most efficient modes of transportation in regards to operation, development of facilities, and maintenance.

The site plan and overall campus has been designed for health and fitness: Bicycling and walking are among the best forms of exercise and can therefore effectively enhance the health of individuals and the communities. This campus network stimulates the social interaction of families and community. Trails can help provide a sense of place and a source of community pride. There are no pedestrian, bicycle, vehicle conflicts on the campus and it was well designed. **There is a pedestrian sidewalk around the entire building and connecting all entrances the public right of way. The 6 bicycle parking spaces are all located near the front entrance and are labeled on the site plan. Handicapped spaces are also by the main entrance.**

Canby Response #5

(Please refer to Response #2)

Canby Response #6

The amount of traffic that the proposed site is expected to add to the SE 13th Avenue and S Ivy Street intersection is listed below along with the intersection's estimated ADT, existing weekday peak hour volumes, and the intersection volumes projected in the City's Transportation System Plan (TSP). A comparison of the site's traffic with the existing traffic and with the TSP projected traffic is also presented.

As identified in Table 3, the site is anticipated to impact the existing traffic volumes by less than 2% and will have less than 1% impact on the projected 2030 volumes.

Table 3. Site Traffic Impact Summary.

S Ivy St. and SE 13th Ave. Intersection			
	Weekday		
	ADT	AM Peak Hour	PM Peak Hour
Site Traffic	177 ¹	12	18
Existing Traffic ²	11,460 ³	963	1,146
Future 2030 Baseline ⁴	----	----	1,850
% Impact on Existing Traffic	+1.54%	+1.24%	+1.57%
% Impact on 2030 Baseline	---	----	+0.97%

¹ Estimated with proportion of the site's traffic traveling through the intersection during the PM peak hour.

² Year 2020 Assumed Traffic.

³ Estimated as ten times the PM peak hour volume.

⁴ Source: City of Canby Transportation System Plan, December 2010.

The planned improvements identified in Clackamas County's Capital Improvement Program (CIP) and the City of Canby's TSP were reviewed to identify the long-range transportation solutions to serve growth in the study area.

The Clackamas County CIP identifies Road Safety Audit (RSA) improvements on SE 13th Avenue, though the improvements are not located near the Canby Senior Living site.

The City's TSP identifies that sidewalks will be constructed on S Ivy Street south of SE 13th Avenue. Additionally, non-capacity improvements (related to pedestrians, bicycles, and motor-vehicles (non-capacity)) are planned on SE 13th Avenue between Highway 99E and Molalla Forest /County Logging Road.

Canby Response #7

The Americans with Disabilities Act of 1990 defines the parking needs; As of 2010, the standards are as follows:

Parking Facility

Minimum Number of

Accessible Parking Spaces

1 to 25

1

26 to 50

2

The stie plan meets the ADA requirements and only 2 handicapped parking spaces are required for an overall total of 52 parking spaces. The number of handicapped for only 52 overall parking spots is not low but what is required.

Canby Response #8

This is to confirm that the trip generation table on page 11 of the TIS (previous report) includes trip generation for both: (1) 102 bed assisted living center and (2) 8 senior attached units. The trip generation is a total for both uses.

APPENDICES

- 1. Review Letter from City of Canby**
- 2. CSL Synchro Queuing Reports**
- 3. Revised Intersection LOS output (CSL Synchro LOS reports)**
- 4. Crash Data**

Appendix 1: Review Letter from City of Canby



MEMORANDUM

DATE: January 20, 2021

TO: Brianna Addotta | City of Canby

FROM: Kevin Chewuk, PTP; Kayla Fleskes, EI | DKS Associates

SUBJECT: Canby Senior Living Traffic Impact Study Review

Project # P11010-115

Per your request, we have reviewed the traffic impact study submitted for the proposed Senior Living facility¹ to determine if the study provides adequate information to comply with the required scope². Based upon our review, we find that the study fails to address a few required scope items for the proposed development.

The study should be updated to address the following comments:

- Only 3 years of collision data was reviewed, instead of 5 years.
- No operational analysis at the proposed site driveways is provided.
- No analysis of intersection sight distance or access spacing is included.
- No discussion of on-site circulation for motor vehicles, pedestrian or bicyclists is provided.
- The saturation flow should be 1,750 vphpl for all study intersections, per the ODOT Analysis Procedure Manual Version 2.
- The traffic volumes resulting from the proposed project on S. Ivy Street and SE 13th Avenue need to be compared to existing traffic volumes (daily and peak hour), 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. Planned improvements in the City's CIP and TSP in the area need to be summarized to describe long-range transportation solutions to serve growth in the study area.
- Two handicap parking spots seems low for a senior living facility.
- It should be explicitly stated whether Phase 2 (memory care) impacts are included in the trip generation.

If you have any questions, please feel free to contact me.

¹ Senior Living Traffic Impact Study, Charbonneau Engineering, November 23, 2020









² Scope of Work – Canby Senior Living Traffic Study, September 25, 2020

Appendix 2: CSL Synchro Queuing Reports

Queues
1: Ivy Street & SE 13th Avenue

Assumed 2020 Traffic, AM Peak Hour

02/01/2021

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	29	215	49	346	133	296	23	143
v/c Ratio	0.17	0.46	0.18	0.73	0.24	0.37	0.05	0.23
Control Delay	16.9	17.1	16.1	26.4	8.7	11.5	7.6	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.9	17.1	16.1	26.4	8.7	11.5	7.6	13.9
Queue Length 50th (ft)	7	50	12	97	20	46	3	29
Queue Length 95th (ft)	20	82	28	142	41	117	11	59
Internal Link Dist (ft)		428		444		402		423
Turn Bay Length (ft)	125		130		120		130	
Base Capacity (vph)	229	622	368	633	557	804	487	623
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.35	0.13	0.55	0.24	0.37	0.05	0.23
Intersection Summary								

Queues

Assumed 2020 Traffic, PM Peak Hour

1: Ivy Street & SE 13th Avenue

02/01/2021



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	23	278	115	202	51	242	48	247
v/c Ratio	0.09	0.62	0.53	0.45	0.09	0.33	0.08	0.33
Control Delay	14.8	19.5	25.8	16.8	6.9	11.5	6.8	12.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.8	19.5	25.8	16.8	6.9	11.5	6.8	12.0
Queue Length 50th (ft)	4	46	23	34	6	29	6	31
Queue Length 95th (ft)	20	128	76	97	22	112	21	117
Internal Link Dist (ft)		428		444		402		423
Turn Bay Length (ft)	125		130		120		130	
Base Capacity (vph)	432	694	345	708	556	740	571	759
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.40	0.33	0.29	0.09	0.33	0.08	0.33

Intersection Summary

Queues

2022 Background Traffic, AM Peak Hour

1: Ivy Street & SE 13th Avenue

02/01/2021



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	33	242	55	389	142	317	24	153
v/c Ratio	0.20	0.48	0.20	0.76	0.27	0.42	0.05	0.27
Control Delay	16.6	16.5	15.3	26.2	9.9	13.1	8.5	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.6	16.5	15.3	26.2	9.9	13.1	8.5	15.6
Queue Length 50th (ft)	8	55	13	109	24	57	4	35
Queue Length 95th (ft)	22	89	30	156	47	132	12	67
Internal Link Dist (ft)		428		444		402		423
Turn Bay Length (ft)	125		130		120		130	
Base Capacity (vph)	223	665	372	676	527	761	452	574
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.36	0.15	0.58	0.27	0.42	0.05	0.27

Intersection Summary

Queues

2022 Background Traffic, PM Peak Hour

02/01/2021

1: Ivy Street & SE 13th Avenue



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	26	313	119	228	52	259	52	265
v/c Ratio	0.10	0.68	0.61	0.49	0.10	0.37	0.10	0.37
Control Delay	15.1	21.9	30.9	18.0	7.3	13.5	7.3	14.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.1	21.9	30.9	18.0	7.3	13.5	7.3	14.0
Queue Length 50th (ft)	6	74	33	55	7	52	7	57
Queue Length 95th (ft)	21	144	80	107	23	123	23	129
Internal Link Dist (ft)		428		444		402		423
Turn Bay Length (ft)	125		130		120		130	
Base Capacity (vph)	402	700	307	714	518	691	533	708
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.45	0.39	0.32	0.10	0.37	0.10	0.37

Intersection Summary

Queues
1: Ivy Street & SE 13th Avenue

2022 Background With Site, AM Peak Hour

02/01/2021



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	33	247	55	394	142	319	26	155
v/c Ratio	0.21	0.49	0.20	0.78	0.26	0.44	0.06	0.26
Control Delay	18.0	17.6	16.4	29.4	9.5	14.4	7.9	14.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.0	17.6	16.4	29.4	9.5	14.4	7.9	14.6
Queue Length 50th (ft)	8	59	14	116	25	60	4	36
Queue Length 95th (ft)	23	95	31	166	44	128	12	64
Internal Link Dist (ft)		428		444		402		423
Turn Bay Length (ft)	125		130		120		130	
Base Capacity (vph)	195	605	331	614	538	731	462	606
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.41	0.17	0.64	0.26	0.44	0.06	0.26

Intersection Summary

Queues

2022 Background With Site, PM Peak Hour

1: Ivy Street & SE 13th Avenue

02/01/2021



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	26	319	121	236	52	261	53	265
v/c Ratio	0.10	0.68	0.61	0.50	0.10	0.38	0.10	0.38
Control Delay	14.9	21.6	30.7	17.9	7.6	13.8	7.5	14.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.9	21.6	30.7	17.9	7.6	13.8	7.5	14.3
Queue Length 50th (ft)	6	76	34	57	7	53	7	57
Queue Length 95th (ft)	21	146	81	110	23	125	24	130
Internal Link Dist (ft)		428		444		402		423
Turn Bay Length (ft)	125		130		120		130	
Base Capacity (vph)	397	705	307	720	510	683	525	699
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.45	0.39	0.33	0.10	0.38	0.10	0.38

Intersection Summary

Appendix 3: Revised Intersection LOS output (CSL Synchro LOS reports)

Table 3. Summary of capacity analysis for study intersection.





















Intersection	Type of Control	Peak Hour	Traffic Scenario											
			Assumed 2020				2022 Background Without Site -				2022 Background - With Site -			
			Crit. Mov't	LOS	Delay	v/c	Crit. Mov't	LOS	Delay	v/c	Crit. Mov't	LOS	Delay	v/c
SE 13th Avenue and S Ivy Street	Signal	AM	-	B	16.9	0.32	-	B	17.5	0.36	-	B	18.9	0.36
		PM	-	B	15.4	0.30	-	B	17.5	0.34	-	B	17.6	0.34
Proposed Access and SE 13th Avenue	Two-way Stop	AM	-	-	-	-	-	-	-	-	NB	B	12.4	0.01
		PM	-	-	-	-	-	-	-	-	NB	B	13.1	0.03
Proposed Access and S Ivy Street	Two-way Stop	AM	-	-	-	-	-	-	-	-	WB	B	11.8	0.01
		PM	-	-	-	-	-	-	-	-	WB	B	12.9	0.01

Notes: 2016 Highway Capacity Manual methodology used in analysis, Synchro v11.

Lanes, Volumes, Timings
1: Ivy Street & SE 13th Avenue

Assumed 2020 Traffic, AM Peak Hour

02/01/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	129	39	38	228	42	104	192	39	18	98	13
Future Volume (vph)	23	129	39	38	228	42	104	192	39	18	98	13
Confl. Peds. (#/hr)			2	2			1					1
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	9%	9%	9%	8%	8%	8%	8%	8%	8%	10%	10%	10%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	25.0	25.0		25.0	25.0		10.0	25.4		9.6	25.0	
Total Split (%)	41.7%	41.7%		41.7%	41.7%		16.7%	42.3%		16.0%	41.7%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	
Act Effct Green (s)	15.6	15.6		15.6	15.6		27.9	26.9		25.0	21.2	
Actuated g/C Ratio	0.29	0.29		0.29	0.29		0.52	0.50		0.47	0.40	
v/c Ratio	0.17	0.46		0.18	0.73		0.24	0.37		0.05	0.23	
Control Delay	16.9	17.1		16.1	26.4		8.7	11.5		7.6	13.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	16.9	17.1		16.1	26.4		8.7	11.5		7.6	13.9	
LOS	B	B		B	C		A	B		A	B	
Approach Delay		17.1			25.1			10.6			13.0	
Approach LOS		B			C			B			B	

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 53.5

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 16.9







Intersection LOS: B

Intersection Capacity Utilization 47.5%

ICU Level of Service A





















Analysis Period (min) 15

Splits and Phases: 1: Ivy Street & SE 13th Avenue

 Ø1	 Ø2	 Ø4
9.6 s	25.4 s	25 s
 Ø5	 Ø6	 Ø8
10 s	25 s	25 s

Lanes, Volumes, Timings
1: Ivy Street & SE 13th Avenue

Assumed 2020 Traffic, PM Peak Hour
02/01/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	172	92	109	154	38	48	184	46	46	211	24
Future Volume (vph)	22	172	92	109	154	38	48	184	46	46	211	24
Confl. Peds. (#/hr)	11		1	1		11	6		1	1		6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	9%	9%	9%	7%	7%	7%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	24.0	24.0		24.0	24.0		10.0	26.0		10.0	26.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		16.7%	43.3%		16.7%	43.3%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	
Act Effct Green (s)	12.6	12.6		12.6	12.6		24.1	22.3		24.1	22.3	
Actuated g/C Ratio	0.27	0.27		0.27	0.27		0.51	0.47		0.51	0.47	
v/c Ratio	0.09	0.62		0.53	0.45		0.09	0.33		0.08	0.33	
Control Delay	14.8	19.5		25.8	16.8		6.9	11.5		6.8	12.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	14.8	19.5		25.8	16.8		6.9	11.5		6.8	12.0	
LOS	B	B		C	B		A	B		A	B	
Approach Delay		19.2			20.1			10.7			11.1	
Approach LOS		B			C			B			B	

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 47.5

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.62

Intersection Signal Delay: 15.4

Intersection LOS: B

Intersection Capacity Utilization 56.7%

ICU Level of Service B

Analysis Period (min) 15





















Splits and Phases: 1: Ivy Street & SE 13th Avenue



HCM 6th Signalized Intersection Summary
1: Ivy Street & SE 13th Avenue

Assumed 2020 Traffic, AM Peak Hour

02/01/2021





















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	129	39	38	228	42	104	192	39	18	98	13
Future Volume (veh/h)	23	129	39	38	228	42	104	192	39	18	98	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1627	1627	1627	1641	1641	1641	1641	1641	1641	1614	1614	1614
Adj Flow Rate, veh/h	29	165	50	49	292	54	133	246	50	23	126	17
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	9	9	9	8	8	8	8	8	8	10	10	10
Cap, veh/h	214	336	102	318	377	70	646	581	118	492	536	72
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.08	0.44	0.44	0.03	0.39	0.39
Sat Flow, veh/h	976	1197	363	1109	1346	249	1563	1323	269	1537	1392	188
Grp Volume(v), veh/h	29	0	215	49	0	346	133	0	296	23	0	143
Grp Sat Flow(s),veh/h/ln	976	0	1560	1109	0	1595	1563	0	1592	1537	0	1579
Q Serve(g_s), s	1.5	0.0	6.1	2.1	0.0	10.6	2.6	0.0	6.8	0.5	0.0	3.3
Cycle Q Clear(g_c), s	12.1	0.0	6.1	8.2	0.0	10.6	2.6	0.0	6.8	0.5	0.0	3.3
Prop In Lane	1.00		0.23	1.00		0.16	1.00		0.17	1.00		0.12
Lane Grp Cap(c), veh/h	214	0	437	318	0	447	646	0	699	492	0	608
V/C Ratio(X)	0.14	0.00	0.49	0.15	0.00	0.77	0.21	0.00	0.42	0.05	0.00	0.24
Avail Cap(c_a), veh/h	317	0	601	435	0	614	681	0	699	598	0	608
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.2	0.0	16.0	19.4	0.0	17.6	8.2	0.0	10.3	9.5	0.0	11.1
Incr Delay (d2), s/veh	0.3	0.0	0.9	0.2	0.0	4.2	0.2	0.0	1.9	0.0	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	2.1	0.5	0.0	4.0	0.7	0.0	2.2	0.1	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.5	0.0	16.8	19.6	0.0	21.8	8.4	0.0	12.2	9.5	0.0	12.0
LnGrp LOS	C	A	B	B	A	C	A	A	B	A	A	B
Approach Vol, veh/h		244			395			429			166	
Approach Delay, s/veh		17.6			21.5			11.0			11.6	
Approach LOS		B			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	27.9		19.4	8.8	25.0		19.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	20.9		20.5	5.5	20.5		20.5				
Max Q Clear Time (g_c+I1), s	2.5	8.8		14.1	4.6	5.3		12.6				
Green Ext Time (p_c), s	0.0	1.2		0.7	0.0	0.6		1.5				
Intersection Summary												
HCM 6th Ctrl Delay			15.8									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary

1: Ivy Street & SE 13th Avenue

Assumed 2020 Traffic, PM Peak Hour





















02/01/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	172	92	109	154	38	48	184	46	46	211	24
Future Volume (veh/h)	22	172	92	109	154	38	48	184	46	46	211	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1682	1682	1682	1709	1709	1709	1627	1627	1627	1654	1654	1654
Adj Flow Rate, veh/h	23	181	97	115	162	40	51	194	48	48	222	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	3	3	3	9	9	9	7	7	7
Cap, veh/h	368	311	167	300	400	99	518	502	124	523	580	65
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.05	0.40	0.40	0.05	0.40	0.40
Sat Flow, veh/h	1139	1023	548	1082	1318	325	1550	1257	311	1576	1459	164
Grp Volume(v), veh/h	23	0	278	115	0	202	51	0	242	48	0	247
Grp Sat Flow(s),veh/h/ln	1139	0	1571	1082	0	1643	1550	0	1568	1576	0	1623
Q Serve(g_s), s	0.9	0.0	8.1	5.4	0.0	5.3	1.0	0.0	5.9	0.9	0.0	5.9
Cycle Q Clear(g_c), s	6.2	0.0	8.1	13.5	0.0	5.3	1.0	0.0	5.9	0.9	0.0	5.9
Prop In Lane	1.00		0.35	1.00		0.20	1.00		0.20	1.00		0.10
Lane Grp Cap(c), veh/h	368	0	477	300	0	499	518	0	626	523	0	645
V/C Ratio(X)	0.06	0.00	0.58	0.38	0.00	0.40	0.10	0.00	0.39	0.09	0.00	0.38
Avail Cap(c_a), veh/h	432	0	566	361	0	592	599	0	626	608	0	645
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.4	0.0	15.9	21.7	0.0	15.0	8.9	0.0	11.5	8.9	0.0	11.6
Incr Delay (d2), s/veh	0.1	0.0	1.1	0.8	0.0	0.5	0.1	0.0	1.8	0.1	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	2.8	1.4	0.0	1.9	0.3	0.0	2.0	0.3	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.5	0.0	17.1	22.5	0.0	15.5	9.0	0.0	13.3	9.0	0.0	13.3
LnGrp LOS	B	A	B	C	A	B	A	A	B	A	A	B
Approach Vol, veh/h		301			317			293			295	
Approach Delay, s/veh		17.1			18.0			12.6			12.6	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	26.1		20.9	7.2	26.0		20.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	21.5		19.5	5.5	21.5		19.5				
Max Q Clear Time (g_c+I1), s	2.9	7.9		10.1	3.0	7.9		15.5				
Green Ext Time (p_c), s	0.0	1.1		1.2	0.0	1.0		0.6				
Intersection Summary												
HCM 6th Ctrl Delay			15.1									
HCM 6th LOS			B									

Lanes, Volumes, Timings
1: Ivy Street & SE 13th Avenue

2022 Background Traffic, AM Peak Hour

02/01/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	145	44	43	257	47	111	205	42	19	105	14
Future Volume (vph)	26	145	44	43	257	47	111	205	42	19	105	14
Confl. Peds. (#/hr)			2	2			1					1
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	9%	9%	9%	8%	8%	8%	8%	8%	8%	10%	10%	10%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	26.4	26.4		26.4	26.4		10.4	24.0		9.6	23.2	
Total Split (%)	44.0%	44.0%		44.0%	44.0%		17.3%	40.0%		16.0%	38.7%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	
Act Effct Green (s)	17.1	17.1		17.1	17.1		26.6	25.5		23.3	19.5	
Actuated g/C Ratio	0.32	0.32		0.32	0.32		0.50	0.48		0.43	0.36	
v/c Ratio	0.20	0.48		0.20	0.76		0.27	0.42		0.05	0.27	
Control Delay	16.6	16.5		15.3	26.2		9.9	13.1		8.5	15.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	16.6	16.5		15.3	26.2		9.9	13.1		8.5	15.6	
LOS	B	B		B	C		A	B		A	B	
Approach Delay		16.5			24.9			12.1			14.7	
Approach LOS		B			C			B			B	

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 53.6

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 17.5

Intersection LOS: B

Intersection Capacity Utilization 50.3%

ICU Level of Service A





















Analysis Period (min) 15

Splits and Phases: 1: Ivy Street & SE 13th Avenue

		
Ø1	Ø2	Ø4
9.6 s	24 s	26.4 s
		
Ø5	Ø6	Ø8
10.4 s	23.2 s	26.4 s

HCM 2010 Signalized Intersection Summary
1: Ivy Street & SE 13th Avenue





















2022 Background Traffic, AM Peak Hour
02/01/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	145	44	43	257	47	111	205	42	19	105	14
Future Volume (veh/h)	26	145	44	43	257	47	111	205	42	19	105	14
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1606	1606	1750	1620	1620	1750	1620	1620	1750	1591	1591	1750
Adj Flow Rate, veh/h	33	186	56	55	329	60	142	263	54	24	135	18
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	9	9	9	8	8	8	8	8	8	10	10	10
Cap, veh/h	216	370	111	332	417	76	589	530	109	429	483	64
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.08	0.41	0.41	0.03	0.35	0.35
Sat Flow, veh/h	926	1185	357	1068	1333	243	1543	1305	268	1515	1375	183
Grp Volume(v), veh/h	33	0	242	55	0	389	142	0	317	24	0	153
Grp Sat Flow(s),veh/h/ln	926	0	1541	1068	0	1577	1543	0	1573	1515	0	1558
Q Serve(g_s), s	1.8	0.0	6.8	2.4	0.0	12.0	3.0	0.0	8.0	0.5	0.0	3.8
Cycle Q Clear(g_c), s	13.8	0.0	6.8	9.2	0.0	12.0	3.0	0.0	8.0	0.5	0.0	3.8
Prop In Lane	1.00		0.23	1.00		0.15	1.00		0.17	1.00		0.12
Lane Grp Cap(c), veh/h	216	0	482	332	0	493	589	0	639	429	0	547
V/C Ratio(X)	0.15	0.00	0.50	0.17	0.00	0.79	0.24	0.00	0.50	0.06	0.00	0.28
Avail Cap(c_a), veh/h	307	0	634	438	0	648	631	0	639	531	0	547
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.0	0.0	14.9	18.7	0.0	16.7	9.3	0.0	11.8	10.7	0.0	12.4
Incr Delay (d2), s/veh	0.3	0.0	0.8	0.2	0.0	4.9	0.2	0.0	2.7	0.1	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	3.0	0.7	0.0	5.9	1.3	0.0	3.9	0.2	0.0	1.8
LnGrp Delay(d),s/veh	23.3	0.0	15.7	18.9	0.0	21.6	9.5	0.0	14.5	10.7	0.0	13.7
LnGrp LOS	C		B	B		C	A		B	B		B
Approach Vol, veh/h	275			444			459			177		
Approach Delay, s/veh	16.7			21.3			13.0			13.3		
Approach LOS	B			C			B			B		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.0	26.1		21.1	8.9	23.2		21.1				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	19.5		21.9	5.9	18.7		21.9				
Max Q Clear Time (g_c+I1), s	2.5	10.0		15.8	5.0	5.8		14.0				
Green Ext Time (p_c), s	0.0	1.2		0.8	0.0	0.5		1.7				
Intersection Summary												
HCM 2010 Ctrl Delay				16.5								
HCM 2010 LOS				B								

Lanes, Volumes, Timings
1: Ivy Street & SE 13th Avenue

2022 Background Traffic, PM Peak Hour

02/01/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	194	104	113	174	43	49	197	49	49	226	26
Future Volume (vph)	25	194	104	113	174	43	49	197	49	49	226	26
Confl. Peds. (#/hr)	11		1	1		11	6		1	1		6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	9%	9%	9%	7%	7%	7%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	25.0	25.0		25.0	25.0		9.6	25.4		9.6	25.4	
Total Split (%)	41.7%	41.7%		41.7%	41.7%		16.0%	42.3%		16.0%	42.3%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	
Act Effct Green (s)	13.5	13.5		13.5	13.5		24.4	21.7		24.4	21.7	
Actuated g/C Ratio	0.27	0.27		0.27	0.27		0.49	0.44		0.49	0.44	
v/c Ratio	0.10	0.68		0.61	0.49		0.10	0.37		0.10	0.37	
Control Delay	15.1	21.9		30.9	18.0		7.3	13.5		7.3	14.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	15.1	21.9		30.9	18.0		7.3	13.5		7.3	14.0	
LOS	B	C		C	B		A	B		A	B	
Approach Delay		21.4			22.4			12.4			12.9	
Approach LOS		C			C			B			B	

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 49.6

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 17.5







Intersection LOS: B

Intersection Capacity Utilization 59.0%

ICU Level of Service B

Analysis Period (min) 15





















Splits and Phases: 1: Ivy Street & SE 13th Avenue

 Ø1	 Ø2	 Ø4
9.6 s	25.4 s	25 s
 Ø5	 Ø6	 Ø8
9.6 s	25.4 s	25 s

HCM 6th Signalized Intersection Summary
1: Ivy Street & SE 13th Avenue

2022 Background Traffic, PM Peak Hour





















02/01/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	194	104	113	174	43	49	197	49	49	226	26
Future Volume (veh/h)	25	194	104	113	174	43	49	197	49	49	226	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1682	1682	1682	1709	1709	1709	1627	1627	1627	1654	1654	1654
Adj Flow Rate, veh/h	26	204	109	119	183	45	52	207	52	52	238	27
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	3	3	3	9	9	9	7	7	7
Cap, veh/h	371	332	177	295	428	105	480	477	120	486	554	63
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.05	0.38	0.38	0.05	0.38	0.38
Sat Flow, veh/h	1114	1025	547	1049	1320	324	1550	1253	315	1576	1458	165
Grp Volume(v), veh/h	26	0	313	119	0	228	52	0	259	52	0	265
Grp Sat Flow(s),veh/h/ln	1114	0	1572	1049	0	1644	1550	0	1568	1576	0	1623
Q Serve(g_s), s	1.0	0.0	9.2	5.9	0.0	6.0	1.1	0.0	6.7	1.1	0.0	6.6
Cycle Q Clear(g_c), s	7.0	0.0	9.2	15.2	0.0	6.0	1.1	0.0	6.7	1.1	0.0	6.6
Prop In Lane	1.00		0.35	1.00		0.20	1.00		0.20	1.00		0.10
Lane Grp Cap(c), veh/h	371	0	509	295	0	533	480	0	596	486	0	617
V/C Ratio(X)	0.07	0.00	0.61	0.40	0.00	0.43	0.11	0.00	0.43	0.11	0.00	0.43
Avail Cap(c_a), veh/h	425	0	587	346	0	613	547	0	596	553	0	617
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.3	0.0	15.7	22.1	0.0	14.6	9.7	0.0	12.6	9.7	0.0	12.6
Incr Delay (d2), s/veh	0.1	0.0	1.5	0.9	0.0	0.5	0.1	0.0	2.3	0.1	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	3.2	1.4	0.0	2.1	0.3	0.0	2.4	0.3	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.4	0.0	17.2	23.0	0.0	15.1	9.7	0.0	14.9	9.8	0.0	14.8
LnGrp LOS	B	A	B	C	A	B	A	A	B	A	A	B
Approach Vol, veh/h	339			347			311			317		
Approach Delay, s/veh	17.2			17.8			14.1			14.0		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.2	25.4		22.3	7.2	25.4		22.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	20.9		20.5	5.1	20.9		20.5				
Max Q Clear Time (g_c+I1), s	3.1	8.7		11.2	3.1	8.6		17.2				
Green Ext Time (p_c), s	0.0	1.1		1.4	0.0	1.1		0.6				
Intersection Summary												
HCM 6th Ctrl Delay				15.8								
HCM 6th LOS				B								

Lanes, Volumes, Timings
1: Ivy Street & SE 13th Avenue

2022 Background With Site, AM Peak Hour

02/01/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	147	46	43	258	49	111	207	42	20	107	14
Future Volume (vph)	26	147	46	43	258	49	111	207	42	20	107	14
Confl. Peds. (#/hr)			2	2			1					1
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	9%	9%	9%	8%	8%	8%	8%	8%	8%	10%	10%	10%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	25.0	25.0		25.0	25.0		10.0	25.4		9.6	25.0	
Total Split (%)	41.7%	41.7%		41.7%	41.7%		16.7%	42.3%		16.0%	41.7%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	
Act Effct Green (s)	17.2	17.2		17.2	17.2		27.1	25.1		24.9	21.1	
Actuated g/C Ratio	0.31	0.31		0.31	0.31		0.49	0.46		0.45	0.38	
v/c Ratio	0.21	0.49		0.20	0.78		0.26	0.44		0.06	0.26	
Control Delay	18.0	17.6		16.4	29.4		9.5	14.4		7.9	14.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	18.0	17.6		16.4	29.4		9.5	14.4		7.9	14.6	
LOS	B	B		B	C		A	B		A	B	
Approach Delay		17.7			27.8			12.9			13.7	
Approach LOS		B			C			B			B	

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 55

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 18.9

Intersection LOS: B

Intersection Capacity Utilization 58.8%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Ivy Street & SE 13th Avenue





















 Ø1	 Ø2	 Ø4
9.6 s	25.4 s	25 s
 Ø5	 Ø6	 Ø8
10 s	25 s	25 s

HCM 6th Signalized Intersection Summary

1: Ivy Street & SE 13th Avenue

2022 Background With Site, AM Peak Hour

02/01/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	147	46	43	258	49	111	207	42	20	107	14
Future Volume (veh/h)	26	147	46	43	258	49	111	207	42	20	107	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1627	1627	1627	1641	1641	1641	1641	1641	1641	1614	1614	1614
Adj Flow Rate, veh/h	33	188	59	55	331	63	142	265	54	26	137	18
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	9	9	9	8	8	8	8	8	8	10	10	10
Cap, veh/h	205	365	115	321	412	78	607	555	113	447	515	68
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.08	0.42	0.42	0.03	0.37	0.37
Sat Flow, veh/h	934	1186	372	1077	1339	255	1563	1322	269	1537	1397	184
Grp Volume(v), veh/h	33	0	247	55	0	394	142	0	319	26	0	155
Grp Sat Flow(s),veh/h/ln	934	0	1559	1077	0	1594	1563	0	1592	1537	0	1580
Q Serve(g_s), s	1.9	0.0	7.2	2.5	0.0	12.6	3.0	0.0	8.1	0.6	0.0	3.8
Cycle Q Clear(g_c), s	14.5	0.0	7.2	9.7	0.0	12.6	3.0	0.0	8.1	0.6	0.0	3.8
Prop In Lane	1.00		0.24	1.00		0.16	1.00		0.17	1.00		0.12
Lane Grp Cap(c), veh/h	205	0	480	321	0	491	607	0	668	447	0	583
V/C Ratio(X)	0.16	0.00	0.51	0.17	0.00	0.80	0.23	0.00	0.48	0.06	0.00	0.27
Avail Cap(c_a), veh/h	262	0	575	386	0	588	636	0	668	542	0	583
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.4	0.0	15.8	19.8	0.0	17.7	9.3	0.0	11.7	10.5	0.0	12.3
Incr Delay (d2), s/veh	0.4	0.0	0.9	0.3	0.0	6.7	0.2	0.0	2.4	0.1	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	2.5	0.6	0.0	5.1	0.9	0.0	2.8	0.2	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.7	0.0	16.7	20.1	0.0	24.4	9.4	0.0	14.2	10.5	0.0	13.4
LnGrp LOS	C	A	B	C	A	C	A	A	B	B	A	B
Approach Vol, veh/h		280			449			461			181	
Approach Delay, s/veh		17.6			23.9			12.7			13.0	
Approach LOS		B			C			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.2	27.8		21.6	9.0	25.0		21.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	20.9		20.5	5.5	20.5		20.5				
Max Q Clear Time (g_c+I1), s	2.6	10.1		16.5	5.0	5.8		14.6				
Green Ext Time (p_c), s	0.0	1.3		0.6	0.0	0.6		1.4				
Intersection Summary												
HCM 6th Ctrl Delay			17.4									
HCM 6th LOS			B									

Lanes, Volumes, Timings
2: Proposed Access & SE 13th Avenue

2022 Background With Site, AM Peak Hour
02/01/2021

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Volume (vph)	208	3	4	347	3	1
Future Volume (vph)	208	3	4	347	3	1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	9%	9%	2%	2%	8%	8%
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary

Control Type: Unsignalized

Intersection Capacity Utilization 33.3% ICU Level of Service A

Analysis Period (min) 15

HCM 6th TWSC
2: Proposed Access & SE 13th Avenue

2022 Background With Site, AM Peak Hour
02/01/2021

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↱	↰	↱
Traffic Vol, veh/h	208	3	4	347	3	1
Future Vol, veh/h	208	3	4	347	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	9	9	2	2	8	8
Mvmt Flow	231	3	4	386	3	1










Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	234
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1333
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1333
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	491	-	-	1333	-
HCM Lane V/C Ratio	0.009	-	-	0.003	-
HCM Control Delay (s)	12.4	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lanes, Volumes, Timings
3: S. Ivy Street & Proposed Access

2022 Background With Site, AM Peak Hour
02/01/2021

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	2	2	358	2	4	192
Future Volume (vph)	2	2	358	2	4	192
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	8%	8%	10%	10%
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free
Intersection Summary						
Control Type: Unsignalized						
Intersection Capacity Utilization 30.6%			ICU Level of Service A			
Analysis Period (min) 15						

HCM 6th TWSC
3: S. Ivy Street & Proposed Access

2022 Background With Site, AM Peak Hour

02/01/2021

Intersection

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	2	2	358	2	4	192
Future Vol, veh/h	2	2	358	2	4	192
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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	8	8	10	10
Mvmt Flow	2	2	398	2	4	213

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	620	399	0
Stage 1	399	-	-
Stage 2	221	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	452	651	-
Stage 1	678	-	-
Stage 2	816	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	450	651	-
Mov Cap-2 Maneuver	450	-	-
Stage 1	678	-	-
Stage 2	813	-	-





















Approach	WB	NB	SB
HCM Control Delay, s	11.8	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	532	1117
HCM Lane V/C Ratio	-	-	0.008	0.004
HCM Control Delay (s)	-	-	11.8	8.2
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Lanes, Volumes, Timings
1: Ivy Street & SE 13th Avenue

2022 Background With Site, PM Peak Hour

02/01/2021

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	198	105	115	180	45	49	199	49	50	226	26
Future Volume (vph)	25	198	105	115	180	45	49	199	49	50	226	26
Confl. Peds. (#/hr)	11		1	1		11	6		1	1		6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	9%	9%	9%	7%	7%	7%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	25.2	25.2		25.2	25.2		9.6	25.2		9.6	25.2	
Total Split (%)	42.0%	42.0%		42.0%	42.0%		16.0%	42.0%		16.0%	42.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	
Act Effect Green (s)	13.9	13.9		13.9	13.9		24.2	21.5		24.2	21.5	
Actuated g/C Ratio	0.28	0.28		0.28	0.28		0.49	0.43		0.49	0.43	
v/c Ratio	0.10	0.68		0.61	0.50		0.10	0.38		0.10	0.38	
Control Delay	14.9	21.6		30.7	17.9		7.6	13.8		7.5	14.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	14.9	21.6		30.7	17.9		7.6	13.8		7.5	14.3	
LOS	B	C		C	B		A	B		A	B	
Approach Delay		21.1			22.2			12.8			13.2	
Approach LOS		C			C			B			B	

Intersection Summary

Cycle Length: 60

Actuated Cycle Length: 49.8

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 17.6

Intersection LOS: B

Intersection Capacity Utilization 59.4%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Ivy Street & SE 13th Avenue





















 Ø1	 Ø2	 Ø4
9.6 s	25.2 s	25.2 s
 Ø5	 Ø6	 Ø8
9.6 s	25.2 s	25.2 s

HCM 6th Signalized Intersection Summary

1: Ivy Street & SE 13th Avenue







2022 Background With Site, PM Peak Hour

02/01/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	198	105	115	180	45	49	199	49	50	226	26
Future Volume (veh/h)	25	198	105	115	180	45	49	199	49	50	226	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1682	1682	1682	1709	1709	1709	1627	1627	1627	1654	1654	1654
Adj Flow Rate, veh/h	26	208	111	121	189	47	52	209	52	53	238	27
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	5	5	3	3	3	9	9	9	7	7	7
Cap, veh/h	370	337	180	295	433	108	475	472	117	479	549	62
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.05	0.38	0.38	0.05	0.38	0.38
Sat Flow, veh/h	1106	1025	547	1044	1316	327	1550	1256	312	1576	1458	165
Grp Volume(v), veh/h	26	0	319	121	0	236	52	0	261	53	0	265
Grp Sat Flow(s),veh/h/ln	1106	0	1572	1044	0	1644	1550	0	1568	1576	0	1623
Q Serve(g_s), s	1.0	0.0	9.4	6.1	0.0	6.2	1.1	0.0	6.9	1.1	0.0	6.7
Cycle Q Clear(g_c), s	7.2	0.0	9.4	15.5	0.0	6.2	1.1	0.0	6.9	1.1	0.0	6.7
Prop In Lane	1.00		0.35	1.00		0.20	1.00		0.20	1.00		0.10
Lane Grp Cap(c), veh/h	370	0	517	295	0	540	475	0	589	479	0	611
V/C Ratio(X)	0.07	0.00	0.62	0.41	0.00	0.44	0.11	0.00	0.44	0.11	0.00	0.43
Avail Cap(c_a), veh/h	422	0	591	345	0	618	541	0	589	545	0	611
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.3	0.0	15.6	22.1	0.0	14.5	9.8	0.0	12.9	9.8	0.0	12.8
Incr Delay (d2), s/veh	0.1	0.0	1.6	0.9	0.0	0.6	0.1	0.0	2.4	0.1	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	3.3	1.5	0.0	2.2	0.3	0.0	2.4	0.3	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.4	0.0	17.1	23.0	0.0	15.1	9.9	0.0	15.3	9.9	0.0	15.0
LnGrp LOS	B	A	B	C	A	B	A	A	B	A	A	B
Approach Vol, veh/h		345			357			313			318	
Approach Delay, s/veh		17.1			17.7			14.4			14.2	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	25.2		22.6	7.2	25.2		22.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.1	20.7		20.7	5.1	20.7		20.7				
Max Q Clear Time (g_c+l1), s	3.1	8.9		11.4	3.1	8.7		17.5				
Green Ext Time (p_c), s	0.0	1.1		1.5	0.0	1.1		0.6				
Intersection Summary												
HCM 6th Ctrl Delay				16.0								
HCM 6th LOS				B								

Lanes, Volumes, Timings
2: Proposed Access & SE 13th Avenue

2022 Background With Site, PM Peak Hour
02/01/2021

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	292	5	3	330	10	4
Future Volume (vph)	292	5	3	330	10	4
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	5%	5%	3%	3%	2%	2%
Shared Lane Traffic (%)						
Sign Control	Free		Free		Stop	

Intersection Summary

Control Type: Unsignalized

Intersection Capacity Utilization 31.5% ICU Level of Service A

Analysis Period (min) 15

HCM 6th TWSC
2: Proposed Access & SE 13th Avenue

2022 Background With Site, PM Peak Hour
02/01/2021

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	292	5	3	330	10	4
Future Vol, veh/h	292	5	3	330	10	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	3	3	2	2
Mvmt Flow	324	6	3	367	11	4

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	330
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.13
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.227
Pot Cap-1 Maneuver	-	-	1224
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1224
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-










Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	13.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	461	-	-	1224	-
HCM Lane V/C Ratio	0.034	-	-	0.003	-
HCM Control Delay (s)	13.1	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lanes, Volumes, Timings
3: S. Ivy Street & Proposed Access

2022 Background With Site, PM Peak Hour

02/01/2021

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	2	2	295	2	1	443
Future Volume (vph)	2	2	295	2	1	443
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	9%	9%	7%	7%
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary

Control Type: Unsignalized

Intersection Capacity Utilization 36.2%

ICU Level of Service A

Analysis Period (min) 15

HCM 6th TWSC
3: S. Ivy Street & Proposed Access

2022 Background With Site, PM Peak Hour

02/01/2021

Intersection

Int Delay, s/veh 0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	2	2	295	2	1	443
Future Vol, veh/h	2	2	295	2	1	443
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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	9	9	7	7
Mvmt Flow	2	2	328	2	1	492

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	823	329	0
Stage 1	329	-	-
Stage 2	494	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	343	712	-
Stage 1	729	-	-
Stage 2	613	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	343	712	-
Mov Cap-2 Maneuver	343	-	-
Stage 1	729	-	-
Stage 2	612	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	463	1202
HCM Lane V/C Ratio	-	-	0.01	0.001
HCM Control Delay (s)	-	-	12.9	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Appendix 4: Crash Data

Table 1. Crash rate results.

Intersection	Crash History (Years)	Number of Crashes	Crashes per year	Annual Traffic Entering (veh/yr)	Crash rate per M.E.V.*
S. Ivy Street and SE 13th Avenue	5	7	1.4	4185650	0.334

* M.E.V. - million entering vehicles.

CRASH SUMMARIES BY YEAR BY COLLISION TYPE

SE 13TH AVE and IVY ST, City of Canby, Clackamas County, 01/01/2014 to 12/31/2018

COLLISION TYPE	FATAL CRASHES	NON-PROPERTY			TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER- SECTION RELATED	OFF- ROAD
		FATAL CRASHES	DAMAGE ONLY											
YEAR: 2017														
ANGLE	0	0	1		1	0	0	0	1	0	1	0	1	0
YEAR 2017 TOTAL	0	0	1		1	0	0	0	1	0	1	0	1	0
YEAR: 2016														
SIDESWIPe - MEETING	0	0	1		1	0	0	0	1	0	1	0	1	0
TURNING MOVEMENTS	0	1	1		2	0	2	0	1	1	1	1	2	0
YEAR 2016 TOTAL	0	1	2		3	0	2	0	2	1	2	1	3	0
YEAR: 2015														
ANGLE	0	2	0		2	0	2	0	1	1	0	2	2	0
RRAR-END	0	1	0		1	0	1	0	1	0	1	0	0	0
YEAR 2015 TOTAL	0	3	0		3	0	3	0	2	1	1	2	2	0
FINAL TOTAL	0	4	3		7	0	5	0	5	2	4	3	6	0

Disclaimer: The information contained in this report is compiled from individual driver and police crash reports submitted to the Oregon Department of Transportation as required in ORS 811.720. The Crash Analysis and Reporting Unit is committed to providing the highest quality crash data to customers. However, because substantial of crash report forms is the responsibility of the individual driver, the Crash Analysis and Reporting Unit can not guarantee that all qualifying crashes are represented nor can assurances be made that all details pertaining to a single crash are accurate. Note: Legislative changes to DMV's vehicle crash reporting requirements, effective 01/01/2004, may result in fewer property damage only crashes being eligible for inclusion in the Statewide Crash Data File.

CITY OF CANBY, CLACKAMAS COUNTY

CREWSON, DEPARTMENT OF TRANSPORTATION - TRANSPORTATION DEVELOPMENT DIVISION
TRANSPORTATION DATA SECTION - TRASH ANALYSIS AND REPORTING UNIT
URBAN NON-DRIVER CRASH LISTING
1 - 5 of 7 Crash records shown.
SR 13TH AVE AND IYV ST, City of Camby, Clackamas County, 01/01/2014 to 12/31/2018

[illegible]

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 substantial crash report forms are 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 01/01/2014, may result in fewer properly formatted crash reports being eligible for inclusion in the Statewide Crash Data File.

RECORDING REQUESTED BY:



Fidelity National Title
Company of Oregon

5400 SW Meadows Road, Suite 100
Lake Oswego, OR 97035

Clackamas County Official Records
Sherry Hall, County Clerk

2019-038716

07/05/2019 11:29:01 AM

D-D Cnt=1 Stn=9 COUNTER1
\$10.00 \$16.00 \$10.00 \$62.00

\$98.00

GRANTOR'S NAME:

Willamette Capital Investments, LLC, an Oregon limited liability company

GRANTEE'S NAME:

Waterstone Investments, LLC

AFTER RECORDING RETURN TO:

Order No.: 45141904124-KL
Veronica Wilson
Waterstone Investments, LLC
10362 SE Isaac Drive
Happy Valley, OR 97086

SEND TAX STATEMENTS TO:

Waterstone Investments, LLC
10362 SE Isaac Drive
Happy Valley, OR 97086

APN: 01002480

Map: 41E04DA/04800

1300 S Ivy Street, Canby, OR 97013

SPACE ABOVE THIS LINE FOR RECORDER'S USE

STATUTORY WARRANTY DEED

Willamette Capital Investments, LLC, an Oregon limited liability company, Grantor, conveys and warrants to Waterstone Investments, LLC, an Oregon limited liability company, Grantee, the following described real property, free and clear of encumbrances except as specifically set forth below, situated in the County of Clackamas, State of Oregon:

A tract of land in the Southwest quarter of the Northwest quarter of Section 4, Township 4 South, Range 1 East, Willamette Meridian, in the City of Canby and County of Clackamas and State of Oregon more particularly described as follows:

Beginning at the Northwest corner of the Northeast quarter of the Southeast quarter of section 4 in Township 4 South, Range 1 East of the Willamette Meridian, running thence East 5.48 chains; thence South 5.48 chains; thence West 5.48 chains; thence North 5.48 chains to the place of beginning.

Excepting therefrom that portion conveyed to Clackamas County for right-of-way by Deed recorded April 2, 1997 at Recording No. 97-023971, Records of Clackamas County, Oregon.

THE TRUE AND ACTUAL CONSIDERATION FOR THIS CONVEYANCE IS SIX HUNDRED FIVE THOUSAND AND NO/100 DOLLARS (**\$605,000.00**). (See ORS 93.030).

Subject to:

Rights of the public to any portion of the Land lying within the area commonly known as Streets, Roads and Highways.
2019-2020 taxes, a lien not yet payable

Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to: Clackamas County
Purpose: Installation and maintenance of storm drainage facilities and appurtenances
Recording Date: April 2, 1997
Recording No.: 97-023968
Affects: Northwest corner

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.

STATUTORY WARRANTY DEED

(continued)

IN WITNESS WHEREOF, the undersigned have executed this document on the date(s) set forth below.

Dated: 5-16-19

Willamette Capital Investments, LLC, an Oregon limited liability company

BY: [Signature]

R. Patrick Hanlin, Trustee of the R. Patrick Hanlin Living Trust dated June 13, 1991, Member

BY: [Signature]

Shelley R. Hanlin, Trustee of the Shelley R. Hanlin Living Trust dated June 13, 1991, Member

BY: [Signature]

Timothy A. Tofte, Member

BY: [Signature]

Lisa J. Tofte, Member

State of Oregon
County of Clackamas

This instrument was acknowledged before me on 5-16-2019 by R. Patrick Hanlin, trustee of the R. Patrick Hanlin Living Trust dated June 13, 1991, as member of Willamette Capital Investments, LLC, an Oregon limited liability company, Shelley R. Hanlin, Trustee of the Shelley R. Hanlin Living Trust dated June 13, 1991, as member of Willamette Capital Investments, LLC, an Oregon limited liability company and Timothy A. Tofte and Lisa J. Tofte, members of Willamette Capital Investments, LLC, an Oregon limited liability company.

Kathi Jo Lawrence

Notary Public - State of Oregon
My Commission Expires: 1-19-2020



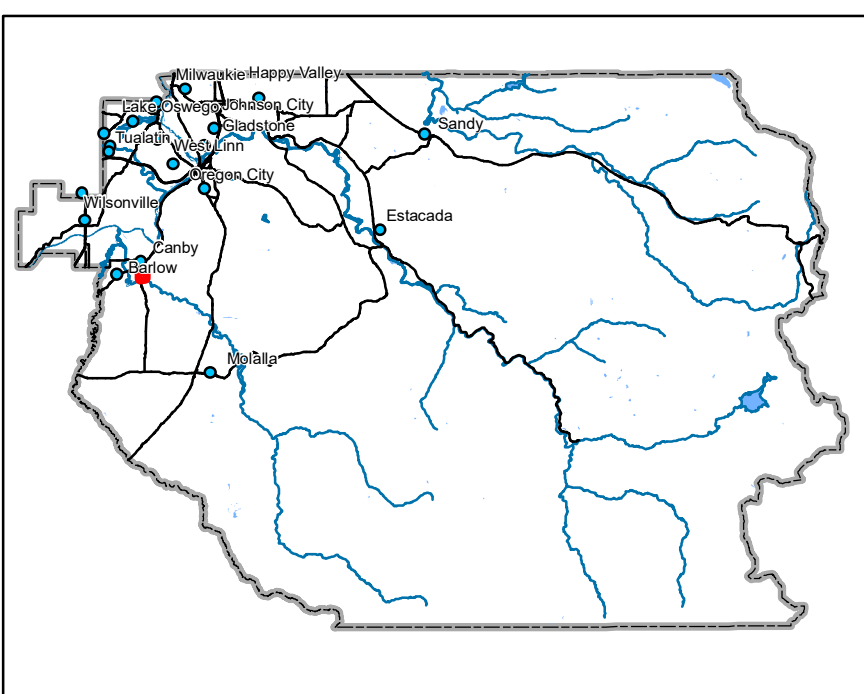
4 1 E 04DA
CANBY

N.E. 1/4 S.E. 1/4 SEC. 4 T. 4S. R. 1E. W.M.
CLACKAMAS COUNTY
1" = 100'

Cancelled Taxlots

- 5202
- 5207
- 5204
- 5223
- 5201
- 5206
- 5203
- 5208
- 5205
- 10700
- 4701
- 5200
- 4700
- 5100
- 5407

- Parcel Boundary
- Private Road ROW
- Historical Boundary
- Railroad Centerline
- TaxCodeLines
- Map Index
- WaterLines
- Land Use Zoning
- Plats
- Water
- Corner
- Section Corner
- 1/16th Line
- Govt Lot Line
- DLC Line
- Meander Line
- PLSS Section Line
- Historic Corridor 40'
- Historic Corridor 20'



THIS MAP IS FOR ASSESSMENT
PURPOSES ONLY

4 1 E 04DA
CANBY

2/7/2017

SITE DETAILS:

SITE ADDRESS:	1300 S. IVY ST. CANBY, OREGON
JURISDICTION:	CITY OF CANBY
SITE ZONING:	R-1; LOW DENSITY RESIDENTIAL
PROPOSED USE:	ASSISTED LIVING / NURSING CARE (CONDITIONAL USE); SINGLE FAMILY DUPLEXES FOR SENIOR LIVING
LAND USE PROCESSES REQUIRED:	TYPE III SITE PLAN & DESIGN REVIEW CONDITIONAL USE REVIEW
TOTAL SITE AREA:	111,973 S.F.
SITE DENSITY PROPOSED:	102 RESIDENT BEDS 8 DUPLEX UNITS
PROPOSED BUILDING COVERAGE:	32,588 S.F.
PROPOSED HARDSCAPE AREA:	34,951 S.F.
PROPOSED LANDSCAPED AREA:	44,434 S.F.
TOTAL PARKING SPACES:	52 PARKING SPACES W/ 2 HANDICAP VAN ACCESSIBLE SPACE AND 1 HANDICAP ACCESSIBLE SPACE

TOTAL BICYCLE PARKING: 6 SPACES

GENERAL SITE PLAN NOTES:

SITE FURNISHINGS SUCH AS FENCES, & ANY OTHER FURNISHINGS SHALL BE CONSTRUCTED W/ 20% SUSTAINABLE HARVESTED MATERIALS, SUCH AS FORESTRY STEWARDSHIP COUNCIL (FSC)-CERTIFIED WOOD & RECYCLED CONTENT MATERIALS, EXCLUDING PLASTICS. THE INTENT OF THIS STANDARD CAN ALSO BE ACHIEVED THROUGH THE USE OF LOCALLY SOURCED MATERIALS, ORIGINATING WITHIN 500 MILES OF THE SITE

A MIN. OF 20% RECYCLED CONTENT PAVEMENT OR PAVEMENT BASE, SUCH AS CONCRETE GRINDINGS FOR BASE MATERIALS OR BLAST FURNACE SLAB ADDITIVES OR ASPHALT W/ GLASS FOR HARD-SCAPE ELEMENTS SUCH AS STREETS, SIDEWALKS, PATHS, PARKING AREAS & COURTYARDS SHALL BE PROVIDED

REFERENCE LANDSCAPE PLANS FOR LANDSCAPE PLANTING DETAILS

REFERENCE CIVIL SHEETS FOR R.O.W. IMPROVEMENTS, PVIOUS PAVEMENT DETAILS, STORM-WATER MANAGEMENT, ETC.

PROVIDE A LEVEL CEMENT CONCRETE PAD, MIN. 4" THICK, @ GROUND ELEVATION. THE PAD SHALL BE DESIGNED TO DISCHARGE SURFACE WATER RUNOFF TO PREVENT STANDING WATER TO DRAIN @ GARBAGE ENCLOSURE

THE VEHICULAR APPROACH AREA & STAGING AREA SHALL NOT HAVE A PERCENT OF GRADE EXCEEDING 3%, SLOPED IN ANY DIRECTION

PROVIDE A CLEAR STAGING AREA IN FRONT OF THE ENCLOSURE W/ A MIN. LENGTH & WIDTH TO ALLOW FOR A 3' PERIMETER AROUND ALL SIDES OF THE CONTAINER WHEN BEING SERVICES OUTSIDE OF THE ENCLOSURE

A MIN. OF 3', INCLUDING PAD AREA, SHALL BE PROVIDED IN FRONT OF EACH CONTAINER FOR MANEUVERABILITY IN DEPOSITING SOLID WASTE OR RECYCLABLE MATERIALS

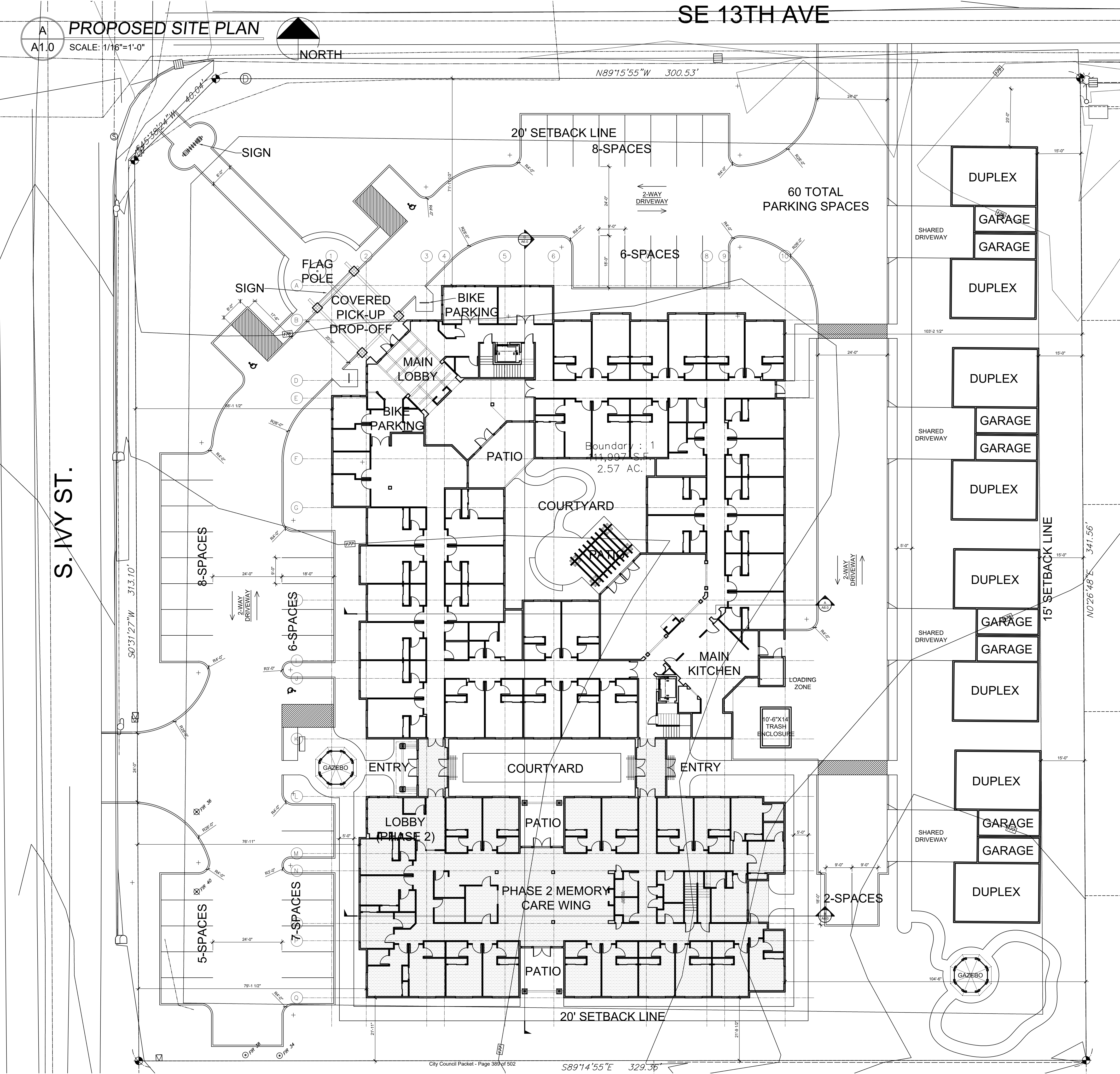
PROVIDE A "NO PARKING" SIGN THAT SHALL BE PAINTED TO ON THE PAVEMENT IN FRONT OF THE GARBAGE AREA TO PROVIDE SAFE & UNOBSTRUCTED ACCESS FOR SERVICING CONTAINERS

GARBAGE & RECYCLING ENCLOSURE GATES SHALL SWING FREE OF OBSTRUCTIONS & HAVE RESTRAINTERS IN THE OPEN & CLOSED POSITIONS. THE GATE SWING SHOULD OPEN TO A MIN. OF 120 DEGREES

OFF STREET PARKING SHALL BE COMPLETED PRIOR TO ISSUANCE OF CERT. OF OCC. & PROVIDED FOR EMPLOYEES & VISITORS. NO STORAGE OF NON-OPERABLE VEHICLES OR OF MATERIALS PERMITTED

OWNER TO FURNISH ALL OUTDOOR FURNITURE SHOWN ON SITE PLAN

ALL PEDESTRIAN WALKWAYS, BUILDING ENTRANCES AND EXITS, AND OUTDOOR USE AREAS TO HAVE LIGHTING PROVIDING A MIN. OF 5 FOOT CANDLE ILLUMINATION, TYP.



from design concept to architectural reality

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& Design, PC

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Portland, Oregon 97229
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nwarchitecture@gmail.com



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design@eprdesign.com



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DESIGN, P.C.

SITE PLAN

REV. NO. DATE:



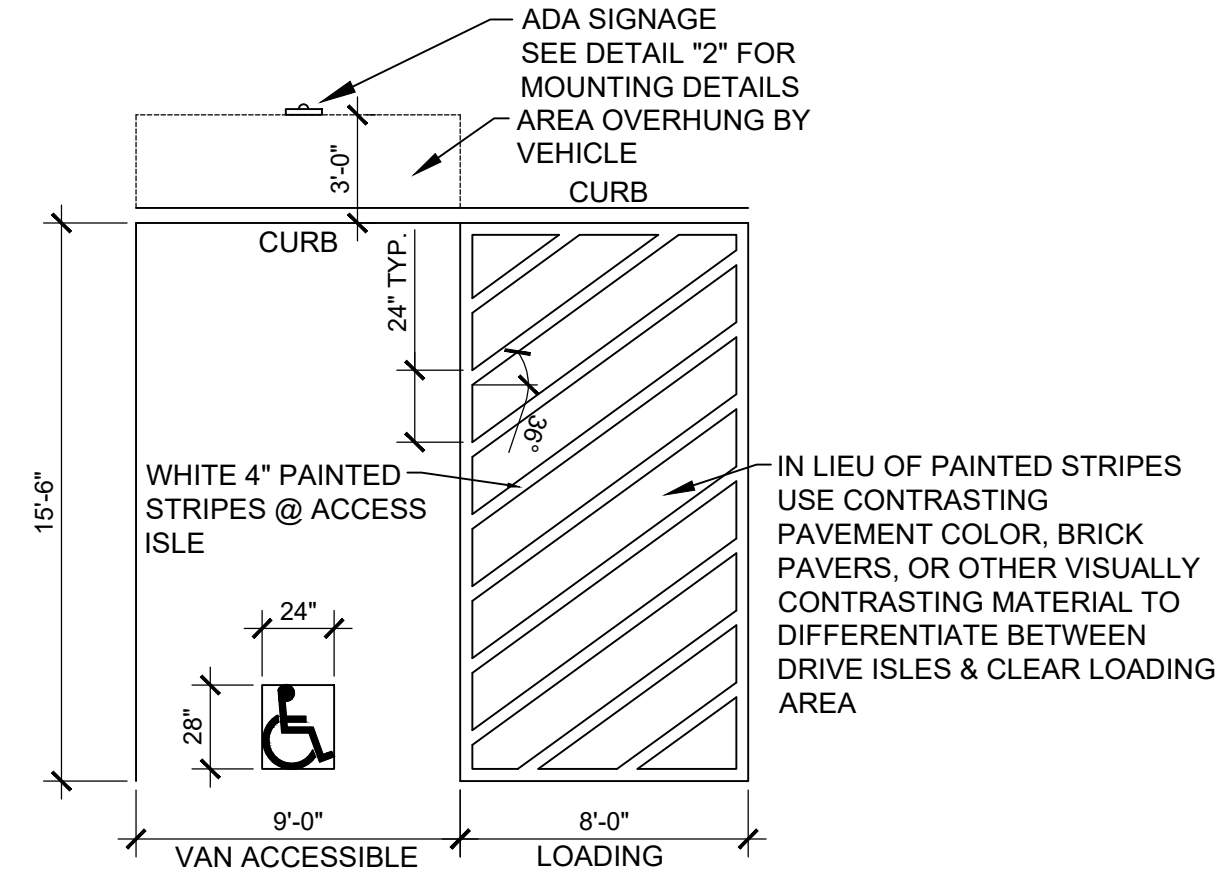
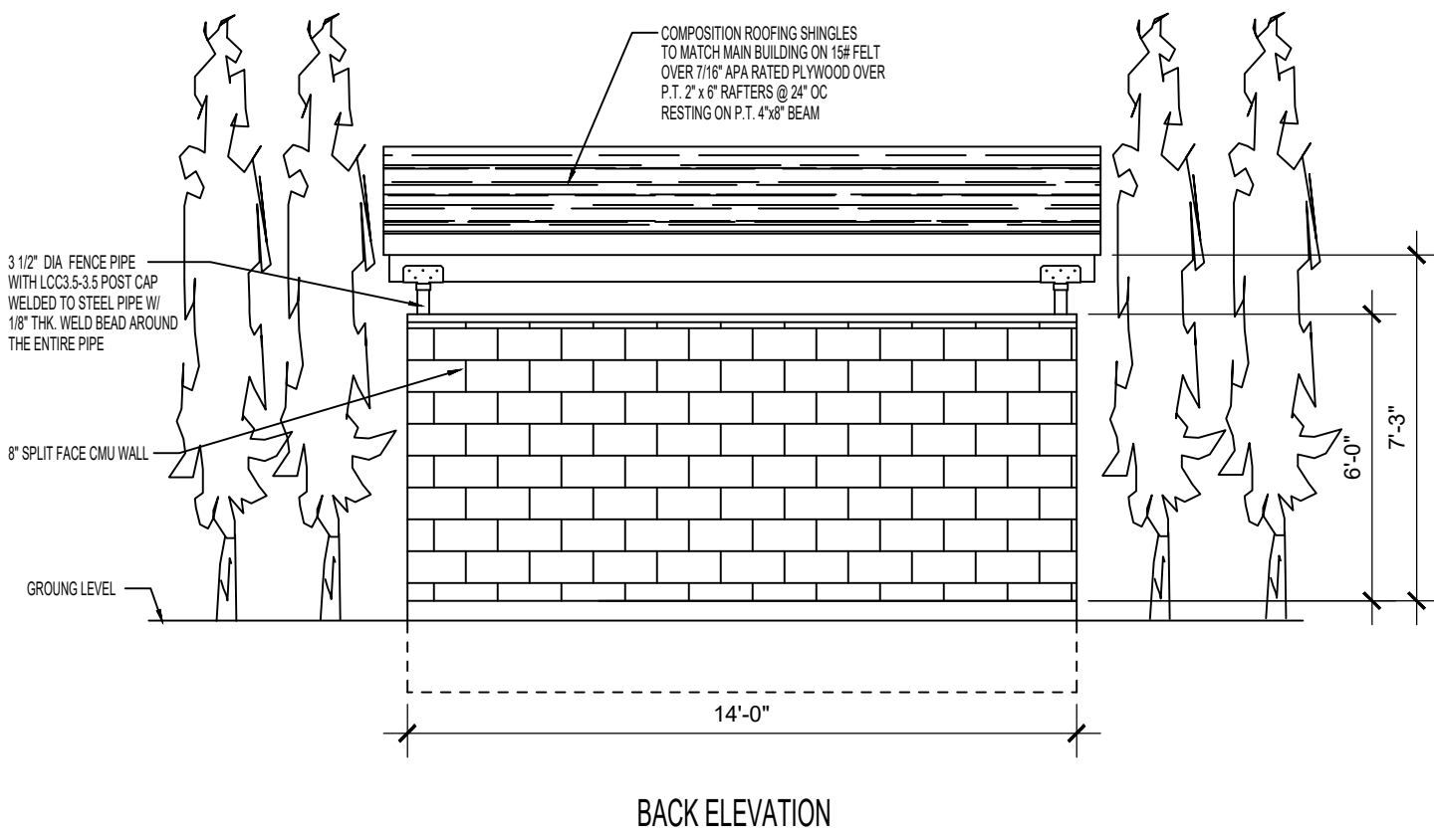
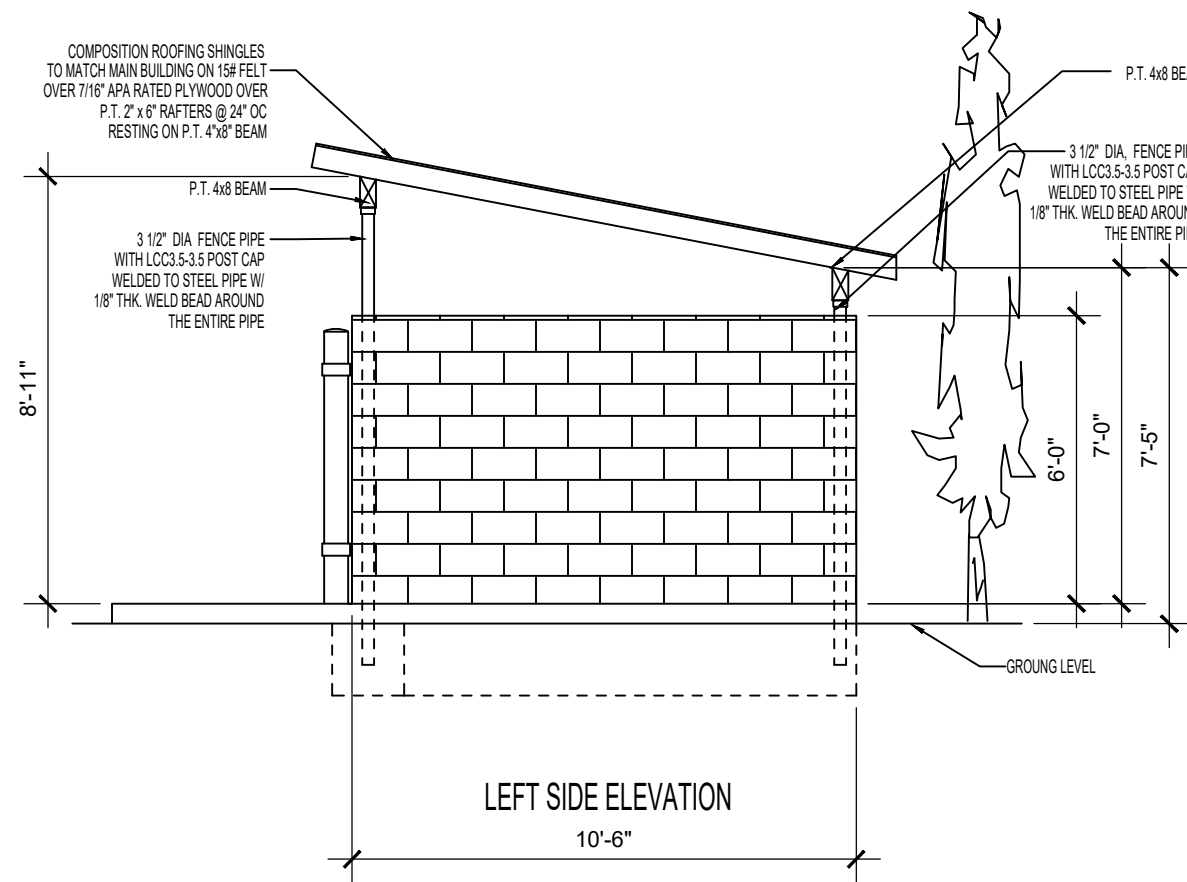
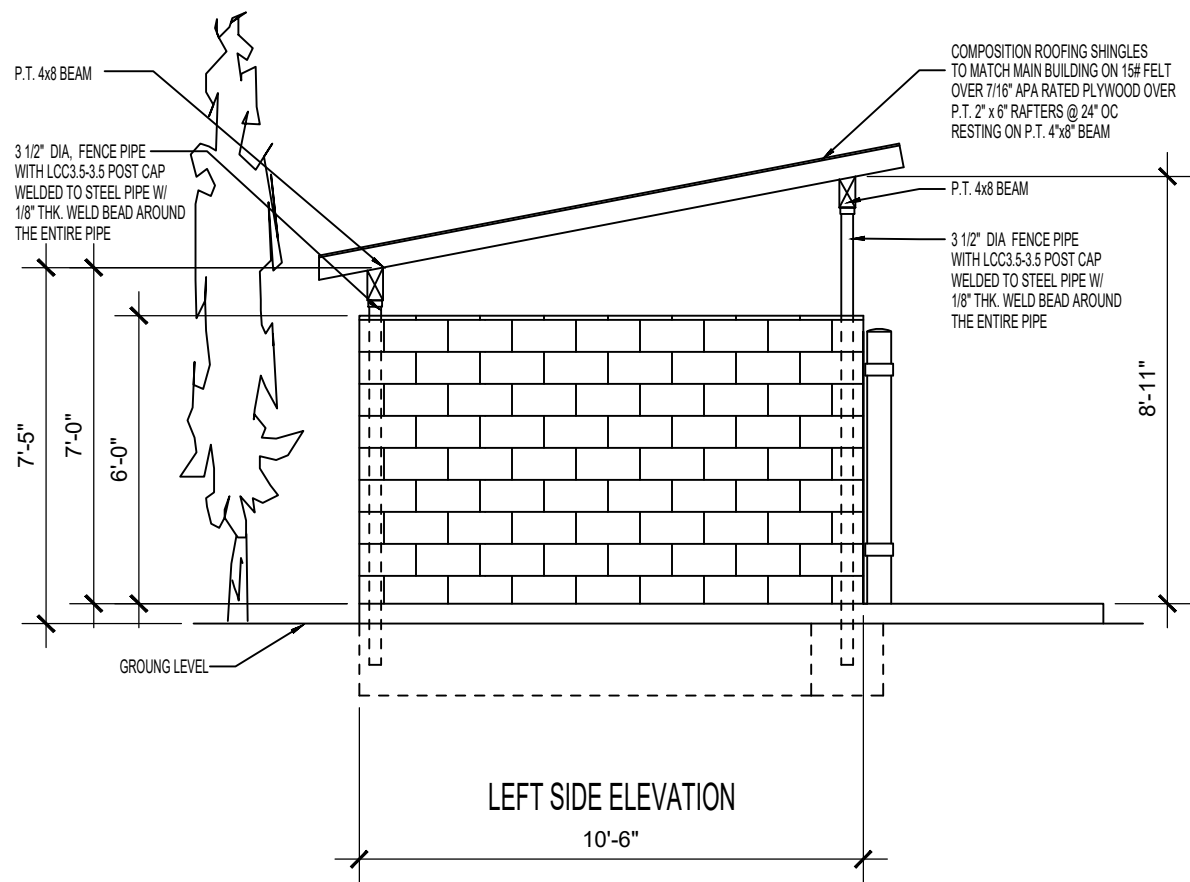
DATE: 2/23/2021

DRAWN BY:

REVIEWED BY:

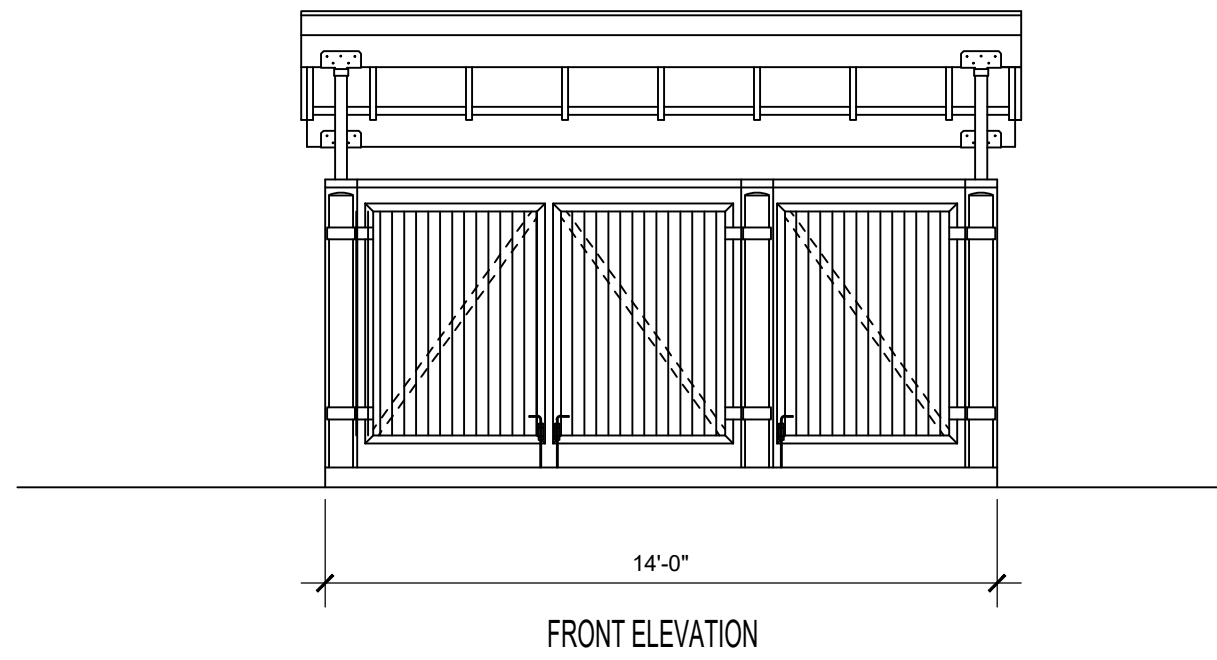
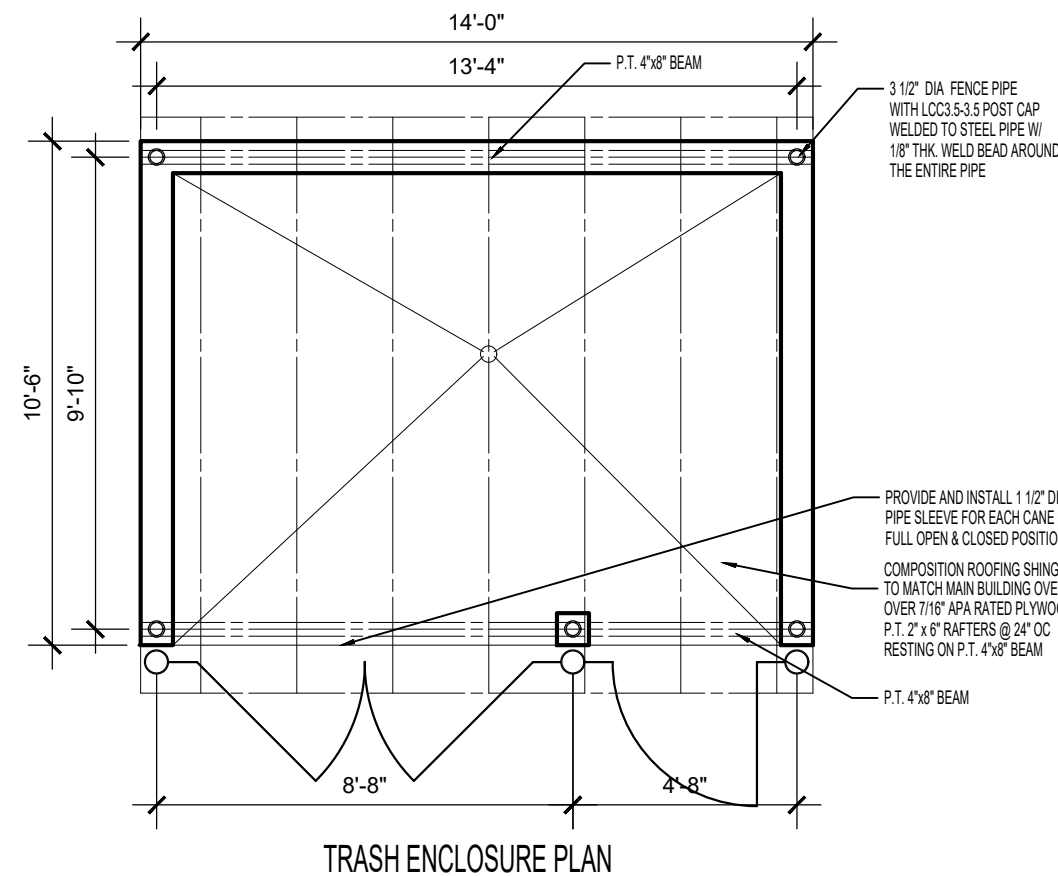
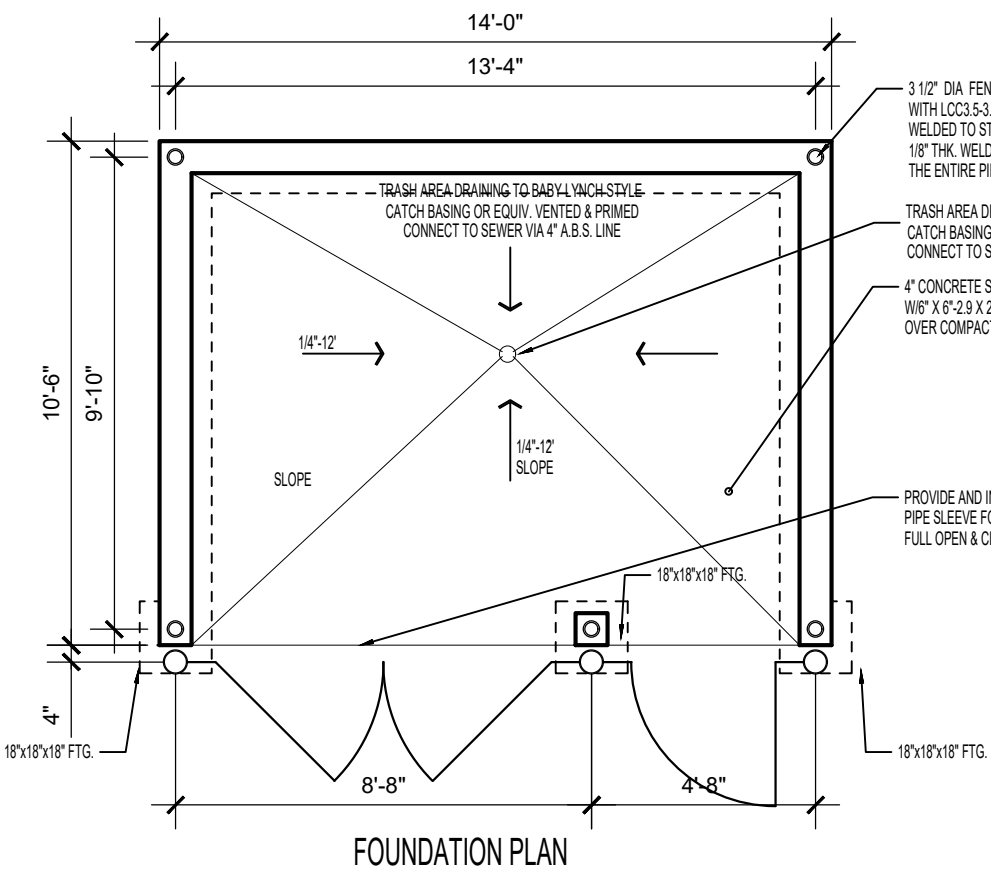
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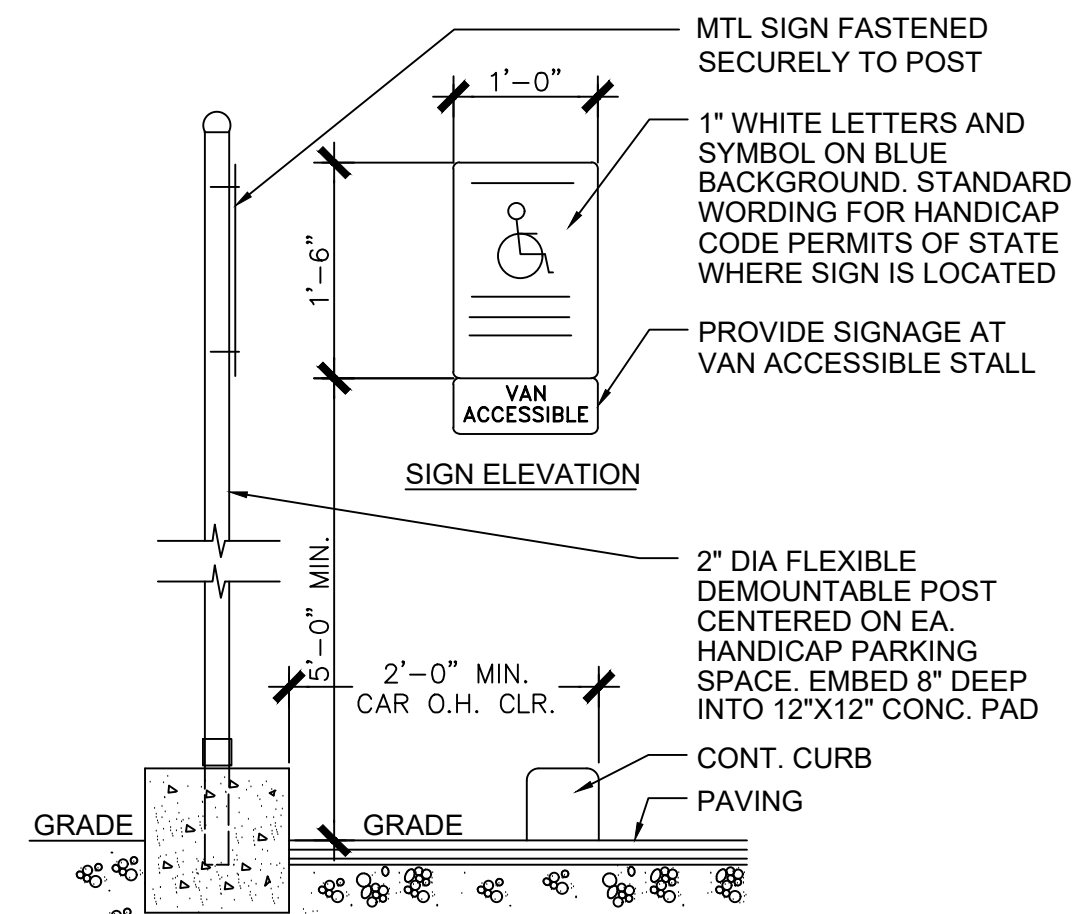
VAN ACCESSIBLE PARKING STALL W/ LOADING AREA

SCALE: 3/16" = 1'-0"



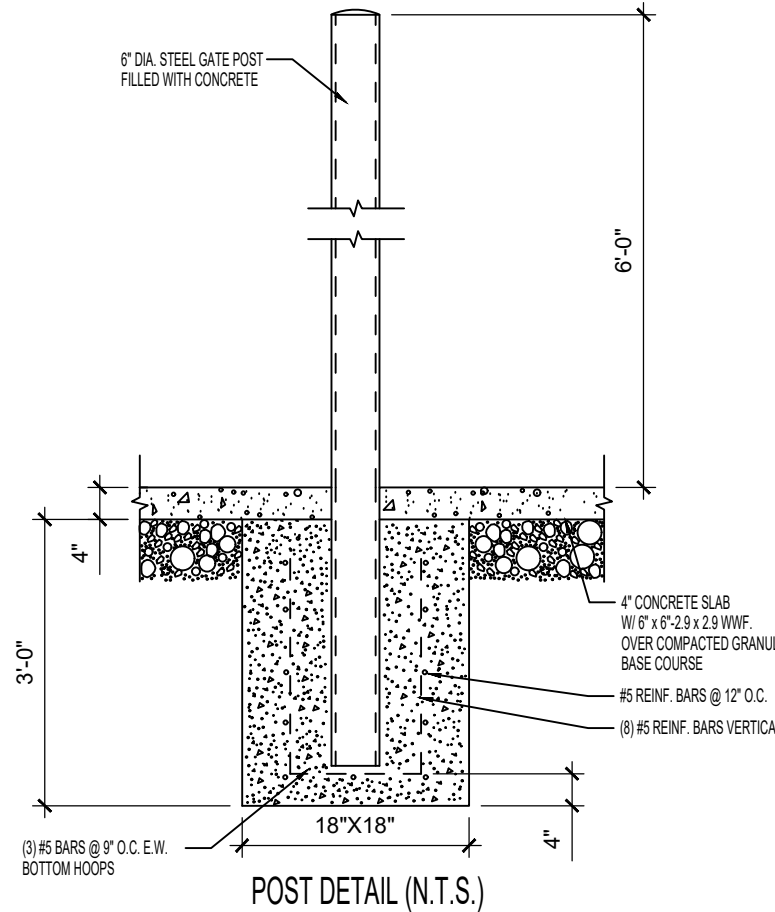
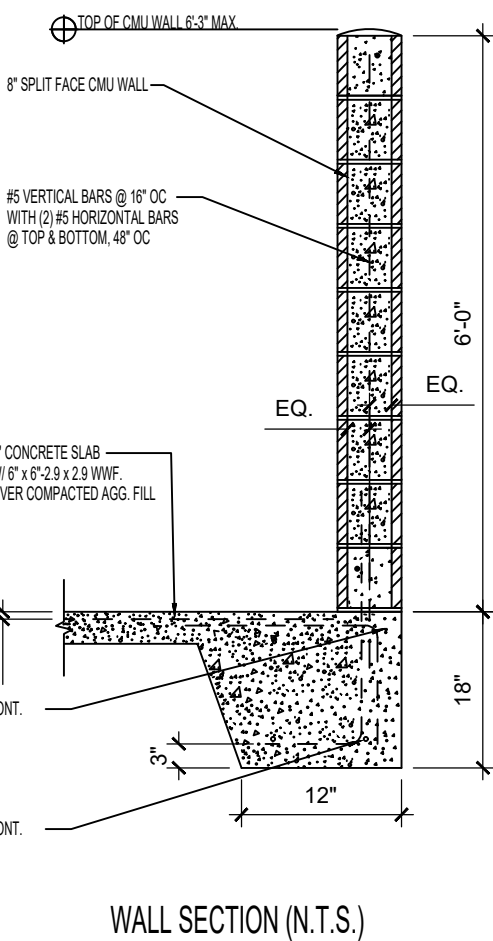
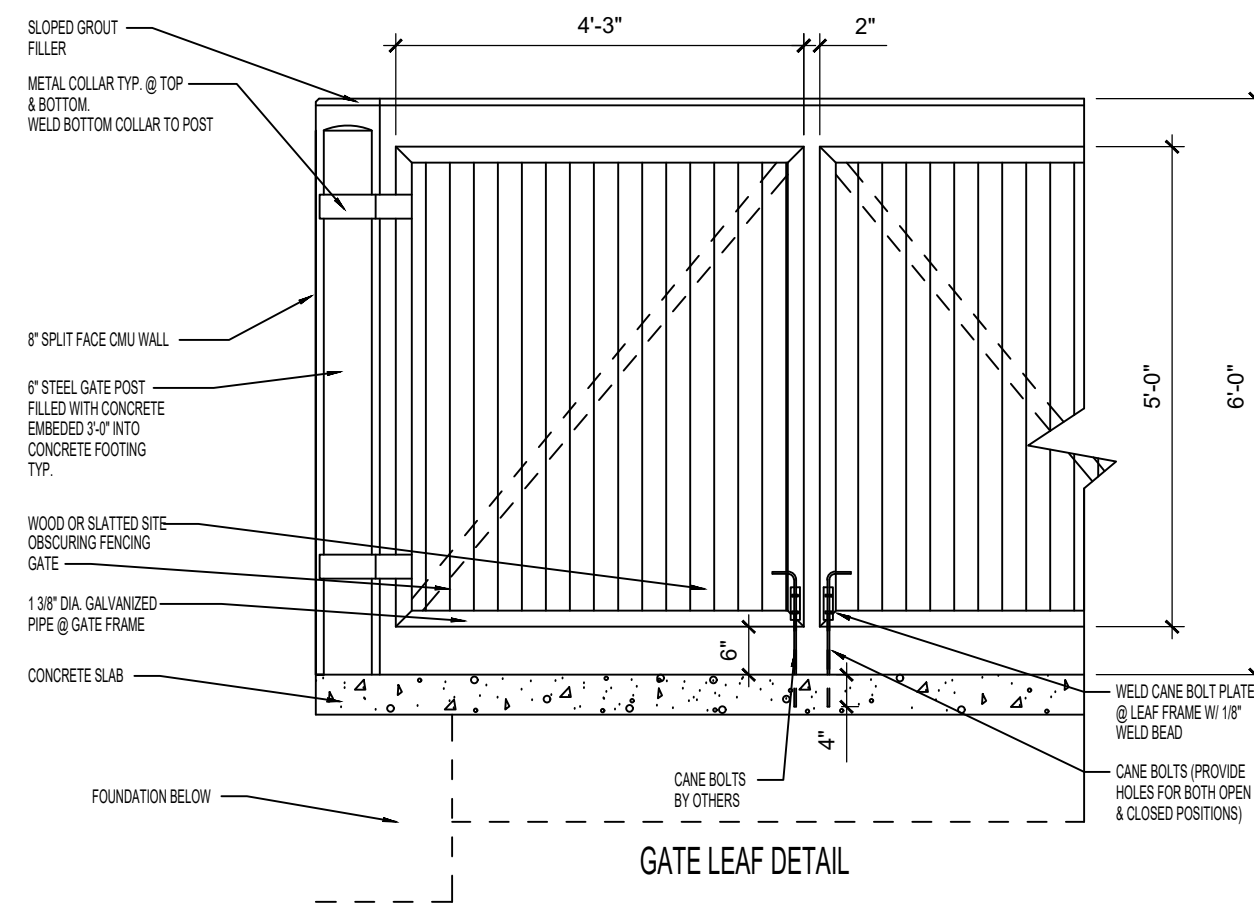
A TRASH ENCLOSURE

SCALE: 1/4" = 1'-0"



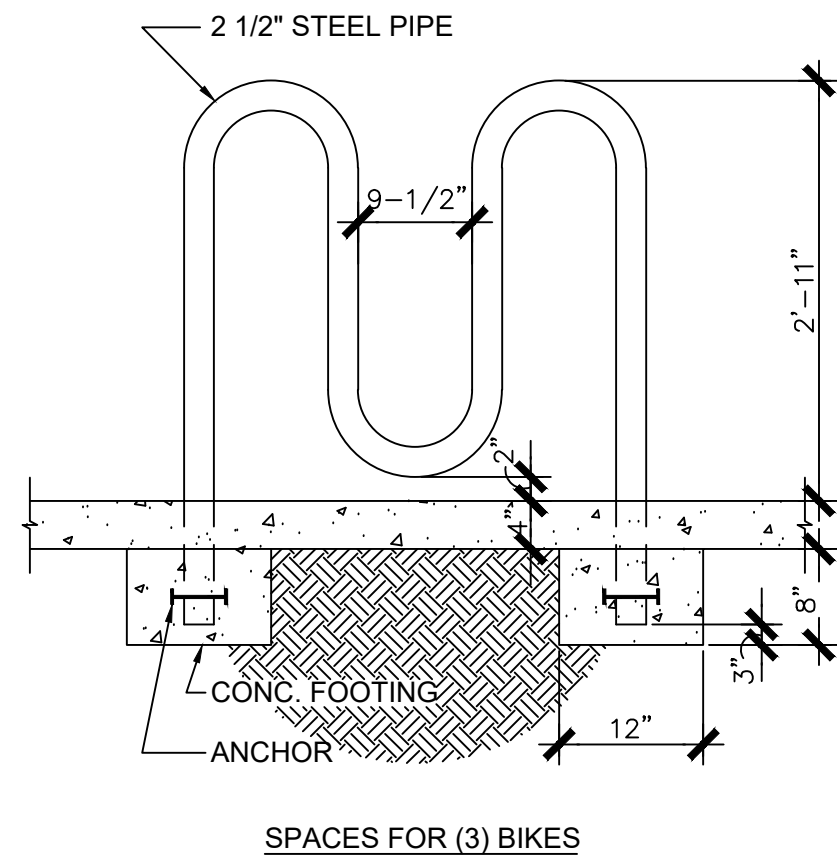
2 ACCESSIBILITY SIGNAGE

SCALE: 3/4" = 1'-0"



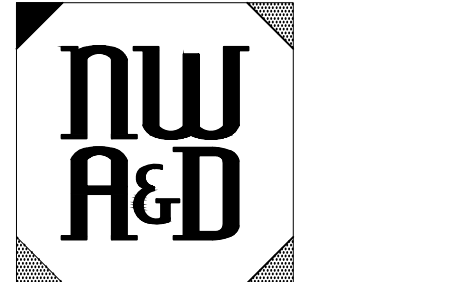
B TRASH ENCLOSURE DETAIL

SCALE: 1/2" = 1'-0"



3 BICYCLE PARKING

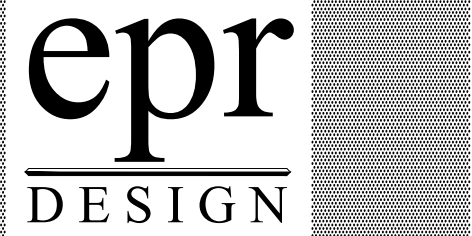
SCALE: 1/2" = 1'-0"



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nwarchitecture@gmail.com



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Waterstone Investments, LLC.

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SITE PLAN DETAILS

REV. NO. DATE:

1

DATE: 6/5/2020

DRAWN BY:

REVIEWED BY:

SHEET:

A1.1



Canby Senior Living
1300 S Ivy St.
Canby, Oregon

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L.C. & NW ARCHITECTURE &
DESIGN, P.C.

BUILDING ELEVATIONS

V. NO. DATE:



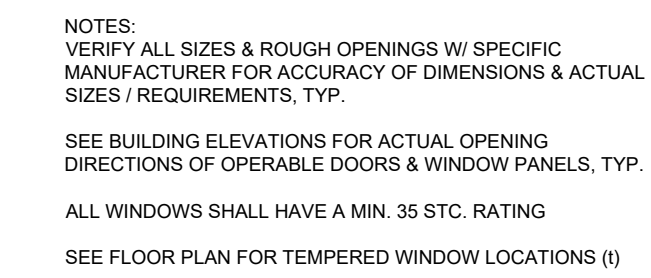
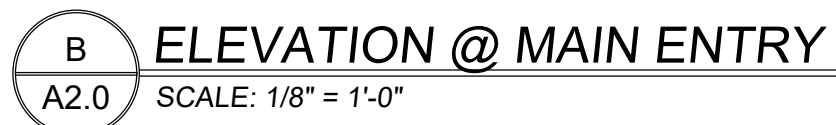
TE: 6/5/2020

AWN BY: _____

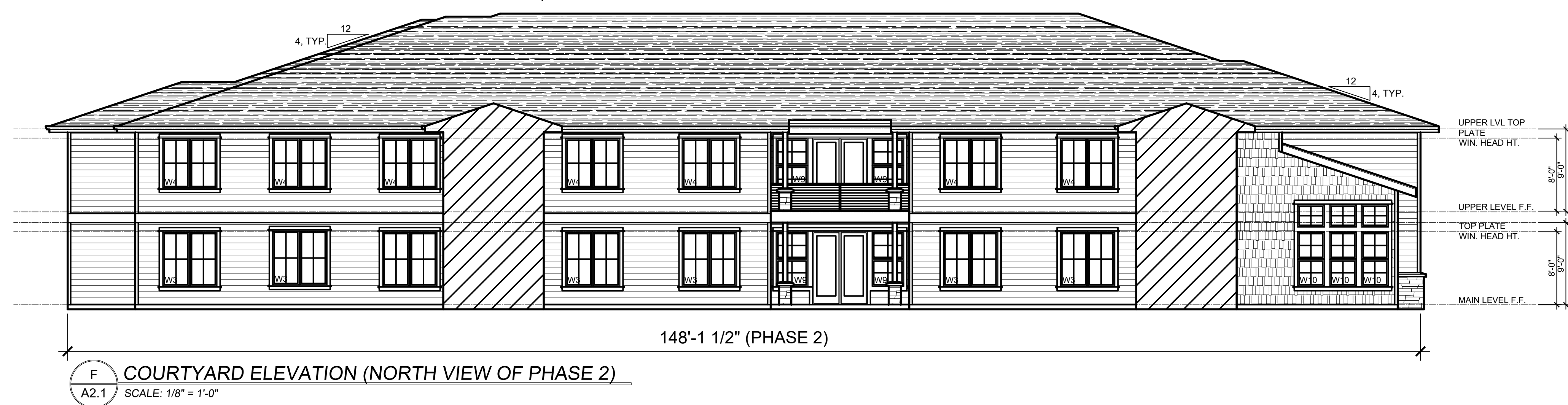
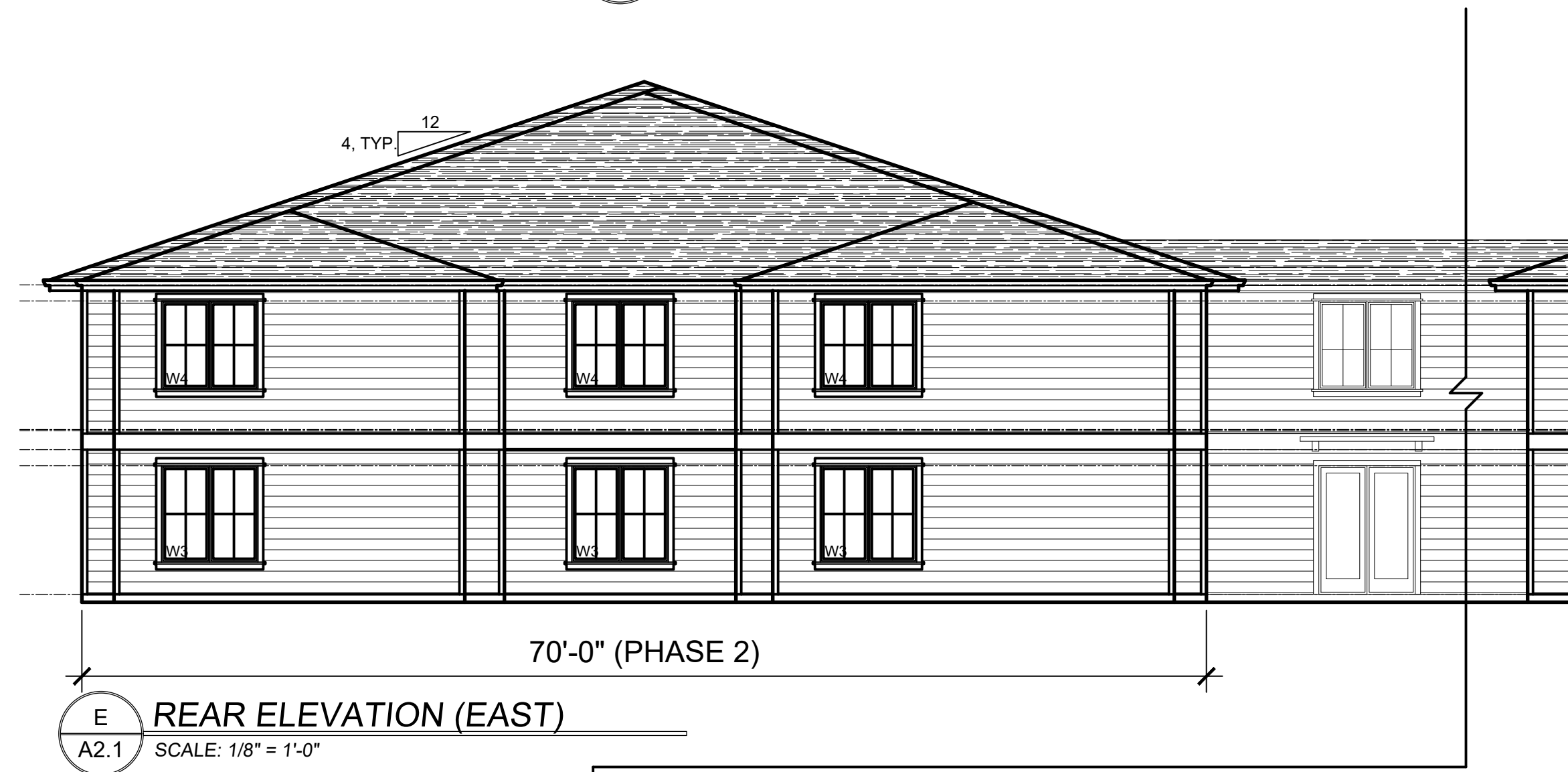
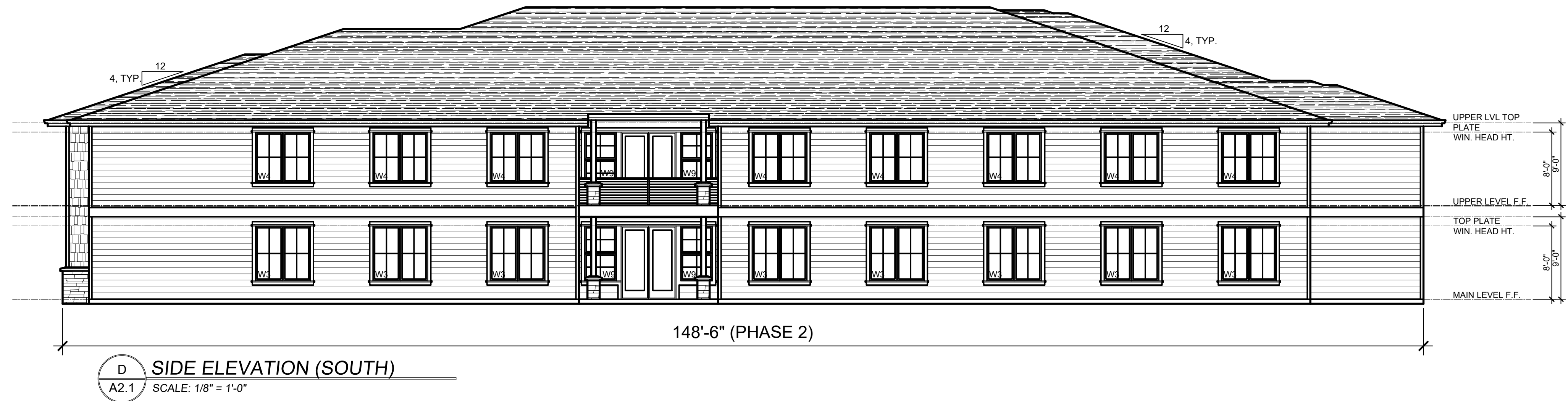
VIEWED BY:

EET: _____

A2.0



1 WINDOW / DOOR DETAILS
A2.0 SCALE: 1/8" = 1'-0"



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**NW Architecture
 & Design, PC**
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BUILDING ELEVATIONS

REV. NO. DATE:



DATE: 6/5/2020

DRAWN BY:

REVIEWED BY:

SHEET:

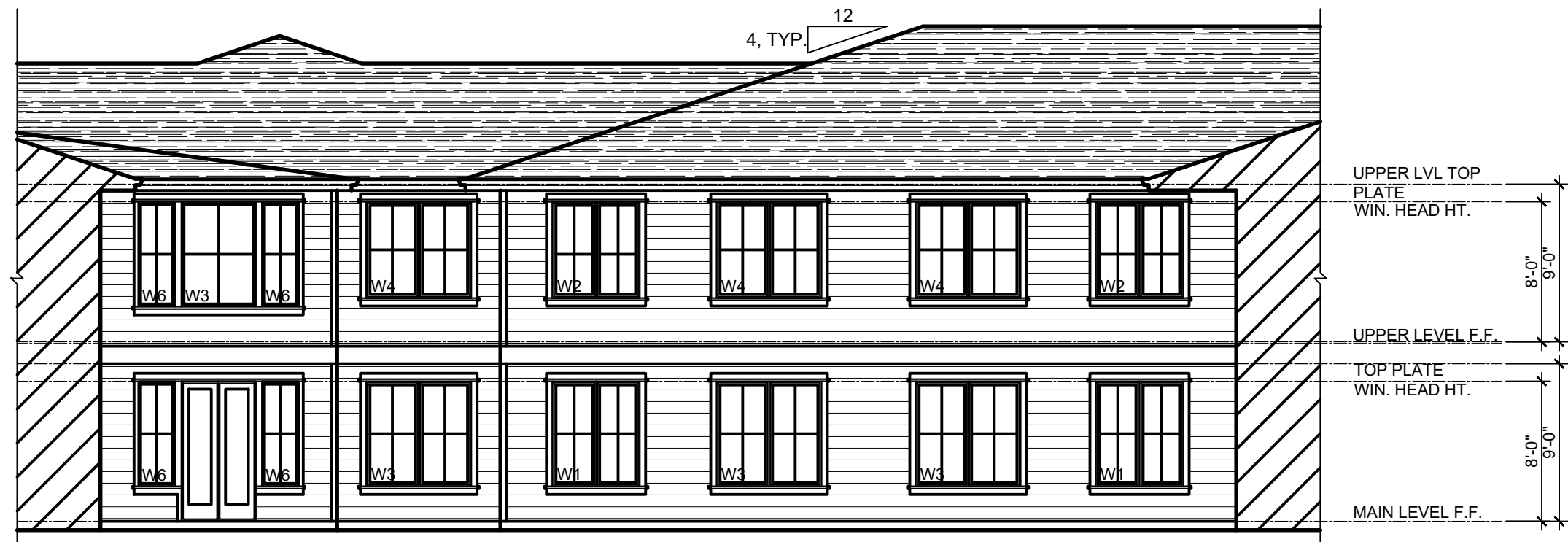
A2.1



G
A2.2 **COURTYARD ELEVATION (SOUTH VIEW OF PHASE 1)**
SCALE: 1/8" = 1'-0"



H
A2.2 **COURTYARD ELEVATION**
SCALE: 1/8" = 1'-0"



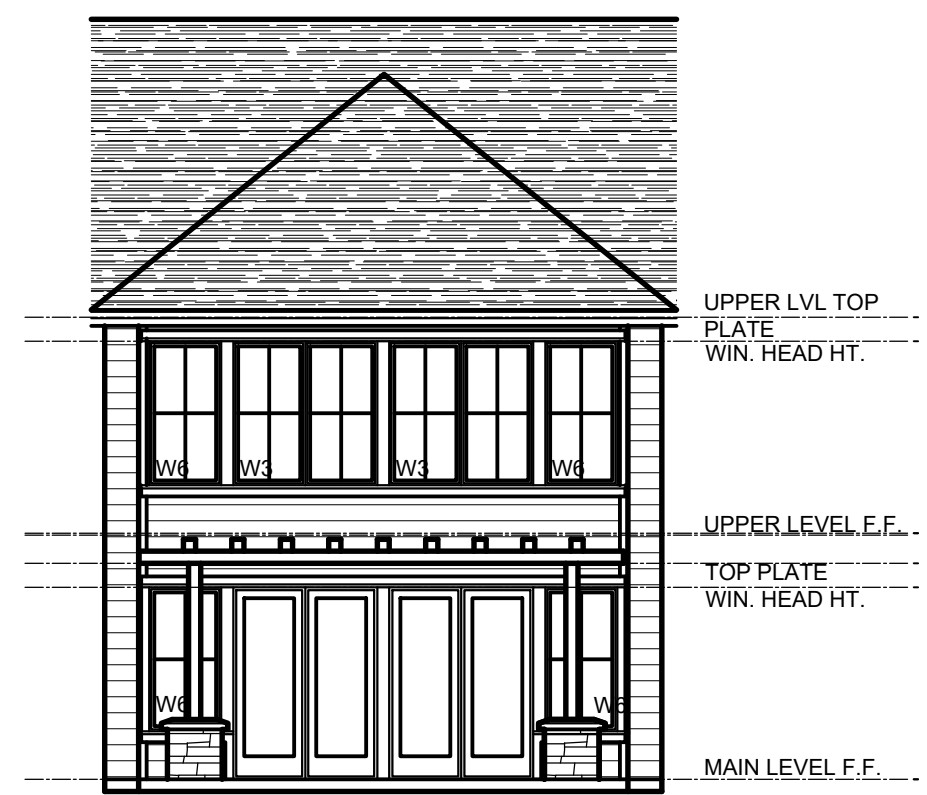
J
A2.2 **COURTYARD ELEVATION**
SCALE: 1/8" = 1'-0"



K
A2.2 **COURTYARD ELEVATION**
SCALE: 1/8" = 1'-0"



L
A2.2 **COURTYARD ELEVATION**
SCALE: 1/8" = 1'-0"



M
A2.2 **COURTYARD ELEVATION**
SCALE: 1/8" = 1'-0"



from design concept to architectural reality
NW Architecture
& Design, PC
515 NW Saltzman Rd., No. 722
Portland, Oregon 97229
503-710-8551
503-297-0409
nwarchitecture@gmail.com



919 N.E. 19th Ave. Suite 155
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Canby Senior Living
1300 S Ivy St.
Canby, Oregon
An Independent Living, Residential Care,
& Memory Care Community
Waterstone Investments, LLC.

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**BUILDING
ELEVATIONS**

REV. NO. DATE:



DATE: 6/5/2020

DRAWN BY:

REVIEWED BY:

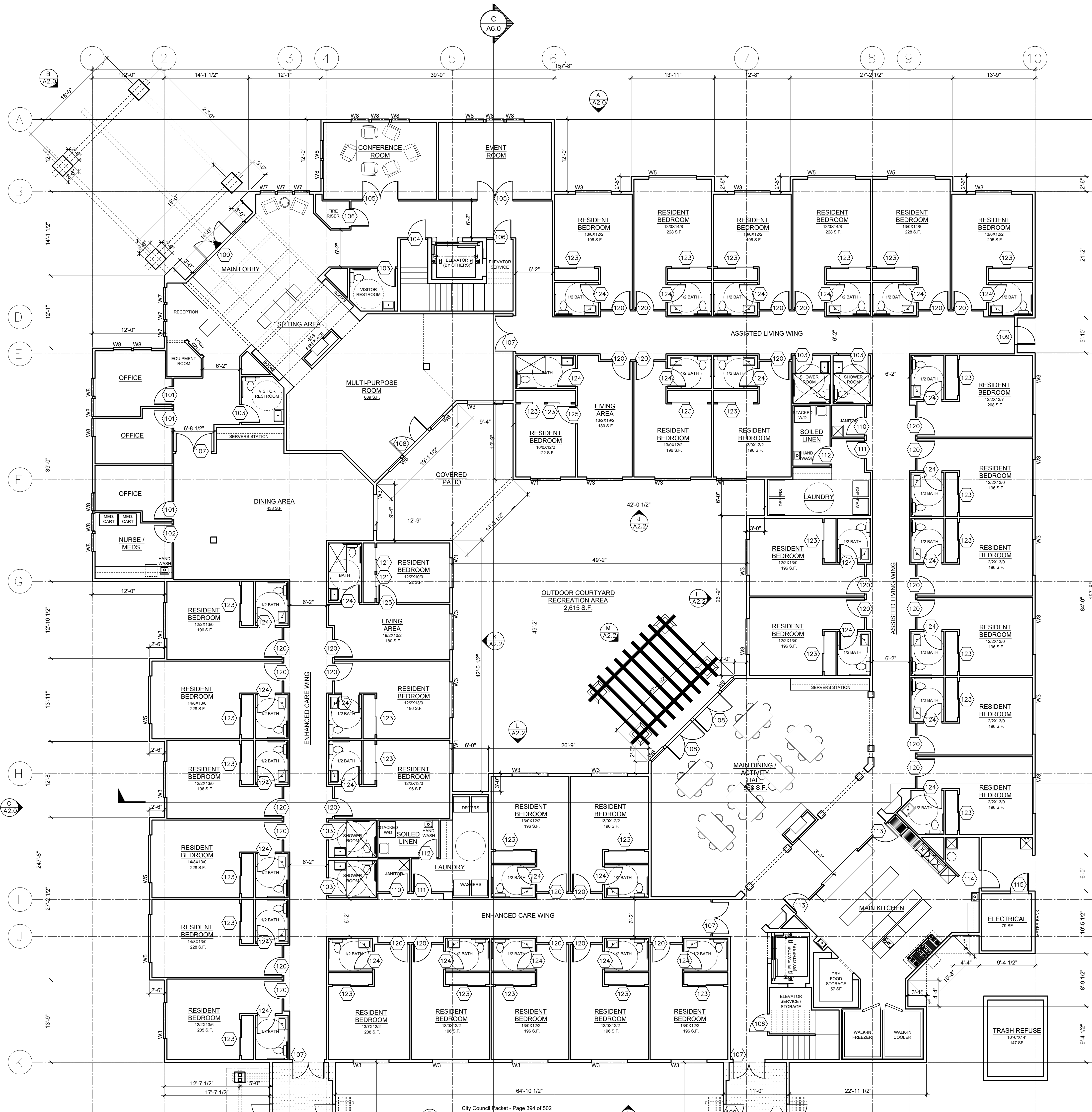
SHEET:

A2.2

A
A3.0

MAIN LEVEL FLOOR PLAN

SCALE: 1/8" = 1'-0"
PHASE 1: 35 RESIDENT BEDS; FLOOR AREA: 19,129 S.F.
PHASE 2: 22 RESIDENT BEDS; FLOOR AREA: 10,056 S.F.
TOTAL FLOOR AREA (PHASE 1 & 2): 29,185 S.F.
TOTAL BUILDING AREA: 56,480 S.F.



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EXPIRES: 12-31-21

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PHASE 1
MAIN LEVEL
FLOOR PLAN

REV. NO. DATE:

1

DATE: 6/5/2020

DRAWN BY:

REVIEWED BY:

SHEET:

A3.0



A
A3.0 **MAIN LEVEL FLOOR PLAN**
SCALE: 1/8" = 1'-0"
PHASE 1: 35 RESIDENT BEDS; FLOOR AREA: 19,129 S.F.
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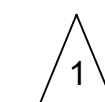
EXPIRES: 12-31-21

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PHASE 2 MAIN LEVEL FLOOR PLAN

REV. NO. DATE:



DATE: 6/5/2020

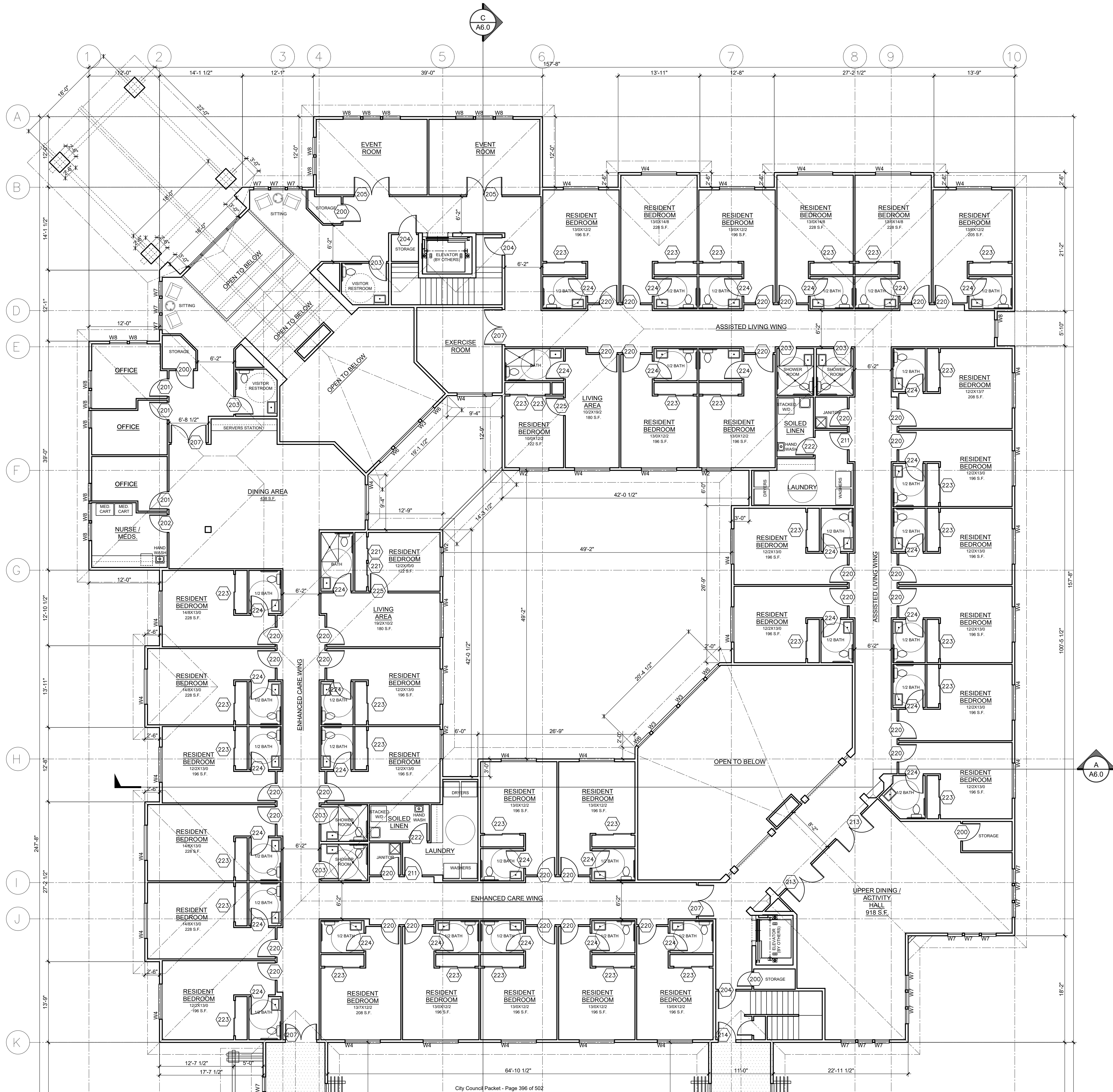
DRAWN BY:

REVIEWED BY:

SHEET:

A3.1

A
A3.2 **UPPER LEVEL FLOOR PLAN**
SCALE: 1/8" = 1'-0"
PHASE 1: 35 RESIDENT BEDS; FLOOR AREA: 17,422 S.F.
PHASE 2: 22 RESIDENT BEDS; FLOOR AREA: 9,873 S.F.
TOTAL FLOOR AREA (PHASE 1 & 2): 27,295 S.F.
TOTAL BUILDING AREA: 56,480 S.F.



from design concept to architectural reality

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& Design, PC**

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PHASE 1
UPPER LEVEL
FLOOR PLAN

REV. NO. DATE:

1

DATE: 6/5/2020

DRAWN BY:

REVIEWED BY:

SHEET:

A3.2



A
A3.2 **UPPER LEVEL FLOOR PLAN**
SCALE: 1/8" = 1'-0"
PHASE 1: 35 RESIDENT BEDS; FLOOR AREA: 17,422 S.F.
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TOTAL BUILDING AREA: 56,480 S.F.

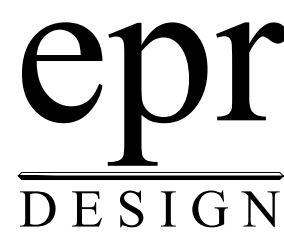


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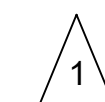
EXPIRES: 12-31-21

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PHASE 2 UPPER LEVEL FLOOR PLAN

REV. NO. DATE:



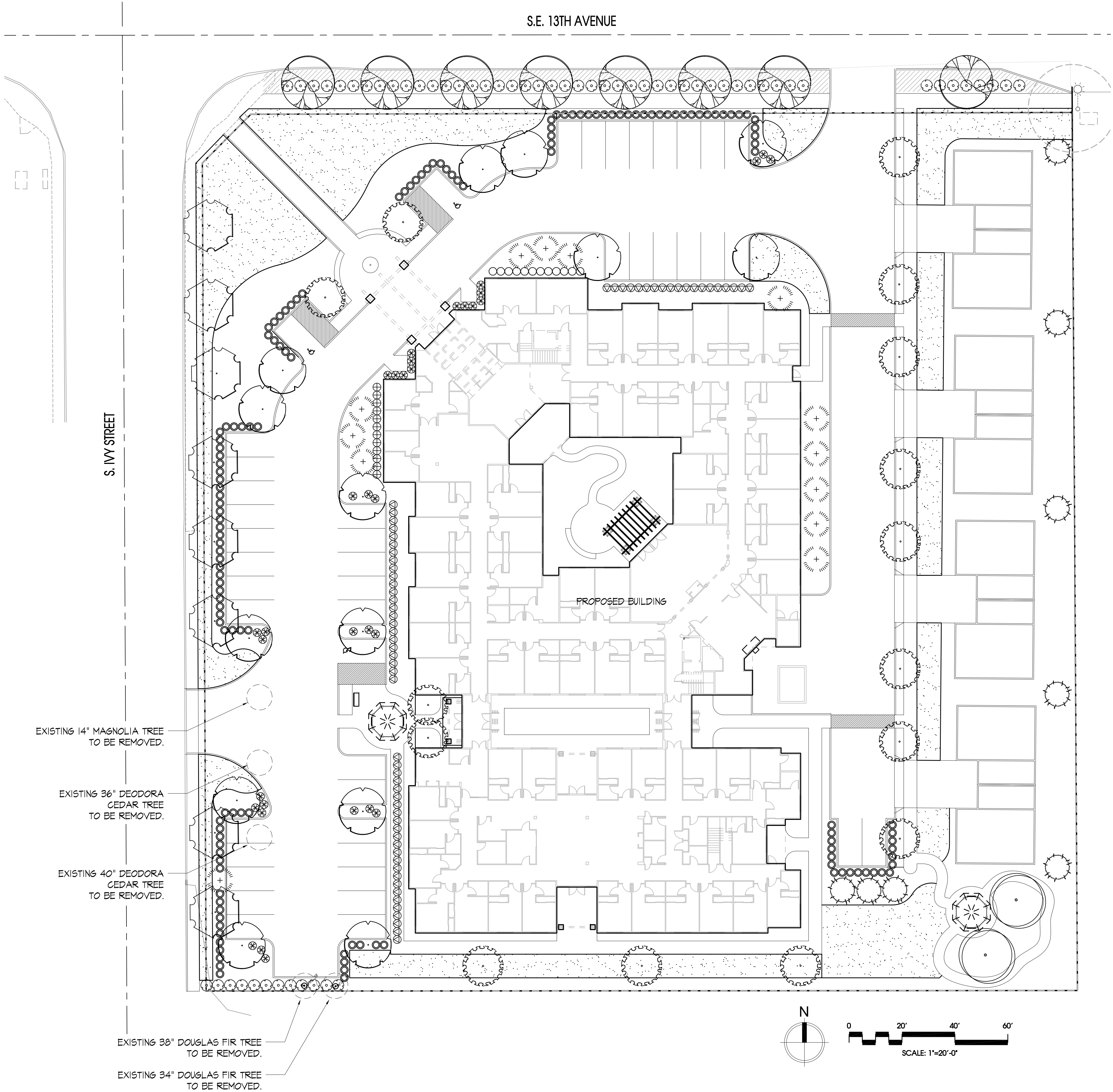
DATE: 6/5/2020

DRAWN BY:

REVIEWED BY:

SHEET:

A3.3



LANDSCAPE STATISTICS			
SITE ZONING	R1		
SITE AREA	109,027± SF		
STANDARD	REQUIRED	PROVIDED	NOTES
LANDSCAPE AREA	30% (32,708 SF)	31.7% (34,576 SF)	
PARKING LOT LANDSCAPE	15% (4,333 SF)	28% (8,215 SF)	PARKING LOT & HARDSCAPE AREA = 28,887 SF

PLANT LEGEND			
SYMBOL	BOTANICAL / COMMON NAME	SIZE	QUANTITY
TREES			
	ACER SINALLA 'FLAME' FLAME AMUR MAPLE	2" cal. min.	8
	CALOCEDRUS DECURRENS INCENSE CEDAR	5' HT min.	8
	CERCIS CANADENSIS EASTERN REDBUD	2" cal. min.	2
	CHAMAECYPARIS NOOTKATENSIS 'PENDULA' / PENDULA ALASKAN CEDAR	5' HT min.	13
	PYRUS CALLERYANA 'ARISTOCRAT' ARISTOCRAT ORNAMENTAL PEAR	2" cal. min.	14
	STEUARTIA PSEUDOCAMELLIA JAPANESE STEUARTIA STREET TREE	2" cal. min.	8
	QUERCUS ROBUR 'FASTIGIATA' SKYROCKET OAK	2" cal. min.	15
SHRUBS			
	ILEX X MESERVEAE 'BLUE BOY' BLUE BOY HOLLY	3 GAL.	66
	MAHONIA AQUIFOLIUM 'COMPACTA' COMPACT OREGON GRAPE	2 GAL.	60
	NANDINA DOMESTICA 'MOON BAY' MOON BAY HEAVENLY BAMBOO	3 GAL.	34
	PIERIS JAPONICA 'LITTLE HEATH' LITTLE HEATH PIERIS	2 GAL.	12
	PRUNUS LAUROCERASUS 'OTTO LUYKEN' OTTO LUYKEN'S LAUREL	3 GAL.	143
GROUND COVER			
	ARCTOSTAPHYLOS UVA URSI 'MASS.' MASSACHUSETTS KINNICKINICK	1 GAL.	30" O.C.
	TURF, SEED, OR SOD PER OWNER	1 GAL.	30" O.C.
NO SYMBOL	LANDSCAPE PER OWNER - ALL LANDSCAPE BEDS TO RECEIVE MULCH PER NOTES SHEET L2.		

IRRIGATION NOTE	
ALL LANDSCAPE AREAS SHALL BE IRRIGATED WITH A DRIP, SPRAY OR HOSE BIB IRRIGATION SYSTEM. REFER TO CIVIL ENGINEERING PLANS FOR WATER SOURCE.	



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VOICE: 360-760-9000 FAX: 360-713-6102
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REGISTERED
354
Christopher A. Baumann
OREGON
07/26/96
LANDSCAPE ARCHITECT

CANBY SENIOR LIVING

1300 S Ivy Street
Canby, Oregon

DRAWN: VH
SCALE: 1" = 20'-0"
JOB #:

CHECKED: CB
DATE: 09.25.20

ISSUED FOR: FLR

REVISIONS:

△ City Comments 02-04-21

△

△

△

△

△

SHEET NAME:
LANDSCAPE PLAN

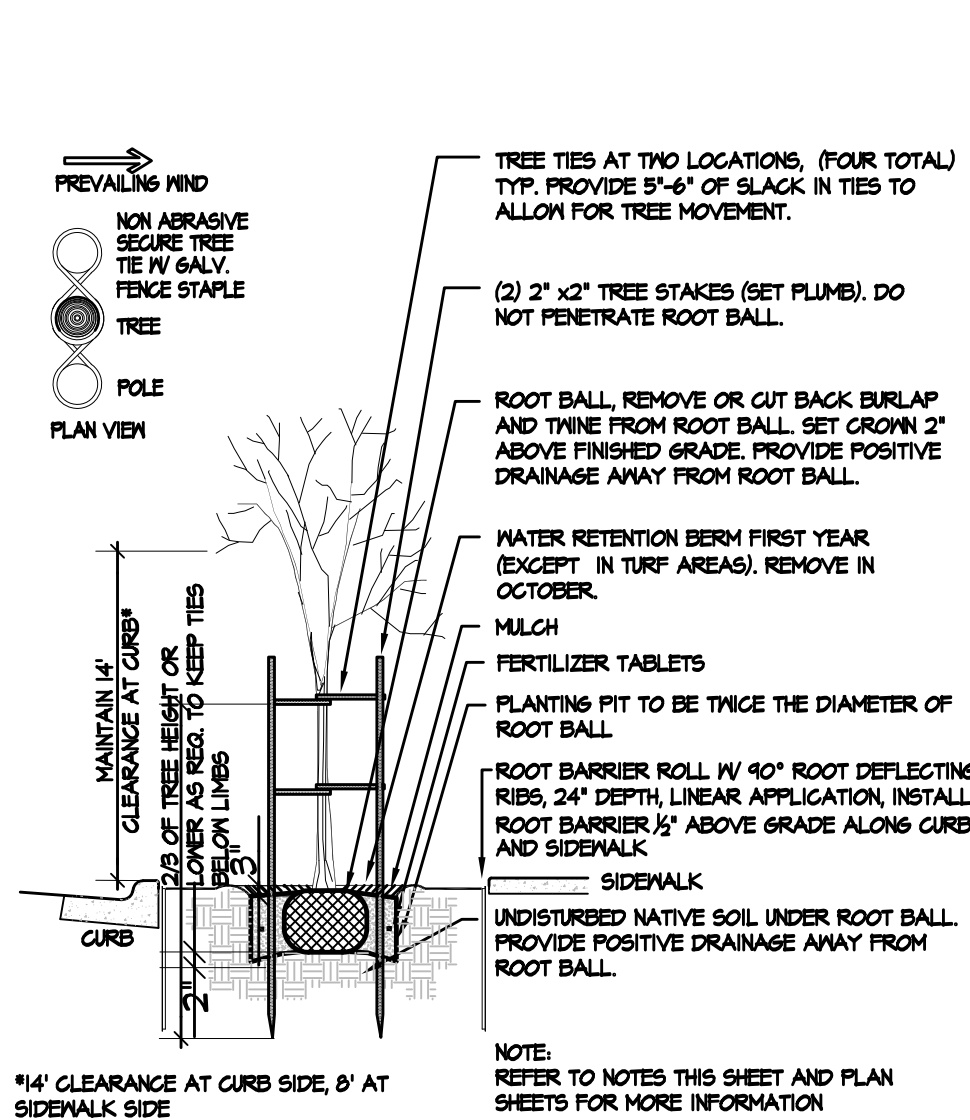
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L1

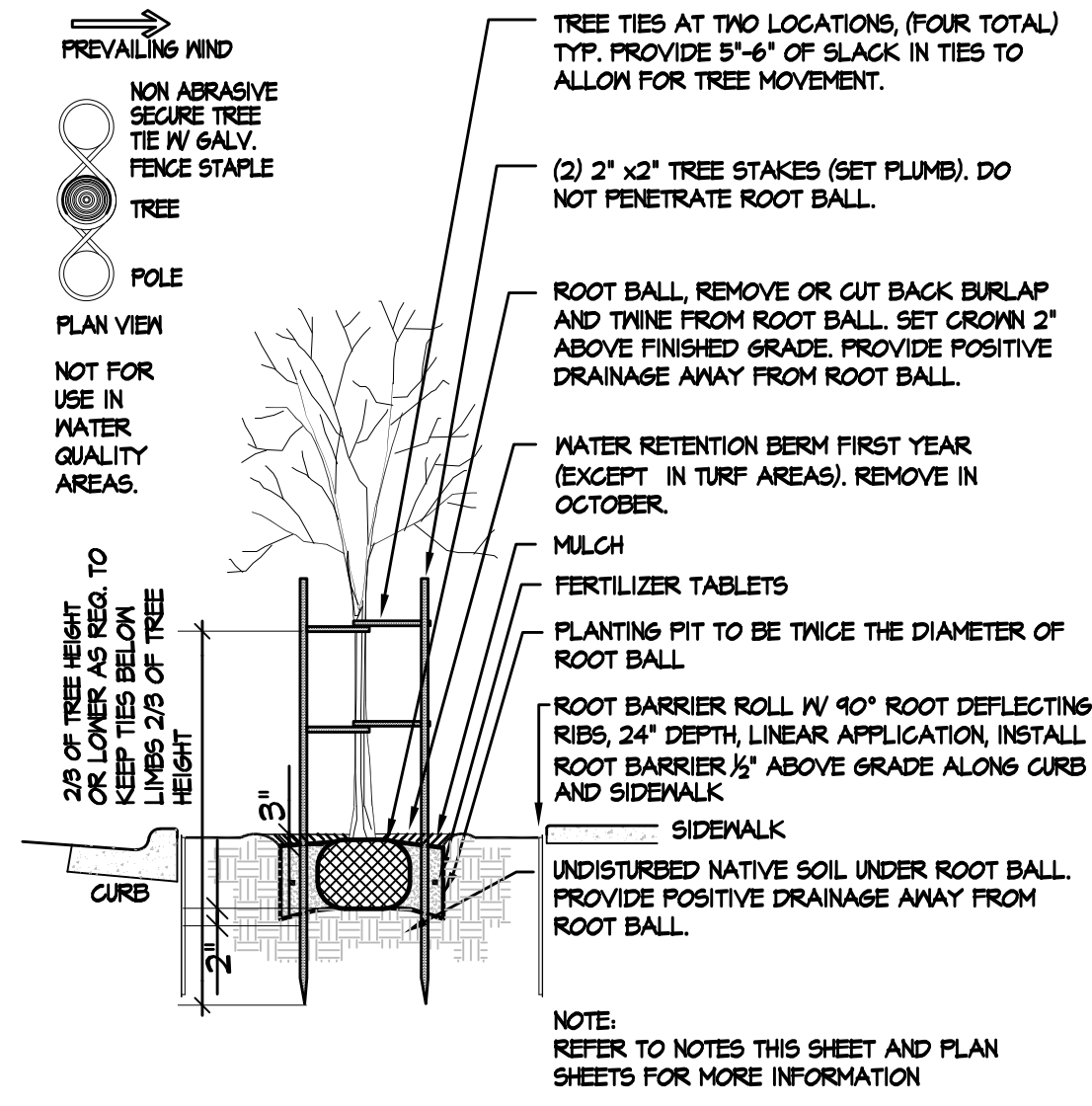
SHEET 1 OF 2

PLANTING NOTES

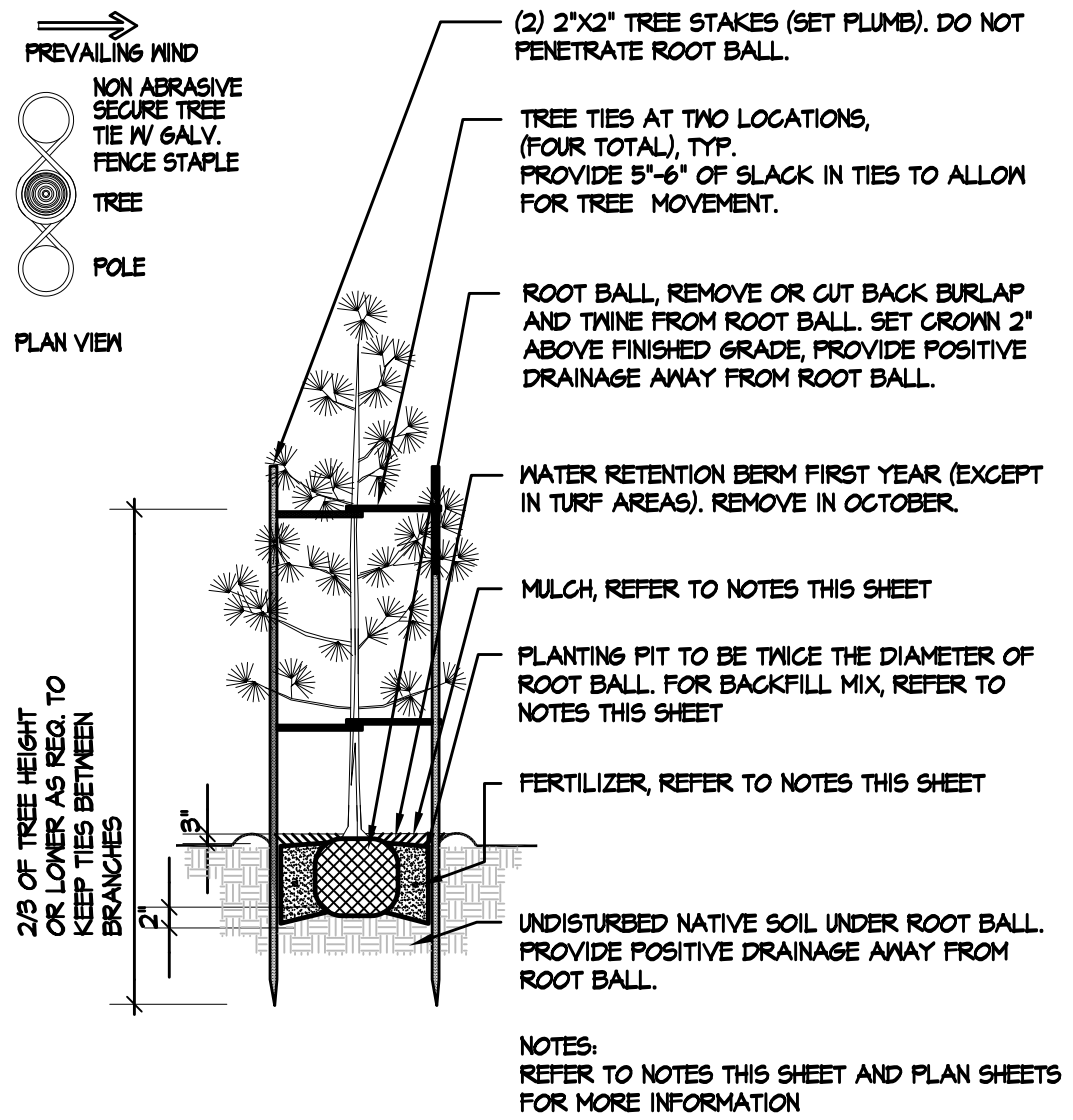
- ALL BOUNDARIES, EASEMENTS, UTILITIES AND LEGAL ENCUMBRANCES TO BE CONFIRMED WITH OWNER PRIOR TO BEGINNING WORK. PROPERTY LINES AND SURVEY INFORMATION PROVIDED BY EPR DESIGN.
- IN NO WAY IS THIS PLAN TO BE INTERPRETED TO EXCEED THE LEGAL BOUNDARIES OF THE OWNER'S REAL PROPERTY.
- THE LANDSCAPE DESIGNER ASSUMES NO RESPONSIBILITY FOR THE LOCATION OF BOUNDARIES, UTILITIES AND WETLANDS.
- THIS PLAN SHALL BE INSTALLED TO MEET ALL APPLICABLE CITY, COUNTY, STATE AND FEDERAL CODES.
- THIS PLAN SHALL BE CONSIDERED PRELIMINARY UNTIL APPROVED BY ALL GOVERNING AGENCIES. IMPLEMENTATION OF THIS PLAN SHALL NOT PROCEED UNTIL ISSUANCE OF ALL RELATED PERMITS.
- PLANT QUANTITIES ARE FOR INFORMATION ONLY. IN CASE OF ANY DISCREPANCY, THE PLAN SHALL GOVERN.
- ALL WORK IS TO BE PERFORMED BY LICENSED CONTRACTORS AND EXPERIENCED WORKERS.
- THE CONTRACTOR IS TO VERIFY THE LOCATION OF EXISTING UNDERGROUND UTILITIES AND STRUCTURES PRIOR TO PERFORMING ANY EXCAVATION. CONTRACTOR SHALL REPAIR ANY DAMAGE TO UTILITIES CAUSED BY THE CONTRACTOR'S WORK. AT NO ADDITIONAL COST TO THE OWNER. CONTACT ALL UTILITY PROVIDERS SERVING THE SITE AREA 48 HOURS PRIOR TO ANY EXCAVATION.
- ALL PLANT MATERIALS SHALL MATCH SPECIFICATIONS PER SPECIES AND SHALL COMPLY WITH ANSI Z60.1 'STANDARD FOR NURSERY STOCK'.
- THE CONTRACTOR SHALL ADHERE TO THE WASHINGTON ASSOCIATION OF NURSERYMEN'S GUIDELINES FOR PLANTING PRACTICES.
- THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO EXISTING ELEMENTS ON AND OFF SITE, RESULTING FROM THE CONTRACTOR'S WORK.
- THE CONTRACTOR IS RESPONSIBLE FOR THE VIABILITY OF ALL PLANT MATERIAL FOR 2 YEARS AFTER COMPLETION OF PLANTING. DISEASED, DYING, OR DEAD PLANT MATERIAL SHALL BE REPLACED BY THE CONTRACTOR DURING THE TWO YEAR PERIOD AND MAINTAINED FOR AN ADDITIONAL 2 YEAR PERIOD.
- IMMEDIATELY UPON BID AWARD, CONTRACTOR SHALL SECURE THE PLANT MATERIALS AS SPECIFIED FROM AVAILABLE SOURCES. IN THE EVENT THAT PLANT MATERIALS ARE NOT AVAILABLE, CONTACT LANDSCAPE ARCHITECT FOR APPROVED SUBSTITUTIONS. NO SUBSTITUTION FOR PLANT MATERIAL WILL BE ALLOWED WITHOUT PRIOR WRITTEN APPROVAL OF THE LANDSCAPE ARCHITECT.
- TOP DRESS ALL SHRUB AND GROUND COVER AREAS (NOT LAWN) WITH 3" OF FIR BARK MULCH. SUBMIT SAMPLE TO THE LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO CONSTRUCTION.
- TREE LOCATIONS MAY BE ADJUSTED IN THE FIELD TO SUIT SITE REQUIREMENTS AS DIRECTED BY THE LANDSCAPE ARCHITECT.
- THE CONTRACTOR SHALL ENSURE THAT ALL EXCAVATED PLANTING PITS HAVE POSITIVE DRAINAGE. PLANT PITS FULLY FLOODED WITH WATER SHALL DRAIN WITHIN (12) HOURS OF FILLING.
- FINISH GRADE SHALL BE SET TO ALLOW POSITIVE DRAINAGE.
- ROTOILL 2" OF COMPOST INTO ALL PLANTED AREAS.
- INCORPORATE PEAT INTO THE ROOT ZONE OF RHODODENDRONS, AZALEAS AND OTHER ACID LOVING PLANTS.
- INCORPORATE 10-20-20 FERTILIZER INTO THE ROOT ZONE OF ALL NEW PLANTINGS.
- RONSTAR, OR APPROVED EQUAL, PREEMERGENT HERBICIDE TO BE APPLIED TO ALL PLANTED AREAS PER MANUFACTURERS INSTRUCTIONS.
- EXISTING VEGETATION TO BE SPRAYED WITH ROUNDUP, OR APPROVED EQUAL, PER MANUFACTURERS INSTRUCTIONS. SUFFICIENT TIME SHALL BE GIVEN TO ALLOW EXISTING MATERIAL TO DIE. REMOVE EXISTING.
- THE PROPERTY OWNER IS RESPONSIBLE FOR MAINTAINING TURF PLANTED WITHIN THE RIGHT OF WAY.
- GROWN LAWN AREAS AND GRADE TO PROVIDE POSITIVE DRAINAGE.
- ROLL LAWN AREA TO INSURE PROPER COMPACTION TO MINIMIZE SETTLING.
- AMEND SOIL IN LAWN AREAS WITH 80 LBS. OF DOLOMITE LIME AND 40 LBS. OF 10-20-20 SLOW RELEASE FERTILIZER OR EQUIVALENT. PROVIDE A 3" LAYER OF SANDY LOAM TOPSOIL FOR LAWN AND BED AREA.
- SEED LAWN AREAS WITH GRASS SEED MANUFACTURER'S RECOMMENDATIONS. COVER SEED WITH FINE MULCH APPLIED WITH ROLLER OR HYDROSEED.
- THE PROPERTY OWNER IS RESPONSIBLE FOR MAINTAINING TURF PLANTED WITHIN THE RIGHT OF WAY.
- PLANT MATERIAL SHALL BE PLANTED W/ ROOT CROWN 1" ABOVE FINISHED GRADE TO ALLOW POSITIVE DRAINAGE AWAY FROM CROWN.
- STAKE ALL TREES OVER 6 FT. IN HEIGHT PER DETAILS ON THIS SHEET.
- REFER TO DETAILS FOR ADDITIONAL INFORMATION.
- ALL PLANTING SHALL BE IRRIGATED BY AN AUTOMATIC UNDERGROUND SPRINKLER SYSTEM.
- ALL PLANT MATERIALS FURNISHED ARE TO BE HEALTHY, UNIFORMLY BRANCHED AND WITH WELL DEVELOPED FIBROUS ROOT SYSTEMS.
- ALL PLANT MATERIALS FURNISHED ARE TO BE FREE FROM DEAD OR BROKEN BRANCHES, LICHENS, SCARS, BROKEN BARK OR WOUNDS. ALL PLANT MATERIALS WILL BE INSECT, NEEB, AND DISEASE FREE ACCORDING TO THE REQUIREMENTS OF THE OREGON STATE DEPARTMENT OF AGRICULTURE FOR NURSERY PLANT MATERIALS SOLD FOR WHOLESALE OR RETAIL. ALL PRUNING WOUNDS MUST BE WELL HEALED WITH NO EVIDENCE OF DEGRAY.
- FIELD CONFIRM ALL SITE CONDITIONS, AREAS AND SIZES PRIOR TO BIDDING & CONSTRUCTION. DO NOT SCALE FROM PLANS.



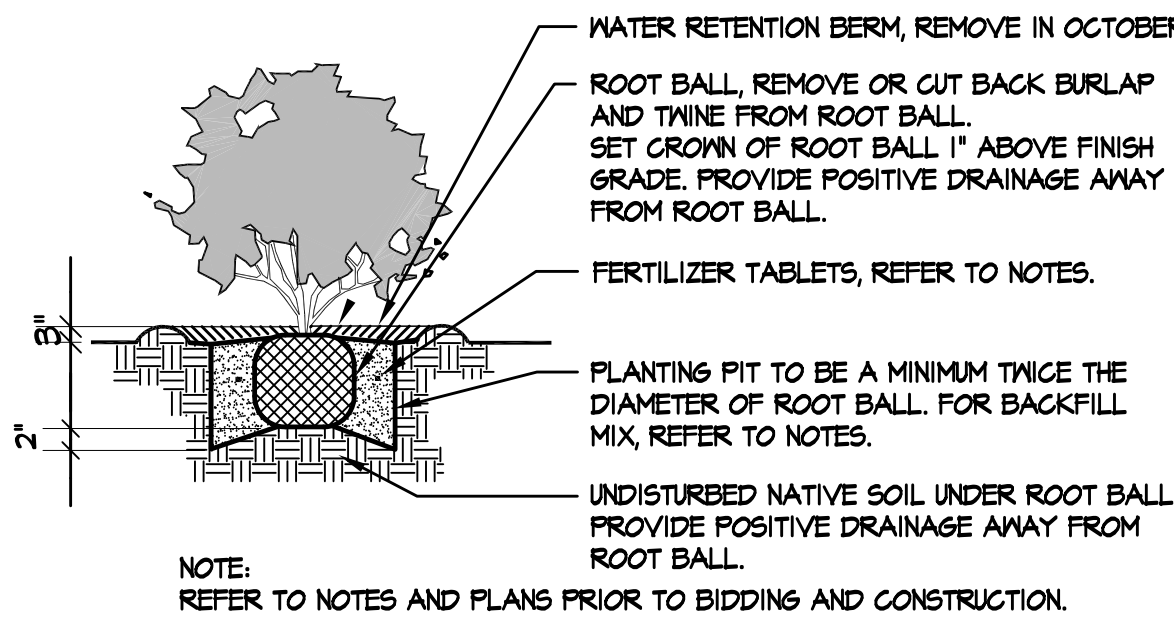
B & B Tree Planting - Street Tree Detail
Not To Scale SECTION / PLAN VIEW



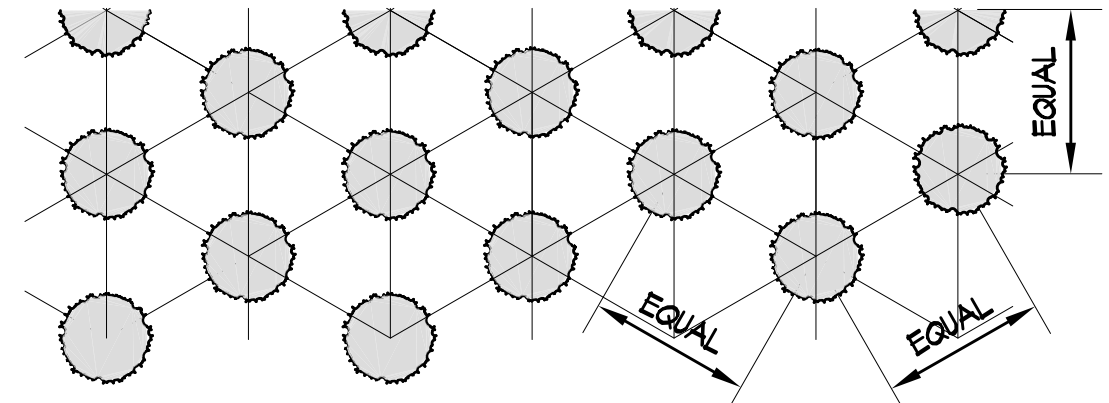
B & B Tree Planting Detail
Not To Scale SECTION / PLAN VIEW



B & B Tree Planting Detail: Evergreen under 8' Height
Not To Scale SECTION / PLAN VIEW



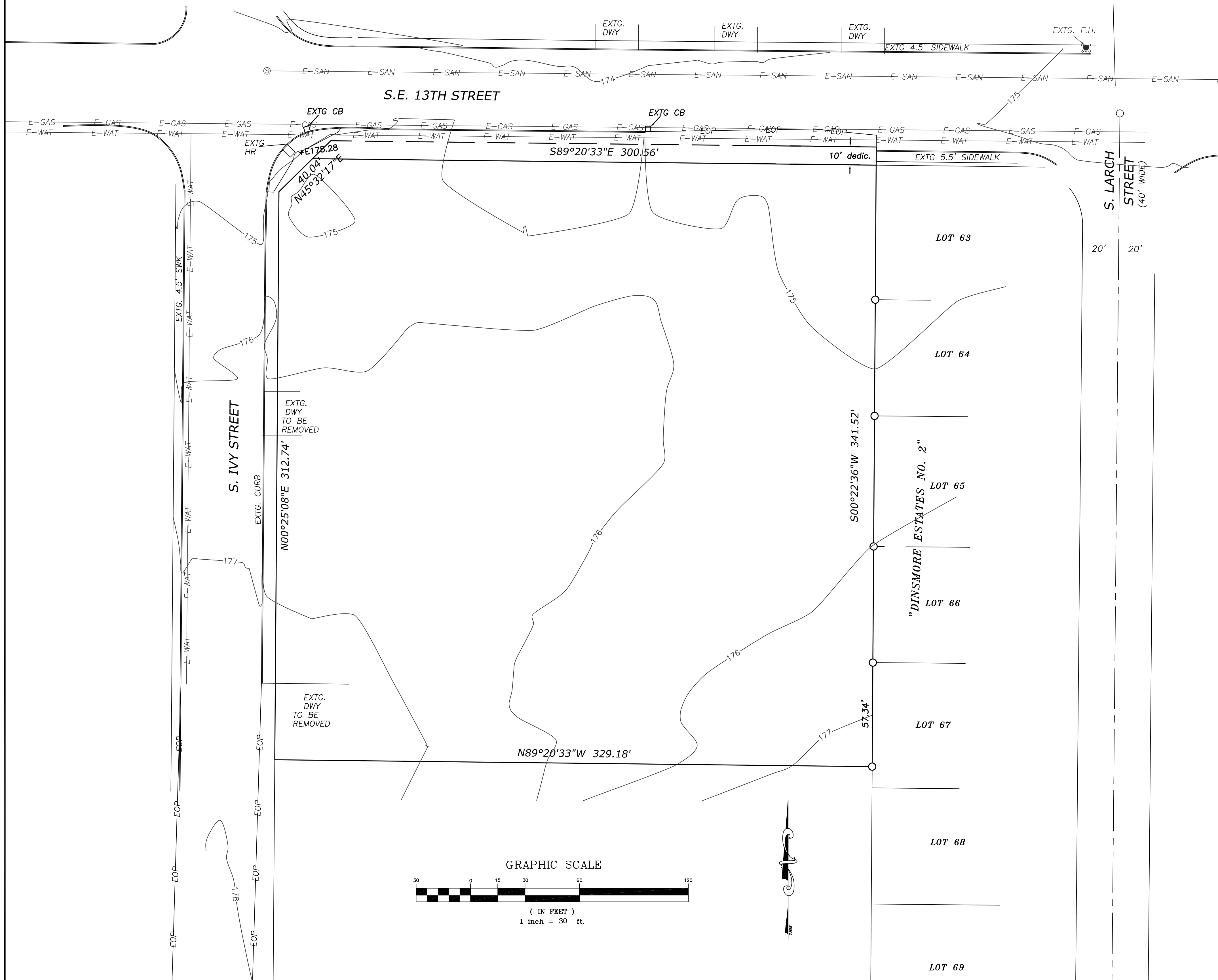
B & B Shrub Planting Detail
Not To Scale SECTION



NOTES:
ALL GROUND COVER SHALL BE PLANTED AT EQUAL TRIANGULAR SPACING AS SPECIFIED IN PLANTING LEGEND.
GROUND COVER TO BE LOCATED ONE HALF OF SPECIFIED SPACING DISTANCE FROM ANY HARD SURFACE, UNLESS OTHERWISE SPECIFIED.

Ground Cover Planting Detail
Not To Scale PLAN VIEW

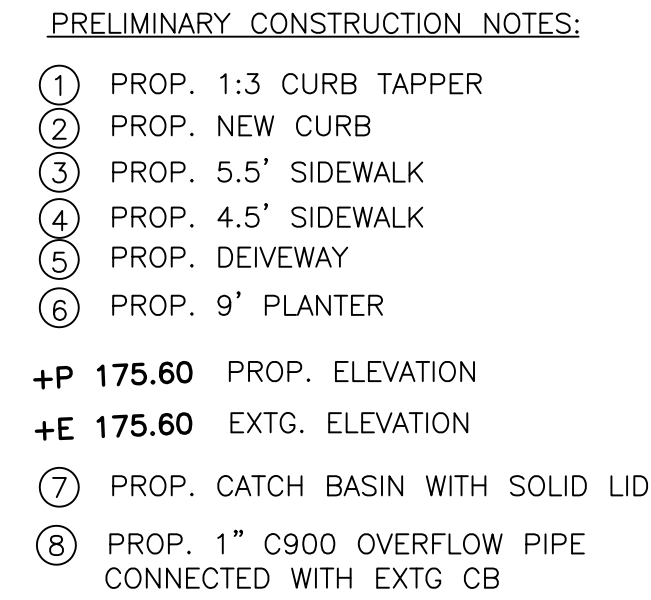
CANBY SENIOR LIVING - 1300 S IVY RD. CANBY OR



INDEX:

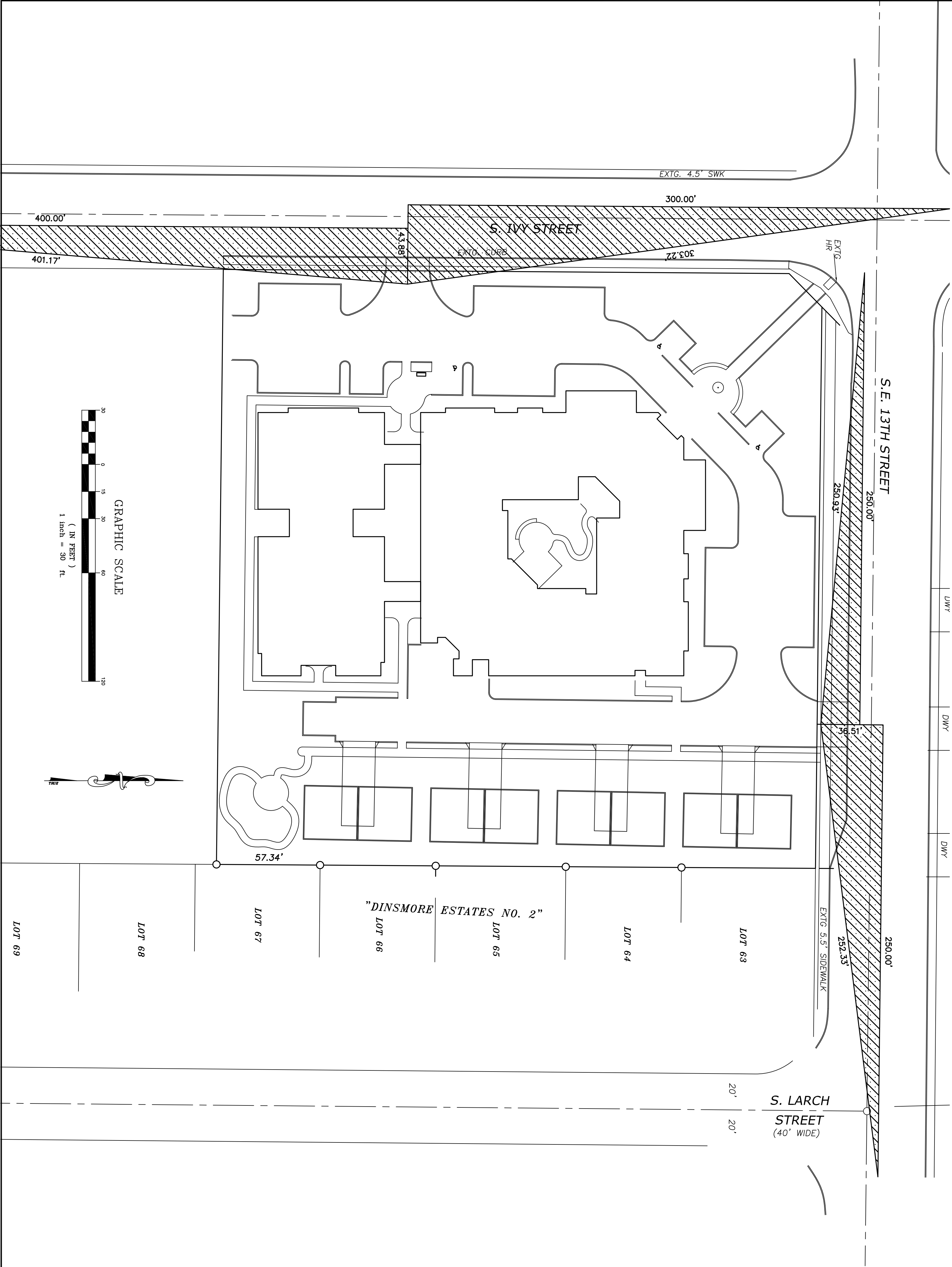
- E1. EXISTING SITE TOPOGRAPHY AND COVER SHEET
E2. PRELIMINARY SITE, GRADING AND STORMWATER PLAN
E3. PRELIMINARY UNDERGROUND UTILITY PLAN

RS&G ENGINEERING, co. CIVIL ENGINEERING / CONSTRUCTION MANAGEMENT 16802 NE 152ND AVE, BRUSH PRAIRIE, WA 98606 PH (503) 380-6179, FAX (360) 891-7945 E-MAIL: RSGENG@COMCAST.NET	PROJECT NAME: CANBY SENIOR LIVING EXISTING SITE TOPOGRAPHY PLAN AND COVER SHEET		SCALE HORIZ. 1"=30' VERT. 1"=3' DATE: 07-2020	DATE REVISION BY
	CLIENT: CONTACT NAME EDDIE RADULESCU 503-679-2493		CASE FILE:	DESIGNED: RSG SHEET
			LEGAL	OF
			SE 1/4 OF	DRAWN: RSG E1
			SECTION 4	CHECKED: RSG
			4S	APPROVED:
			1 EAST	E3



<div>RS&G ENGINEERING, co.</div> <div>CIVIL ENGINEERING / CONSTRUCTION MANAGEMENT</div> <div>16802 NE 152ND AVE, BRUSH PRAIRIE, WA 98606</div> <div>PH (503) 380-6179, FAX (360) 891-7945</div> <div>E-MAIL: RSGENG@COMCAST.NET</div>	PROJECT NAME: CANBY SENIOR LIVING	SCALE: VERT: 1"=3' HORIZ: 1"=30'	DATE	REVISION	BY	
	PRELIMINARY SITE, GRADING AND STORMWATER PLAN	DATE: 07-2020				
		CASE FILE:				
	CLIENT: CONTACT NAME EDDIE RADULESCU	LEGAL		DESIGNED: RSG	SHEET	OF
	503-679-2493	SE 1/4 OF TWP. RANGE SECTION 4 4S 1 EAST		DRAWN: RSG	E2	E3
			CHECKED: RSG			
			APPROVED:			
			<div><div>PRELIMINARY RICHARD STEPAN OREGON No. 12, 1948 EXPIRES 6/30/21</div></div>			

CANBY SENIOR LIVING - 1300 S IVY RD. CANBY OR - SITE DISTANCE CERTIFICATE



SIGHT DISTANCE CERTIFICATE

FOR 1300 S IVY RD, CANBY OR

Using Focus Spectra robotic station, setting the instrument 15 feet off face of curb on both se 13th st and s ivy rd., on the center of future driveways, with the height of instrument 3.5 feet, and height of the rod 4.25 feet (per approved Site Distance Calculation), I found:
On 13th rd, the speed limit is 25 MPH. On each direction, Ease or West, I didn't find any obstruction for 250 feet or more.
On Ivy Rd. North bound is 30 MPH, and south bound is 40 MPH. I didn't find any obstruction on each direction for more than 300 feet and 400 feet respectively.

In my professional opinion, the site distance is adequate.

RSG ENGINEERING CO.
RICHARD S. GEORGESCU P.E.

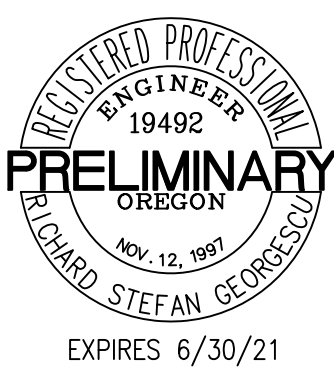


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PH (503) 380-6179, FAX (360) 891-7945
E-MAIL: RSGENG@COMCAST.NET

PROJECT NAME: CANBY SENIOR LIVING
PRELIMINARY UNDERGROUND UTILITY PLAN

CLIENT: CONTACT NAME EDDIE RADULESCU
503-679-2493

SCALE	VERT: 1"=3'	
	HORIZ: 1"=30'	
DATE: 07-2020		
CASE FILE:		
LEGAL		
SE 1/4 OF	TWP.	RANGE
SECTION 4	4S	1 EAST

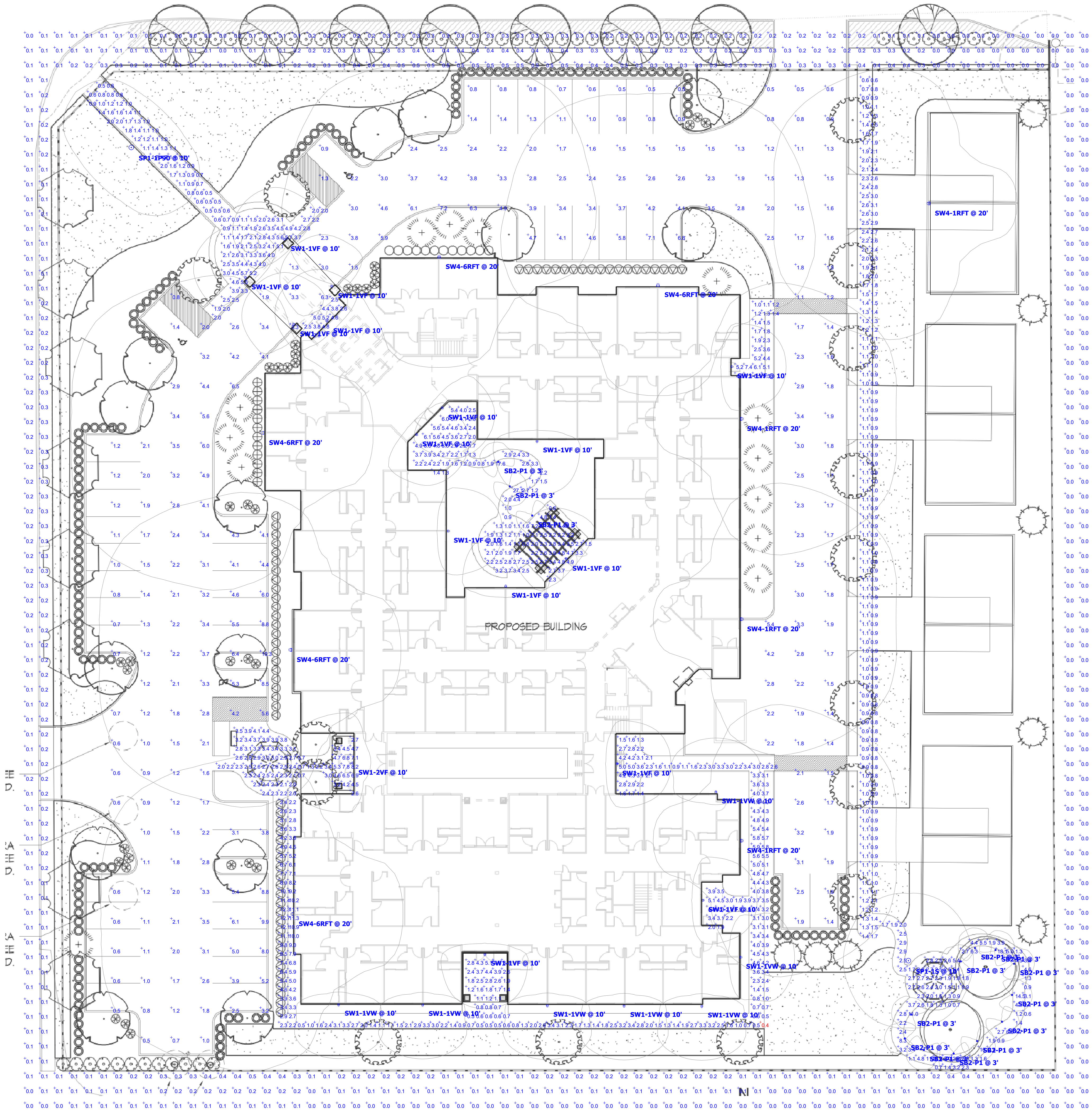


DATE	REVISION	BY
DESIGNED: RSG	SHEET	OF E4
DRAWN: RSG	E4	
CHECKED: RSG		
APPROVED:		



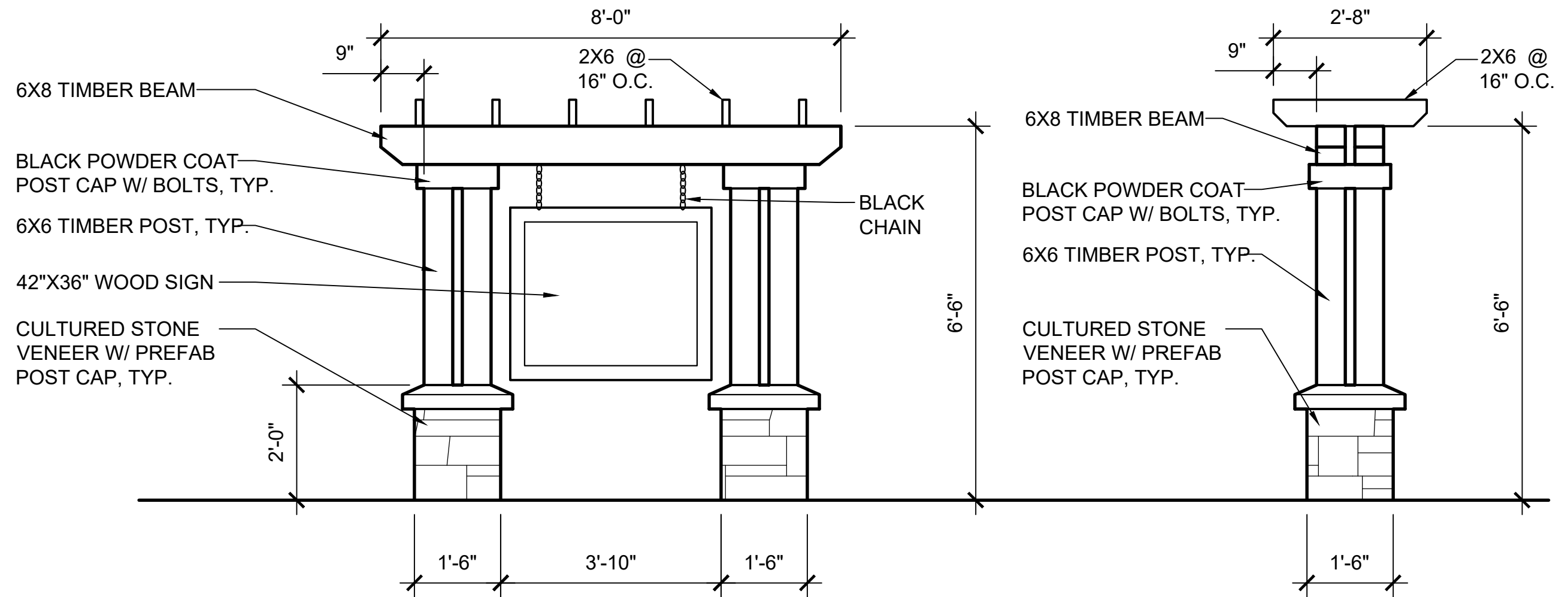






Schedule						
Symbol	Label	QTY	Manufacturer	Catalog Number	Description	LLF Wattage
	SB2-P1	14	Lithonia Lighting	RADB LED P1 30K ASY DBLXD	RADEAN LED P1 30K ASY DBLXD	0.95 5.21
	SP1-1P90	1	Lithonia Lighting	RADPT P1 30K PATH R90	RADEAN Post-Top with P1 3000K Pathway distribution with right rotated optics	0.95 25.4134
	SP1-1S	1	Lithonia Lighting	RADPT P1 30K SYM	RADEAN Post-Top with P1 3000K Symmetric distribution	0.95 25.4134
	SW1-1VW	7	Lithonia Lighting	WDGE2 LED P1 30K 80CRI VW	WDGE2 LED WITH P1 - PERFORMANCE PACKAGE, 3000K, 80CRI, VISUAL COMFORT WIDE OPTIC	0.95 9.81
	SW1-2VF	1	Lithonia Lighting	WDGE2 LED P2 30K 80CRI VF	WDGE2 LED WITH P2 - PERFORMANCE PACKAGE, 3000K, 80CRI, VISUAL COMFORT FORWARD OPTIC	0.95 14.53
	SW1-1VF	15	Lithonia Lighting	WDGE2 LED P1 30K 80CRI VF	WDGE2 LED WITH P1 - PERFORMANCE PACKAGE, 3000K, 80CRI, VISUAL COMFORT FORWARD OPTIC	0.95 9.81
	SW4-1RFT	4	Lithonia Lighting	WDGE4 LED P1 70CRI RFT 30K	WDGE4 LED WITH P1 - PERFORMANCE PACKAGE, 3000K, 70CRI, FORWARD THROW OPTIC	0.95 76.21
	SW4-6RFT	5	Lithonia Lighting	WDGE4 LED P6 70CRI RFT 30K	WDGE4 LED WITH P6 - PERFORMANCE PACKAGE, 3000K, 70CRI, FORWARD THROW OPTIC	0.95 185.23

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
COURTYARD	+	3.1 fc	27.1 fc	0.6 fc	45.2:1	5.2:1
MAIN ENTRY	+	3.8 fc	5.2 fc	2.5 fc	2.1:1	1.5:1
NE SIDEWALK	+	3.4 fc	7.5 fc	1.0 fc	7.5:1	3.4:1
OVERSPILL	+	0.1 fc	0.5 fc	0.0 fc	N/A	N/A
PARKING	+	2.6 fc	10.3 fc	0.5 fc	20.6:1	5.2:1
PATH TO STREET	+	2.1 fc	5.7 fc	0.5 fc	11.4:1	4.2:1
PED SIDEWALK	+	1.3 fc	3.1 fc	0.6 fc	5.2:1	2.2:1
SE SIDEWALK	+	3.4 fc	23.3 fc	0.6 fc	38.8:1	5.7:1
SIDEWALK	+	3.4 fc	12.7 fc	0.4 fc	31.8:1	8.5:1



1
A2.0 **SIGN ELEVATIONS**
SCALE: 1/2" = 1'-0"



Attachment B

SEPTEMBER 25, 2020

Brianna Addotta
City of Canby
222 NE 2nd Ave., PO Box 930
Canby, OR, 97013

SUBJECT: SCOPE OF WORK – CANBY SENIOR LIVING TRAFFIC STUDY

This document outlines the scope of services required to evaluate the transportation impacts associated with the proposed Canby Senior Living development located at the southeast corner of the SE 13th Avenue/S Ivy Street intersection in Canby, Oregon. The proposed site will consist of a 102-bed assisted living facility and 8 duplex units for senior living¹.

TASK 1: EXISTING CONDITIONS ANALYSIS

An existing conditions analysis will document the existing transportation conditions within the project study area. A description of the surrounding transportation network will be provided including functional classification of roadways, roadway cross-sections, posted speed limits, parking, and pedestrian/bicycle/transit facilities.

The study intersections will be reviewed to determine the existing geometry, traffic control, and operations during the peak hours. Existing intersection operating conditions will be analyzed to establish the current peak hour performance. The critical peak periods for this evaluation will be the weekday morning (7:00 to 9:00 am) and evening (4:00 to 6:00 pm). This is the time during a typical weekday when the study area street system would be expected to experience the highest vehicle volume and the site would generate significant traffic. The following intersection will be evaluated:

1. SE 13th Avenue / S. Ivy Street

Historical count data will be obtained and utilized. A growth rate will be applied to the older count data to reflect 2020 volumes.

¹ Canby Senior Living site plan, June 5, 2020, Westlake Consultants.

Preliminary trip generation and distribution estimates indicate that trip levels would not trigger analysis to be conducted at any other intersections.

Collision records at the study intersection over the previous five years will be reviewed and summarized in a table to determine if there are any safety related concerns within the project area.

TASK 2: PROJECT TRIP GENERATION/ TRIP DISTRIBUTION

The amount of new vehicle trips generated by the proposed development will be estimated using trip generation estimates published in the ITE Trip Generation Manual for similar land use type². All vehicle trips associated with the proposed project will be treated as new vehicle trips to the existing transportation network. Trip generation estimates for the proposed development will be provided for the a.m. and p.m. peak hours, as well as daily trips.

The distribution of site vehicle traffic will be based on the City of Canby Travel Forecast Tool. The project trip distribution will be shown on a study area figure.

TASK 3: SITE ACCESS AND CIRCULATION REVIEW

Access to the site is proposed via an approach to S. Ivy Street (classified as an arterial roadway) and SE 13th Avenue (classified as an arterial roadway).

Since, the proposed development is proposing new accesses, intersection sight distance and access spacing will be evaluated. This task will also include a review of on-site circulation for motor vehicles, pedestrians, and bicyclists.

TASK 4: TRANSPORTATION IMPACT ANALYSIS

A transportation impact analysis for the proposed project will be conducted in accordance to the **City's requirements**³. The new vehicle trips generated by the proposed project will be added onto the existing traffic volumes to identify the expected traffic operating conditions once the project is built and fully operational. The traffic conditions will be evaluated at the same study intersection as was considered in the Existing Conditions Analysis (Task 1), in addition to proposed site driveways to S. Ivy Street and SE 13th Avenue. In addition, any significant approved, but not fully occupied projects in the study area will be added as background traffic (based on information provided by the city). The following scenarios will be evaluated:

- Background Conditions (Year of Opening, without the Project)
- Project Conditions (Year of Opening, with the Project)

Street facilities and intersections that are shown to fall below the minimum acceptable operating thresholds will be identified for possible mitigation measures. Typical mitigation measures can include traffic control strategies, access management plans, widening for turn lanes at intersections

² Trip Generation Manual, Institute of Transportation Engineers, 10th Edition.

³ City of Canby Transportation System Plan, Chapter 10: Implementation Plan, December 2010.

and roadway widening. Transportation performance criteria will consider agency standards where applicable. This task includes coordination with impacted agencies on project issues and solutions.

The traffic volumes resulting from the proposed project on S. Ivy Street and SE 13th Avenue will be compared to existing traffic volumes (daily and peak hour), 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. Planned improvements in the City's CIP and TSP in the area will** also be summarized to describe long-range transportation solutions to serve growth in the study area.

TASK 5: DOCUMENTATION

The findings and recommendations of this transportation impact analysis will be presented in a Draft Report that will be submitted to the city (one electronic copy). The report will document data collection, analysis procedure, results, and mitigation measures (if necessary) for the proposed project traffic. A technical appendix that supports calculations will accompany the report. After the agency reviews of the Draft Report are complete and one-set of unified, non-contradictory comments are provided, a Final Report will be prepared and stamped by an Oregon Registered Professional Engineer (one electronic copy).

BUDGET

In consideration of the performance of these services, DKS Associates will be compensated on a time and materials basis in accordance with the hourly billing rates set forth in the attached fee schedule, subject to revision December 31, 2020, for a maximum fee of \$6,500. This fee is based upon the scope of services and level of effort presented above.

If the applicant chooses to utilize another consultant to complete this task, our assistance with trip distribution (using the Canby TSP Travel Forecast Tool) and review with written response of the applicant's submittal would be approximately \$2,500.

If you have any questions, please feel free to call or email.

Attachment C

EXECUTIVE SUMMARY

DATE: March 30, 2021

TO: Brianna Addotta | City of Canby

FROM: Kevin Chewuk and Kamilah Buker | DKS

SUBJECT: Canby Senior Living Traffic Impact Analysis
Executive Summary

Project #11010-115

EXECUTIVE SUMMARY

A summary of key findings from the Canby Senior Living Transportation Impact Analysis is provided below:

- Three Intersections Analyzed:
 - SE 13th Avenue / and S Ivy Street
 - Proposed Access / SE 13th Avenue
 - Proposed Access / S Ivy Street
- Trips generated from the proposed site:
 - Approximately 21 a.m. peak hour trips, 29 p.m. peak hour trips, and 295 daily trips.
- Trips from approved but not fully occupied developments were added to area roadways
 - Trips from approved but not fully occupied developments in Canby were added to study intersections to account for trips that were not counted in the original traffic count data but will be added to area roadways as the individual developments build out.
- A growth rate was applied to account for other background regional trip growth not related to citywide development
 - A 2 percent compound annual growth rate was applied to all movements at study intersections to capture other background regional trip growth not related to citywide development.
- No safety issues were identified.
 - Crash rates at study intersections indicate the frequency of collisions is typical for the volume of traffic served.
- No intersection capacity issues were identified.
 - None of the study intersections were identified as having an impact based on projected growth from the proposed project.


CURRAN-McLEOD, INC.
CONSULTING ENGINEERS

6655 S.W. HAMPTON STREET, SUITE 210
PORTLAND, OREGON 97223

January 27, 2021

MEMORANDUM

TO: Ms. Brianna Addotta
City of Canby

FROM: Hassan Ibrahim, P.E. 
Curran-McLeod, Inc.

RE: **CITY OF CANBY**
13TH AND IVY SENIOR MEMORY CARE
PRELIMINARY REVIEW REVISED

We have reviewed the submitted preliminary plans submitted on this project and have the following comments:

1. S. Ivy Street is a County arterial street, but the City has taken over this street through an Intergovernmental Agreement (IGA). The existing right-of-way width of 60' and is considered adequate for completing the half street improvements along the site frontage. The location of the existing curb needs to be field verified to determine if it can be preserved. The half street improvements shall be built by the developer to include curbs placed at 23 feet from centerline right of way, 6-foot curb tight concrete sidewalks, utilities as required, streetlights design to be provided by the developer and installation by Canby Utility, dual ADA ramps at the intersection with SE 13 the Ave in conformance with section 2.207 of the City of Canby Public Works Design Standards revised in December 2019. A 12-foot public utility easement abutting the right of way will also be required.
2. SE 13th Avenue is a City arterial street, the existing half street right of way along the site frontage is 20 feet. An additional 10 feet of right of way will be required along the entire site frontage. The developer shall construct half street improvements with curbs placed at 22 feet from the centerline of the right of way, 6-foot concrete curb tight sidewalks, with street trees from City approved tree list, utilities as required, streetlights design to be provided by the developer and installation by Canby Utility. The half street improvements shall be built to City Standards to match the east side of the roadway (Dinsmore Estates 2) in conformance with section 2.207 of the City of Canby Public Works Design Standards revised in December 2019. t. A 12-foot public utility easement abutting the right of way will also be required.

3. The extension of the proposed curb lines on S Ivy Street and SE 13th Avenue to their intersection shall be fillet with 40-foot radius as per section 2.205 of the City of Canby Public Works Design Standards revised in December 2019. If this alignment conflicts with the existing traffic signal pole at this location, the signal pole and its components must be relocated. The location and any all the necessary adjustments to the traffic signal must be coordinated with Clackamas County.
4. The access spacing on S Ivy Street and SE 13th Ave shall be 330 feet in conformance with the December 2010 City Transportation System Plan (TSP). The preliminary plans do not appear to meet the criteria, any deviation from this requirement shall be supplemented by a letter from the transportation engineer to assure the access location is safe and functional.
5. Commercial driveway approaches shall be constructed at all access points on S Ivy Street and SE 13th Ave. The driveway approach shall consist of 6" minimum concrete thickness with reinforcements over 4" min of crushed rock base and constructed in conformance with the most current ADA guidelines.
6. Sight distance requirements shall be met at each access point as stated by AASHTO and as determined by the transportation engineer.
7. An erosion control and a grading permit will be required from the City of Canby prior to any on-site disturbance.
8. An 8" public gravity sanitary sewer line shall be extended from SE 13th Ave to serve this development and the property to the south of this development.
9. Any proposed public UIC structures on S Ivy Street and SE 13th Ave shall meet at least one of the two conditions: (1) the vertical separation distance between the UIC and seasonal high groundwater is more than 2.5 feet or (2) the horizontal separation distance between the UIC and any water well is a minimum of 267 feet in accordance of the City of Canby Stormwater Master Plan, Appendix "C", Groundwater Protectiveness Demonstration and Risk Prioritization for Underground Injection Control (UIC) Devices.
10. All private storm drainage shall be disposed on-site. Any drywells or UIC facilities shall be ruled authorized by the Department of Environmental Quality (DEQ). A copy of the registration shall be submitted to the City prior to any storm drainage construction.

11. A final drainage report shall be submitted with the final construction plans meeting Chapter 4 of the City of Canby Public Works Design Standards revised in December 2019.

Should you have any questions or need additional information, please let me know.

I CERTIFY THAT THIS ORDER approving **DR 20-03 and CUP 20-02**, was presented to and **APPROVED** by the Planning Commission of the City of Canby.

DATED this 12th day of April, 2021.

John Savory
Planning Commission Chair

Don Hardy
Planning Director

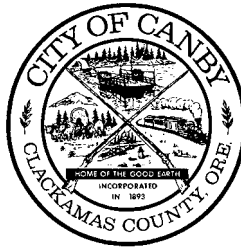
Laney Fouse Lawrence, Attest
Recording Secretary

ORAL DECISION: April 12, 2021

<i>Name</i>	<i>Aye</i>	<i>No</i>	<i>Abstain</i>	<i>Absent</i>
<i>John Savory</i>				
<i>Larry Boatright</i>				
<i>Jennifer Trundy</i>				
<i>Jeff Mills</i>				
<i>Michael Hutchinson</i>				
<i>Jason Padden</i>				
<i>James Hieb</i>				

WRITTEN DECISION: April 12 2021

<i>Name</i>	<i>Aye</i>	<i>No</i>	<i>Abstain</i>	<i>Absent</i>
<i>John Savory</i>				
<i>Larry Boatright</i>				
<i>Jennifer Trundy</i>				
<i>Jeff Mills</i>				
<i>Michael Hutchinson</i>				
<i>Jason Padden</i>				
<i>James Hieb</i>				



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

**A REQUEST FOR SITE AND DESIGN
REVIEW AND CONDITIONAL USE
APPROVAL FOR A MEMORY CARE
FACILITY**

)

FINDINGS, CONCLUSION & FINAL ORDER

)

)

)

**DR 20-03 AND CUP 20-02
MEMORY CARE**

NATURE OF THE APPLICATION

The proposal is a request for Conditional Use and Design Review approval for a Senior Living and Memory Care Facility with 102 beds and four independent living duplexes, with associated parking and site improvements.

The 2.6 acre parcel is located at the southeastern corner of S Ivy St. and SE 13th Ave and is zoned R-1, Low Density Residential. It is currently developed with a single family home fronting Ivy Street. The lot is otherwise clear, without significant landscaping, tree coverage, or slopes. Neither frontage has been improved with public facilities. Surrounding the property are parcels zoned R-1 Low Density Residential and R-1.5 Medium Density Residential, and are developed with single family homes to the south and east, Canby Adult Center and Swim Center to the north, and Hope Village Senior Living Community to the west.

The proposal is a request seeking to build a two-story assisted living facility building with a memory care endorsement, and eight 700 SF cottages for Independent Living. 31% landscaping is proposed. A parking plan specific to the use of Memory Care has been provided to address a lower parking ratio than the Nursing Home standard set by the Municipal Code, 60 parking spaces are proposed.

HEARINGS

The Planning Commission considered applications **DR 20-03 AND CUP 20-02** after the duly noticed hearing on April 12, 2021 during which the Planning Commission approved by a ___/___ vote **Memory Care (City Files # DR 20-03 and CUP 20-02)**. These Findings are entered to document the approval.

CRITERIA AND STANDARDS

In judging whether or not the aforementioned application shall be approved, the Planning

Commission determines whether criteria from the City of Canby Land Development and Planning Ordinance are met, or can be met by observance of conditions. Applicable code criteria and standards were reviewed in the Staff Report dated April 2,, 2021 and presented at the April 12, 2021 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 Site and Design Review and Partition applications and applied Conditions of Approval in order to ensure that the proposed project will meet all required City of Canby Land Development and Planning Ordinance approval criteria.

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 application met all applicable approval criteria to the extent feasible, and recommending that **Memory Care (City Files # DR 20-03 and CUP 20-02)** 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 Site and Design Review and Partition approval. Therefore, IT IS ORDERED BY THE PLANNING COMMISSION of the City of Canby that **Memory Care (City Files # DR 20-03 and CUP 20-02)** is approved, subject to the following conditions:

CONDITIONS OF APPROVAL

1. The applicant shall file a sign permit for signage as shown in the applicant materials and as described in this staff report. The proposed signs must also secure a building permit from Clackamas County Building Inspection prior to their installation. (B. Addotta)
2. The applicant shall designate the five visitor parking spaces with signage and inform residents and their families where they are. (B. Addotta)
3. The project must be in conformance with the applicable findings and recommendations outlined by the City Engineer in his memorandum dated January 28, 2021. (H. Ibrahim)
4. The design engineer shall submit to the City of Canby for review and approval a revised site plan of the driveway providing access onto S. Ivy Street to accommodate a right-in right-out porkchop and associated signage. Revised plans shall be provided and approved before site work commences. (B. Addotta)

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

5. The design engineer shall submit to the City of Canby for review and approval at the time of final construction plan approval a storm drainage analysis and report applicable to the defined development area detailing how storm water disposal from both the building and the parking areas is being handled. Any drainage plan shall conform to an acceptable methodology for meeting adopted storm drainage design standards as indicated in the Public Works design standards. (J. Nelzen)

6. A Sediment and Erosion Control Permit will be required from the City prior to commencing site work. (H. Ibrahim)

7. Prior to the issuance of a building permit, the installation of public or private utilities, or any other site work other than rough site grading, construction plans must be approved and signed by the City and all other utility/service providers. A Pre-Construction Conference with sign-off on all final construction plans is required. The design, location, and planned installation of all roadway improvements and utilities including but not limited to water, electric, sanitary sewer, natural gas, telephone, storm water, cable television, and emergency service provisions is subject to approval by the appropriate utility/service provider. The City of Canby's preconstruction process procedures shall be followed. (J. Nelzen)

8. Construction plans shall be designed and stamped by a Professional Engineer registered in the State of Oregon. (H. Ibrahim)

9. The project applicant shall apply for Clackamas County Building permits and a City of Canby Erosion Control Permit from the Canby Public Works Department. (B. Addotta)

10. Clackamas County Building Codes Division will provide structural, electrical, plumbing, and mechanical plan review and inspection services for construction of the project. (B. Addotta)

11. The applicant shall provide a bicycle parking detail showing compliance with the dimensional standards of bicycle parking as explained in CMC 16.49.065. (B. Addotta)

Prior to Occupancy:

12. Prior to occupancy of the facility, all landscaping plant material indicated on the submitted landscape plan shall either be installed and irrigated as proposed, or sufficient security (bonding, escrow, etc.) shall be provided pursuant to the provisions of CMC 16.49.100 (B). The applicant should be aware that the City street tree fee is now \$250 per tree if planted by the City, and the City recommends submittal of a separate Street Tree Plan to assist in the location, species, and total tree count. (B. Addotta)

13. City inspection of driveways and sidewalks for overall condition and for ADA compliance is required. (H. Ibrahim)

**CANBY CITY COUNCIL
REGULAR MEETING MINUTES
May 5, 2021**

PRESIDING: Mayor Brian Hodson

COUNCIL PRESENT: Christopher Bangs, Traci Hensley, Sarah Spoon, Greg Parker, Jordan Tibbals, and Shawn Varwig.

OTHERS PRESENT:

STAFF PRESENT: Scott Archer, City Administrator; Joseph Lindsay, City Attorney; Melissa Bisset, City Recorder/ HR Manager; Julie Blums, Finance Director; Jerry Nelzen, Interim Public Works Director; Jorge Tro, Police Chief; Heidi Muller, Transit Coordinator; Todd Wood, Transit Director.

CALL TO ORDER: Mayor Hodson called the Regular Meeting to order at 7:31 p.m.

CITIZEN INPUT & COMMUNITY ANNOUNCEMENTS: None

CONSENT AGENDA: ****Councilor Bangs moved to adopt the minutes of the April 7, 2021 City Council Work Session and Regular Meeting and OLCC application for a Full On-Premises, Commercial license for Wayward Hospitality LLC (trade name – Siren Song) located at 136 N Grant Street. Motion was seconded by Council President Hensley and passed 6-0.**

RESOLUTION: Resolution 1347 – Mayor Hodson read the resolution into the record as it was added to the agenda the previous day. The resolution came about because the Governor recently closed businesses again due to Covid extreme risk status. He discussed the detrimental effects these shutdowns had had on the City's businesses and he thought they needed to take stronger action. He stated it was not a partisan issue, but was advocating for the business community.

Mayor Hodson read a letter from Christie Bernklau Halvor, Canby resident, who did not think the Council should pass this resolution.

Kathleen Jeskey, Canby resident, stated she did not agree with all of the statements made in the resolution. She felt the resolution should not have been put on the agenda with such short notice. She recommended not approving the resolution until there was more discussion and time for citizen input.

Felix Barba, Canby resident, thought the resolution was an appropriate way to reaffirm the City's commitment to support its local businesses. He agreed there should be more time for debate and discussion. He thought there should be stronger language of non-compliance for overreaching orders.

Mayor Hodson said they had received eight emails in support of the resolution and three who were opposed. He had added it to the agenda last minute because the shutdown just occurred and a number of other cities were creating resolutions. Also he would not be in attendance for the next Council meeting. The purpose of the resolution was to tell the Governor that the shutdowns were impacting small businesses and this strategy wasn't working. He stated it was time for a different approach.

****Council President Hensley moved to approve Resolution 1347, A RESOLUTION IN FAVOR OF BUSINESSES AND CITIZEN CIVIL LIBERTIES AND AGAINST ANY MORE SHUTDOWNS OR UNNECESSARY RESTRICTIONS. Motion was seconded by Councilor Varwig.**

Councilor Spoon asked a series of questions about how the resolution was based on the one from Baker City and statements in the draft resolution regarding the number of business bankruptcies, domestic violence, and rise in crime. She also asked which civil liberties and restrictions were being objected to and possible risks to Canby's businesses.

Mayor Hodson and Joe Lindsay, City Attorney, explained the statements were more aspirational language than purely based on hard facts.

Councilor Spoon asked what staff's recommendation was in relation to this resolution.

Scott Archer, City Administrator, said this was not a staff initiated resolution and he did not have a recommendation.

Mr. Lindsay said the resolution did not say they were not going to follow the law. It was within the Council's purview to make these statements.

Councilor Bangs asked questions about the resolution, such as how much staff time had been used and what rights and civil liberties were being discussed, especially in relation to the rights protected by the Constitution. He did not think the resolution would help the City of Canby.

Mayor Hodson clarified it was in response to impacts of the shutdowns to the business community.

Councilor Spoon did not think the resolution was appropriate and it would not help businesses. She thought it made false statements and unverified claims. Restrictions were going to be lifted in a few days and the resolution should have gone through the correct process.

Councilor Tibbals thought it was an opportunity to stand against tyrannical orders of the Governor that did not make sense. He read from the Declaration of Independence regarding rights for all citizens. He stated people had a right to make a living and not worry about the government shutting them down.

Council President Hensley said it was giving a voice to the business community and the business owners had a right to make a living. She said the spirit of the resolution was about standing up and saying enough was enough. She was in support.

Councilor Varwig said the spirit of the resolution was to support businesses and he was in favor.

Councilor Parker thought the resolution should have gone through the proper process and not involved City staff unless it was the direction of the whole Council.

****Councilor Parker moved to table the resolution. Motion was seconded by Councilor Spoon and failed 3-4 with Councilors Tibbals, Varwig, and Hensley opposed and Mayor Hodson breaking the tie.**

Mayor Hodson did not think the resolution would harm Canby businesses. He stated the spirit was to support the businesses who were being impacted and it was a push back on the closure mandates to the governor's office and to join other cities who were doing the same.

The motion to approve Resolution 1347 passed 4-3 with Councilors Parker, Spoon, and Bangs opposed and Mayor Hodson breaking the tie.

UPDATE ON CANBY AREA TRANSIT (CAT): Todd Wood, Transit Director, gave an overview of Canby Area Transit and how they had withdrawn from Tri-Met and started CAT service in 2002. In 2011, service was reduced that eliminated local fixed routes and implemented a local Dial-A-Ride for General Public. In 2018, Route 99 was changed to Route 99X and service frequency and span increased. In 2019, Saturday service was re-implemented. He explained there were only two City staff in the Transit Department. They contracted three dispatchers, twelve drivers (seven full time and five part time), one field supervisor, and one bus washer through MV Transportation for the last nine years. CAT offices were at 195 S Hazel Dell Way. They were planning to build new offices in the near future. He explained the current CAT Services including the 99X Oregon City to Woodburn, complementary para-transit service, general public Dial-A-Ride, and shopper shuttle. Ridership had taken a hit due to Covid. The fixed route was down. Ridership in 2021 year to date was 43,055 compared to ridership in 2020 at 64,647. They had not cut service but kept it running at full schedule. Para-transit was also down. Ridership in 2021 year to date was 5,473 compared to 2020 at 11,485. Operating revenue came from grants and business payroll tax of \$6 per \$1,000. He was planning to start a City circulator in October. It would run 12 hours per day, 5 days per week. It would be 30-40 minutes per trip with one bus in service at a time. Improvements to 99E were being planned in coordination with ODOT's 99E project. It would include 10 bus stop improvements with shelters from Territorial to SW Berg Parkway. He had weekly meetings with Clackamas County transit partners. The City was included in the Clackamas County Transit Master Plan and the City's grant funding was obtained through partnership with Tri-Met.

Mayor Hodson asked about the decrease in payroll tax due to Covid. Mr. Wood said even though there were shut downs, several large businesses had opened. There had not been a decrease in the tax.

Mayor Hodson said the circulator was something the community had wanted for a long time. He thought it was appropriate that they had not been charging fares.

Councilor Parker thought the bus shelters on 99E were important as well as getting people to use buses to help reduce traffic.

Councilor Spoon asked if the businesses had given input on how the circulator routes paired with their shift times and if their staff was likely to use the bus. Mr. Wood said they had contacted businesses and there were many different shifts for the different types of businesses. They were not sure how many staff members would use the bus. There would be some trial and error in putting together the schedule and the route could be adjusted over time. It was a balancing act because they did not have unlimited funds and the focus was to make sure there was service to those who needed it most.

ORDINANCES: Ordinance 1554 – Mr. Wood said they had to do an RFP process for the transit operations contract which was triggered by reaching the threshold of 25% of cost and adding more than 25% additional services. The RFP was issued in February and there were three responses. At the end of the process, First Transit received the best score to provide the service. There would be a substantial increase in cost due to adding Saturday service and increased wages. This was a three year contract with three optional one year extensions.

Mark Elias, Vice President of Operations, was excited about this opportunity to assist and support the growth. The company had a lot of local resources who lived close by. They were well positioned to support the City.

David Smith, Director of Business Development, appreciated the opportunity and was excited about the new circulator and creating access for the community.

**** Councilor Spoon moved to adopt Ordinance 1554, AN ORDINANCE AUTHORIZING THE CITY ADMINISTRATOR TO EXECUTE A CONTRACT WITH FIRST TRANSIT, INC. OF CINCINNATI, OHIO FOR PROVIDING TRANSIT OPERATIONS FOR CANBY AREA TRANSIT (CAT) to come up for second reading on May 19, 2021. Motion was seconded by Councilor Bangs and passed 6-0 on first reading.**

Ordinance 1547 – ****Councilor Varwig moved to adopt Ordinance 1547, AN ORDINANCE AUTHORIZING THE MAYOR AND CITY ADMINISTRATOR TO EXECUTE A CONTRACT WITH EAGLE-ELSNER, INC. IN THE AMOUNT OF \$1,055,260.00 FOR CONSTRUCTION OF THE 2021 STREET MAINTENANCE PROGRAM. Motion was seconded by Councilor Spoon and passed 6-0 by roll call vote.**

Ordinance 1549 – Council President Hensley wanted to make sure that this contract went through an RFP process next time.

Councilor Tibbals thought all the City's contracts should go through an RFP process regardless of the dollar amount.

Councilor Spoon thought it could also be triggered by a percentage change in the contract price.

****Council President Hensley moved to adopt Ordinance 1549, AN ORDINANCE AUTHORIZING THE MAYOR AND CITY ADMINISTRATOR TO EXECUTE A CONTRACT WITH KINTECHNOLOGY, INC. TO CONTINUE TO PROVIDE COMPUTER TECHNICAL SERVICES FOR THE CITY, NOT TO EXCEED \$132,000.00; AND REPEALING ORDINANCE 1529. Motion was seconded by Councilor Varwig and passed 6-0 by roll call vote.**

Ordinance 1550 – ****Council President Hensley moved to adopt Ordinance 1550, AN ORDINANCE AUTHORIZING THE CITY OF CANBY TO ENTER INTO A CONTRACT WITH GROVE, MUELLER & SWANK, P.C. FOR AUDIT SERVICES. Motion was seconded by Councilor Spoon and passed 6-0 by roll call vote.**

Ordinance 1555 – Mr. Archer said this was a contract with Police Chief Tro to take advantage of the opportunity with PERS to retire and rehire. The contract was good through December 31, 2024. He explained the advantages to the City.

Mayor Hodson asked if Chief Tro would have to officially retire in 2024. Mr. Lindsay said yes, but he could do another work-back for six more months.

Councilor Parker said the advantage to this program was getting to know in advance when employees were going to retire and they could begin transitioning.

****Council President Hensley moved to adopt Ordinance 1555, AN ORDINANCE AUTHORIZING THE CITY ADMINISTRATOR TO ENTER INTO AN EMPLOYMENT CONTRACT BETWEEN THE CITY OF CANBY AND CHIEF JORGE TRO to come up for second reading on May 19, 2021. Motion was seconded by Councilor Varwig and passed 6-0 on first reading.**

Ordinance 1552 – Mr. Lindsay said Heard Farms had been removing the wastewater sludge since 2013. When they looked for alternatives, they could not find any comparable ones. This was the only privately owned facility in the state who repurposed the sludge for fertilizer. Contracting rules did allow for this situation when there was only one option available as long as there were findings confirming they were the sole source of this service. Heard Farms also gave the City a discount for signing up for three years.

****Council President Hensley moved to adopt Ordinance 1552, AN ORDINANCE AUTHORIZING THE MAYOR AND CITY ADMINISTRATOR TO ENTER INTO A CONTRACT WITH HEARD FARMS FOR WASTEWATER SEWAGE SLUDGE REMOVAL; AND REPEALING ORDINANCE 1527 to come up for second reading on May 19, 2021. Motion was seconded by Councilor Varwig and passed 6-0 on first reading.**

Ordinance 1553 – Mr. Archer said these were agreements with the County for the City to take jurisdiction of portions of N Locust, N Maple, N Redwood, and S Redwood Streets. It would provide efficiencies of maintenance and service to citizens and allowed the roads to be brought

up to City standards. The City would receive a total of \$781,865 with the transfer to help improve the roads.

Mayor Hodson asked how much of these roads the City would have to reconstruct to City standards. Jerry Nelzen, Interim Public Works Director, would have to forward that information to the Council. He thought this was a good deal as ADA ramp improvements and \$110 per ton of asphalt were included in the agreements. Some roads would be improved by development, and some the City would have to do.

Councilor Parker said this had been a long time coming. He supported bringing these roads into the City's responsibility and getting them up to standards.

Councilor Varwig asked how long before the improvements were completed. Mr. Nelzen said staff could get the costs for the projects and a capital improvement plan together if the Council wanted to move forward with them. Some of the improvements would begin on July 1.

****Council President Hensley moved to adopt Ordinance 1553, AN ORDINANCE APPROVING TWO INTERGOVERNMENTAL AGREEMENTS (IGAs) BETWEEN CLACKAMAS COUNTY AND THE CITY OF CANBY PERMITTING AUTHORITY AND MAINTENANCE RESPONSIBILITY FOR PORTIONS OF N LOCUST STREET, N MAPLE STREET, N REDWOOD STREET, AND S REDWOOD STREET BOTH IN AND OUT OF CITY LIMITS to come up for second reading on May 19, 2021. Motion was seconded by Councilor Spoon and passed 6-0 on first reading.**

MAYOR'S BUSINESS: Mayor Hodson reported that the Metro Mayors Consortium submitted a letter to the state legislature about finding another way to fund highway projects other than tolling. The Mayor's Prayer Breakfast had been canceled. The first Budget Committee Meeting would be held on May 13, the second meeting on May 20, and third on May 27.

COUNCILOR COMMENTS & LIAISON REPORTS:

Councilor Tibbals thanked everyone for coming out to the Woodchuck event.

Council President Hensley thanked Councilor Tibbals for spearheading the event.

Councilor Bangs reported on the School Board Budget Committee meeting. There was a shortage of substitute teachers at the School District. Graduation was on June 11. Prom was on Saturday.

CITY ADMINISTRATOR'S BUSINESS & STAFF REPORTS: Mr. Archer said by the end of the week, 100 flower baskets would be installed downtown and by the end of next week all of the flowers would be planted in the planters. He gave an update on replacing 20 ADA ramps in the City, the Quiet Zone and Arch project right of entry agreement with the Railroad, Industrial Park to 99E extension negotiations with property owners for the alignment, and AFSCME union contract ratification.

Councilor Spoon asked when Ivy Street was going to be done. Mr. Nelzen said construction should be done in two weeks. The striping would be done by the City.

CITIZEN INPUT: None

ACTION REVIEW:

1. Approved the Consent Agenda.
2. Adopted Resolution No. 1347.
3. Adopted Ordinance No. 1547.
4. Adopted Ordinance No. 1549.
5. Adopted Ordinance No. 1550.
6. Passed Ordinance No. 1554 to a Second Reading on May 19, 2021.
7. Passed Ordinance No. 1555 to a Second Reading on May 19, 2021.
8. Passed Ordinance No. 1552 to a Second Reading on May 19, 2021.
9. Passed Ordinance No. 1553 to a Second Reading on May 19, 2021.

****Council President Hensley moved to go into Executive Session pursuant to ORS 192.660(2)(i) Performance Evaluation of a Public Officer. Motion was seconded by Councilor Varwig and passed 6-0.**

Mayor Hodson recessed the Regular Meeting at 10:33 p.m.

Mayor Hodson reconvened the Regular Meeting at 11:30 p.m. and immediately adjourned.

Melissa Bisset
City Recorder

Brian Hodson
Mayor

Assisted with Preparation of Minutes - Susan Wood



City of Canby

PO Box 930
222 NE 2nd Ave
Canby, OR 97013

Phone: 503.266.4021
Fax: 503.266.7961
www.canbyoregon.gov

City Council Staff Report

DATE: June 2, 2021
TO: Honorable Mayor Hodson and City Council
THRU: Scott Archer, City Administrator
FROM: Melissa Bisset, City Recorder
ITEM: Board, Commission and Committee Reappointments

Summary

Every June there are several Boards, Commission and Committee terms that expire. The City Recorder contacts the current members and asks if they wish to continue their service.

Background

The City has [11 various Boards, Commissions and Committees](#): Bike and Pedestrian Committee, Budget Committee, Canby Utility Board, Heritage and Landmark Commission, Library Board, Parks and Recreation Advisory Board, Planning Commission, Public Transit Advisory Committee, Traffic Safety Commission, Urban Renewal Agency and the Urban Renewal Budget Committee. Each Board, Commission and Committee has members that are appointed by the City Council and the term lengths are established through the Canby City Charter or the City Code.

Discussion

The Boards, Commission and Committee members below have terms that are expiring on June 30, 2021. The City Recorder has contacted each of these members and they wish to be reappointed.

Bike and Pedestrian Committee (3 year term)

Clifford Ash – serving since 2016
Michael Hemelstrand – serving since 2012
Bruce Parker – serving since 2015 and from 2004 – 2006

Budget Committee (3 year term)

Andrea McCracken – serving since 2018
Bob Patterson – serving since 2019

Heritage and Landmark Commission (3 year term)

Corina Kanen – serving since 2020
Rachel Swanson – serving since 2019

Parks and Recreation Advisory Board (3 year term)

David Biskar – serving since 2019
Jim Davis – serving since 2019

Terri Jones – serving since 2020
Barbara Karmel – serving since 2020

Traffic Safety Commission (3 year term)

DeAnna Ball-Karb – serving since 2018
Tom Rushton – serving since 2019
Clint Coleman – serving since 2017

Attachments

Appointment Guide
Applications

Fiscal Impact

None.

Options

1. Reappoint members to the various Boards, Commissions and Committees.
2. Take no action.

Recommendation

Reappoint members whose terms are set to expire on June 30, 2021.

Proposed Motion

Part of the Consent Agenda - I move to approve the consent agenda which includes reappointments to the various Boards, Commissions and Committees.



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

Date: APRIL 24, 2018 Position Applying For: BIKE + PEDESTRIAN COMMITTEE
Name: CLIFFORD N. ASH Occupation: RETIRED
Home Address: [REDACTED] CANBY OR 97013
Employer: N/A Position: N/A
Daytime Phone: [REDACTED] Evening Phone: [REDACTED]
E-Mail Address: [REDACTED]

What are your community interests (committees, organizations, special activities)?
MEMBER OF ST PATRICK CATHOLIC CHURCH IN CANBY.
ACTIVITIES INCLUDE BIKING, HIKING, SKIING, CAMPING, GARDENING

What are your major interests or concerns in the City's programs?
THAT THE INFRASTRUCTURE IS MAINTAINED. THAT CANBY
CONTINUES TO ATTRACT WALKING + BIKING ACTIVITIES.

Reason for your interest in this position:
I WOULD LIKE TO CONTINUE SERVING ON THIS COMMITTEE.

Experience and educational background:
B.S. OREGON STATE UNIVERSITY
RETIRED FROM SOCIAL SECURITY ADMINISTRATION

List any other City or County positions on which you serve or have served:
BIKE + PEDESTRIAN COMMITTEE

Referred by (if applicable): REAPPOINTMENT

Please return to:

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PO Box 930, 222 NE 2nd Avenue, Canby, OR 97013
Phone: 503.266.0733 Fax: 503.266.7961 Email: scheaferk@canbyoregon.gov

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

Date Received: 5-9-2018 Date Appointed: 6-6-2018 Term Expires: 6-30-2021
Date Resigned: _____ Destruction Date: _____

Appointed 3/7/12
Term to Exp. 6/30/15

**CITY OF CANBY
APPLICATION
BOARD/COMMITTEES/COMMISSIONS/COUNCIL**

Date: 2-14-2012

Name: Michael Hemelstrand Occupation: Retired

Home Address: [REDACTED] Canby, OR

Employer: [REDACTED] Position: [REDACTED]

Daytime Phone: [REDACTED] Evening Phone: [REDACTED]

E-Mail Address: [REDACTED]

For which position are you applying? Bike & Pedestrian Committee

What are your community interests (committees, organizations, special activities)? _____

Experience and educational background: 30 years as a professional mechanical engineer

Reason for your interest in this position: I have a desire to contribute to the community. I am cyclist who regularly uses bike lanes and paths in and around Canby

List any other City or County positions on which you serve or have served: _____

Information on any special membership requirements: _____

Referred by (if applicable): _____

Feel free to attach a copy of your resume and use additional sheets if necessary

THANK YOU FOR YOUR WILLINGNESS TO SERVE CANBY

Please return to:
City of Canby
Attn: City Recorder
182 N Holly Street
PO Box 930
Canby, OR 97013

Phone: 503.266.4021 Fax: 503.266.7961 Email: Schedferk@ci.canby.or.us

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12-4-07



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

Date: 3/19/2018 Position Applying For: Bike & Pedestrian Committee
Name: Bruce W Parker Occupation: retired optometric physician
Home Address: [REDACTED] Canby OR 97013
Employer: [REDACTED] Position: [REDACTED]
Daytime Phone: [REDACTED] Evening Phone: [REDACTED]
E-Mail Address: [REDACTED]

What are your community interests (committees, organizations, special activities)?

Canby Bike Pedestrian Committee, Chair of Clatsop County
Pedestrian Bike Advisory Committee

What are your major interests or concerns in the City's programs? (1) promoting safety
of pedestrians & cyclist (2) improve walkability of Canby

Reason for your interest in this position: repeal of present position

Experience and educational background: See above, Optometric Physician

List any other City or County positions on which you serve or have served: _____

Referred by (if applicable): self

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Date Received: 3.20.2018 Date Appointed: 4-4-2018 Term Expires: 6.30.2021
Date Resigned: _____ Destruction Date: _____



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

Date: 02/02/2018 Position Applying For: Canby Budget Committee
Name: Andrea McCracken Occupation: Finance/Accounting
Home Address: [REDACTED] Canby, OR, 97013
Employer: City of Portland Position: OMF - Financial Analyst
Daytime Phone: [REDACTED] Evening Phone: [REDACTED]
E-Mail Address: [REDACTED]

What are your community interests (committees, organizations, special activities)?
City Budget, women development and training, and children and adults with disabilities and life threatening illnesses.

What are your major interests or concerns in the City's programs? Working for the City of Portland, I see how the budget is used on a large scale. I am interested in how it is utilized and split on a smaller scale. Mostly focusing on women and kids.

Reason for your interest in this position: Personal gain, self-interest, experience, knowledge and reasoning, and professional growth.

Experience and educational background: City of Portland Office of Management and Finance, Financial Analyst. Albertsons Companies, Inc., Operations Analyst. MBA in Interdisciplinary Business and BS in Science

List any other City or County positions on which you serve or have served: City of Portland, Financial Analyst for Office of Management and Finance. CAO strategic plan committee. Deputy CAO Portland Building design committee for guests.

Referred by (if applicable): _____

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Date Received: 2-2-2017 Date Appointed: 4-4-2018 Term Expires: 6-30-2021
Date Resigned: _____ Destruction Date: _____



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

Date: 10/22/2018 Position Applying For: City Budget Committee
Name: Bob Patterson Occupation: Litigation Support Manager
Home Address: [REDACTED] Canby, OR 97013
Employer: Kilmer Voorhees & Laurick, PC Position: Litigation Support Manager
Daytime Phone: [REDACTED] Evening Phone: [REDACTED]
E-Mail Address: [REDACTED]

What are your community interests (committees, organizations, special activities)? _____
Moved to Canby approximately two years ago, and I would like to become more involved in the community.

What are your major interests or concerns in the City's programs? _____
Financial stability and future planning are of paramount importance to Canby.

Reason for your interest in this position: _____
I believe my background and experience could help my neighbors.

Experience and educational background: _____
26 years in the legal field, former officer in the US Navy and US Merchant Marine.

List any other City or County positions on which you serve or have served: _____
None.

Referred by (if applicable): _____

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Date Received: 10-22-2018 Date Appointed: 5-1-2019 Term Expires: 6-30-2021
Date Resigned: _____ Destruction Date: _____



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

Date: 9/6/2020 Position Applying For: Heritage and Landmark Commission

Name: Corina Kanen Occupation: Personal Support Worker

Home Address: [REDACTED] Aurora, OR 97002

Employer: Oregon Homecare Worker's Commis Position: PSW/IC

Daytime Phone: [REDACTED] Evening Phone: [REDACTED]

E-Mail Address: [REDACTED]

What are your community interests (committees, organizations, special activities)?
I am interested in historic preservation, cemetery restoration, and providing educational opportunities that are both accessible and enjoyable for the public.

What are your major interests or concerns in the City's programs?
My major interests are finding avenues of preserving and sharing the city's (and neighboring towns) past while creating space for growth in the future.

Reason for your interest in this position:
I believe that serving on the Heritage and Landmark Commission would provide an excellent opportunity to work with other individuals that share a passion for preservation and community.

Experience and educational background:
BA in History from George Fox University 2010. Intern for Hoover-Minthorn House 2010-2012.
Education Coordinator at Newell Pioneer Village 2017-2018. Current docent.

List any other City or County positions on which you serve or have served:
Chair of the Newberg Public Library Board 2014-2016.

Referred by (if applicable): Carol Palmer

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Date Received: 9/21/2020 Date Appointed: 10/7/2020 Term Expires: 4/30/2021
Date Resigned: _____ Destruction Date: _____



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

AUG 22 2019

Date: 8/15/19 Position Applying For: Heritage and Landmark Commission

Name: Rachel Swanson Occupation: Associate Director

Home Address: [REDACTED] Canby, OR 97013

Employer: Cognizant Technology Solutions Position: Associate Director, Service Delivery

Daytime Phone: [REDACTED] Evening Phone: [REDACTED]

E-Mail Address: [REDACTED]

What are your community interests (committees, organizations, special activities)?

I am a leader with the Clackamas County 4H organization, I am an avid knitter and love to take classes and trainings to further my knowledge.

What are your major interests or concerns in the City's programs?

I don't have any concerns, but I would love to become more involved and part of the planning of further city projects. I happen to be a member of the Mayflower Society and am very interested in history and preserving historic landmarks.

Reason for your interest in this position:

My interest in the position is purely selfish in that I want to get more involved with city planning and business. I believe that being involved and part of the decision making gives you a sense of ownership.

Experience and educational background:

I have a Bachelors' of Science in Business Administration from Warner Pacific College

List any other City or County positions on which you serve or have served:

None, although I recently applied and interviewed for the vacant City Councilor position.

Referred by (if applicable): n/a

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Date Received: 8/22/19 Date Appointed: 9/4/19 Term Expires: 6/30/21
Date Resigned: Destruction Date:



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

Date: 12/5/2019 Position Applying For: Park and Rec Board
Name: David Biskar Occupation: Retired
Home Address: [REDACTED] Canby, Or. 97013
Employer: _____ Position: _____
Daytime Phone: [REDACTED] Evening Phone: _____
E-Mail Address: [REDACTED]
What are your community interests (committees, organizations, special activities)? _____

What are your major interests or concerns in the City's programs? _____
Some of the play equipment at some of the parks is old and out dated and needs to
be updated.

Reason for your interest in this position: I would like to improve the parks in the city
boundaries and bring more recreational opportunities to the citizens of Canby.

Experience and educational background: I was employed as the Facility Manager at the
Canby Swim Center for 31 years.

List any other City or County positions on which you serve or have served: _____
I volunteered with the Canby Fire Department's water rescue unit.

Referred by (if applicable): _____

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on the City's web page.** 10/2019

Date Received: 12/6/2019 MS Date Appointed: 1/15/20 Term Expires: _____
Date Resigned: _____ Destruction Date: _____



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

Date: 11/28/2018 Position Applying For: Parks and recreation
Name: Jim Davis Occupation: Fire Chief
Home Address: [REDACTED] Canby OR.
Employer: Canby Fire Position: _____
Daytime Phone: [REDACTED] Evening Phone: _____
E-Mail Address: Jdavis@canbyfire.org

What are your community interests (committees, organizations, special activities)? Chamber of Commerce, Canby Chamber Tourism, Canby Adult Center Board, Past Canby Kids, Past Football, Basketball, baseball coach.

I attend Canby City Council on a regular bases.

What are your major interests or concerns in the City's programs? _____
Planning for the future parks and recreation for all ages. I have lived in Canby since 1996, and with my background with youth and adult activities will be an active committee member.

Reason for your interest in this position: _____
I have extensive experience in strategic planning and working to prepare documents for the City administrator and City Council to consider.

Experience and educational background: Bachelor Degree BA, AAS in Fire science, Executive degree.

List any other City or County positions on which you serve or have served: City Council meetings, emergency management for the city.

Referred by (if applicable): NA

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Date Received: 11.28.2018 Date Appointed: 2-6-2019 Term Expires: 6.30.2021
Date Resigned: _____ Destruction Date: _____



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

Date: 11/3/2020 Position Applying For: Parks and Recreation Advisory Board
Name: Terri Jones Occupation: Library Assistant
Home Address: [REDACTED] Canby Oregon 97013
Employer: City of Canby Position: Library Assistant
Daytime Phone: [REDACTED] Evening Phone: [REDACTED]
E-Mail Address: [REDACTED]

What are your community interests (committees, organizations, special activities)? After 20 years of working out of town and four children in year-round sports I now have time to dedicate to community interests. Parks are more vital to a healthy community than ever!

What are your major interests or concerns in the City's programs? River access to non-motorized watercraft, dedicated off-leash dog areas, walking trails, access to natural areas.

Reason for your interest in this position: Daily park user. Live next to a park and see the many benefits of parks to our citizens. Impressed with the quality of facilities and maintenance, wish to ensure resources to continue those high standards.

Experience and educational background: West Linn Parks and Recreation staff 2000-2019. NRPA accredited.

List any other City or County positions on which you serve or have served: CASA Court Appointed Special Advocates for children in Clackamas County in foster care.

Referred by (if applicable): Don Kinsborough kingsborpops@aol.com

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Date Received: 11/3/20 MB Date Appointed: 12/2/2020 Term Expires: _____
Date Resigned: _____ Destruction Date: _____



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

Date: December 5, 2019 Position Applying For: Parks & Rec Advisory Committee
Name: Barbara M. Karmel Occupation: Management Consultant (Ret.)
Home Address: [REDACTED] Canby, OR 97013
Employer: (Until recently) The Reed Company, LLC Position: Owner/Founder
Primary Phone: [REDACTED] Evening Phone: 5 [REDACTED]
E-Mail Address: [REDACTED]

What are your community interests (committees, organizations, special activities)?

I've lived in Canby for 14 years, watching Canby's growth and the important role of volunteers. We've moved from small town with limited amenities to become a planning-oriented, energetic village. That said, growing pains are showing up. I'd like to help, particularly with management of public lands and recreation.

What are your major interests or concerns in the City's programs?

I believe that Canby will increasingly need to insure that our resource allocations are well balanced and carefully prioritized. One helpful strategy to accomplish this is to encourage the dedicated volunteers of our committees to monitor public needs and preferences on a regular basis and be alert to changing circumstances.

Reason for your interest in this position: I've always been an outdoor person with a passion to manage public lands wisely and respectfully. I believe that the volunteer members of Parks and Rec Committee perform an essential community service by providing thoughtful in-depth study and recommendations to Council.

Experience and educational background: Professor of Management in business schools at Oregon State and 2 other universities. Undergrad from Cornell, PhD from Purdue. Subsequently owner of Management Consulting firm. Now retired. Former Commissioner of 8-member Portland Development Commission (PDC)

List any other City or County positions on which you serve or have served: Chair of Canby Police Chief Search Committee (for Chief Bret Smith); Chair of Special Committee to evaluate readiness for a dog park and draft a dog park plan a few years ago. Canby Chamber of Commerce member for 10 years. When I previously lived in Wilsonville, I served on board committees and learned a lot in that city about the need to anticipate and mitigate growing pains.

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

Date Received: 12/6/19 MB Date Appointed: 1/15/20 Term Expires: 1/30/2021
Date Resigned: _____ Destruction Date: _____



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

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

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

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

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

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

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

Referred by (if applicable): Jackie Jones

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

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



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

Date: July 14th, 2019 Position Applying For: Traffic Safety Commission

Name: Tom Rushton Occupation: Retired

Home Address: [REDACTED]

Employer: none Position: retired

Daytime Phone: [REDACTED] Cell Phone: [REDACTED]

E-Mail Address: [REDACTED]

What are your community interests (committees, organizations, special activities)?

Restoring Canby as a Community. The needs of the elderly.

What are your major interests or concerns in the City's programs?

Having Canby develop as a safe community for all involved. A safe, walkable downtown.

Reason for your interest in this position:

I have been attending these safety meeting for a year or so now and citizen input does help things move forward.

Experience and educational background:

High School graduate 1971, community colleges & online studies

List any other City or County positions on which you serve or have served:

I was on the Clackamas Aging Council a couple years ago.

Referred by (if applicable): Clint Coleman & Robert Cambra

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Date Received: 07/14/2019 Date Appointed: 8/7/2019 Term Expires: 6/30/2021
Date Resigned: _____ Destruction Date: _____



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

Date: 3/20/18 Position Applying For: TRAFFIC SAFETY COMMITTEE
Name: CLINT COLEMAN Occupation: FINANCIAL ADVISOR
Home Address: [REDACTED] CANBY, OR 97013
Employer: LPL FINANCIAL Position: FINANCIAL ADVISOR
Daytime Phone: [REDACTED] Evening Phone: [REDACTED]
E-Mail Address: [REDACTED]

What are your community interests (committees, organizations, special activities)? Past Canby City Councilor, past liason to Canby Planning Comm, Past liason to Canby Library, Current Canby Design Comm member, Canby Rodeo Associate

What are your major interests or concerns in the City's programs? Traffic Safety, maintaining and improving the quality of life in Canby by being an active participant in the decisions that will shape our Communities future.

Reason for your interest in this position: With the increased number of new homes, and increased traffic, it is important to work to maintain and improve traffic safety measures to ensure the safety of our Citizens, Bikers, Joggers, Walkers Etc.

Experience and educational background: Attended Portland Community College, Portland State University, Dale Carnegie Training, Toastmasters, Ford Family Foundation Leadership

List any other City or County positions on which you serve or have served: Current member Canby Design Committee, Canby 4th of July Car show member, Canby Cutsforth Cruisin Judge, Canby Rodeo Associate, Past Canby City Councilor

Referred by (if applicable): _____

Please return to:

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

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

Date Received: 3.26.2018 Date Appointed: 4-4-2018 Term Expires: 6.30.2021
Date Resigned: _____ Destruction Date: _____



City of Canby

PO Box 930
222 NE 2nd Ave
Canby, OR 97013

Phone: 503.266.4021
Fax: 503.266.7961
www.canbyoregon.gov

City Council Staff Report

DATE: June 2, 2021

TO: Honorable Mayor Hodson and City Council

THRU: Scott Archer, City Administrator

FROM: Jerry Nelzen, Interim Public Works Director

ITEM: County Road Transfers

Summary

City of Canby to request the full and absolute transfer of portions of N. Locust Street, N. Maple Street and S. Redwood Street, all in the Canby City limits. These Streets shall be surrendered to the City pursuant to the terms and conditions of the approved Intergovernmental Agreement between the City of Canby and Clackamas County related to the transfer of a portion of N. Locust Street, N. Maple Street and S. Redwood Street.

Background

The City and Clackamas County have approved of an Intergovernmental Agreement for a road transfer for the sections of particular roads within the City limits.

As stated in Ordinance No. 1553 The County shall provide to the City the sum of \$348,523, which is equivalent to the cost of a 2-inch asphalt overlay and ADA improvements on the portions of N. Locust Street, N. Maple Street and S. Redwood Street.

As stated in Ordinance No. 1553, both Parties agree that the City is best suited to assume primary responsibility for maintenance and permitting of N. Locust Street, N. Maple Street and S. Redwood Street.

Discussion

The City will perform all construction and reconstruction; improvements or repairs and maintenance; review and issuance of access permits; establishment of roadway standards; acquisition of right of way; storm water and drainage facility repair and maintenance; and review and issuance of street opening permits. Upon approval of this resolution Clackamas County will schedule a public hearing to finalize the requested transfer of jurisdiction.

Attachments

- Resolution No. 1349
- Exhibit A-1
- Exhibit A-2
- Exhibit A-3
- Exhibit B-1

- Exhibit B-2
- Exhibit B-3

Fiscal Impact

The City will receive payment of \$348,523, which is equivalent to the cost of a 2-inch asphalt overlay and ADA improvements on the portions of N. Locust Street, N. Maple Street and S. Redwood Street.

Recommendation

Staff Recommends the Council adopt Resolutions No. 1349.

MOTION:

I move to approve Resolution No. 1349, A Resolution requesting Clackamas County to surrender jurisdiction of N Locust Street, N Maple Street and S Redwood in the Canby City Limits.

RESOLUTION NO. 1349

**A RESOLUTION REQUESTING CLACKAMAS COUNTY TO
SURRENDER JURISDICTION OF N LOCUST STREET, N MAPLE
STREET AND S REDWOOD IN THE CANBY CITY LIMITS**

WHEREAS, ORS 373.270 authorizes the transfer of jurisdiction over a county road within a city; and

WHEREAS, the portions of N. Locust Street, N. Maple Street and S. Redwood Street subject to this resolution are located entirely within the boundaries of the City and are County Roads, as defined in ORS 368.001 (“N. Locust Street, N. Maple Street and S. Redwood Street”); and

WHEREAS, N. Locust Street, N. Maple Street and S. Redwood Street are depicted in Exhibits “B-1, B-2 and B-3”, and more particularly described in Exhibits “A-1, A-2 and A-3”, all of which are attached hereto and incorporated herein; and

WHEREAS, the City is best suited to assume primary responsibility for maintenance and permitting of N. Locust Street, N. Maple Street and S. Redwood Street; and

WHEREAS, Clackamas County shall provide to the City the sum of \$348,523, which is equivalent to the cost of a 2-inch asphalt overlay on the portions of N. Locust Street, N. Maple Street and S. Redwood Street; and

WHEREAS, pursuant to ORS 373.270, the City Council is requesting a jurisdictional transfer of N. Locust Street, N. Maple Street and S. Redwood Street from Clackamas County to the City to better manage and control road improvements, and to direct maintenance activities.

NOW, THEREFORE, BE IT RESOLVED by the City of Canby City Council as follows:

1. The City is formally requesting the full and absolute transfer of jurisdiction over N. Locust Street, N. Maple Street and S. Redwood Street pursuant to ORS 373.270 and the approved Intergovernmental agreement between the City of Canby and Clackamas county related to the transfer of a portion of N. Locust Street, N. Maple Street and S. Redwood Street.

This resolution will take effect on June 2, 2021.

ADOPTED this day of June 2nd by the Canby City Council.

Brian Hodson
Mayor

ATTEST:

Melissa Bisset, CMC
City Recorder

Exhibit "A-1"

N. Locust Street Transfer of Jurisdiction (North of NE Territorial Rd.)

Clackamas County to City of Canby

Description

All that portion of N. Locust Street, County Road No. 1782, Department of Transportation and Development maintenance No. 31077; Situated in the SW 1/4 and the SE 1/4 of Section 28, T. 3 S., R. 1 E., W.M. as shown in Exhibit "B", attached hereto, lying south of the Northerly Lot Line of Lot 1 of "Locust Corner" subdivision, as recorded in Clackamas County records, also being south of the Southerly Right-of-Way of NE Territorial Road (mile point 0.09) and lying North of the Southerly boundary line of Tax Lot 31E28C 00401, as described in Document No. 2015-032967, Clackamas County deed records (mile point 0.85), also being north of the Northerly Right-of-Way of NE Territorial Road, being approximately 1,823 feet long.

Contain 85,569 square feet, more or less.

Exhibit "A-2"

N. Maple Street Transfer of Jurisdiction (South of NE Territorial Rd.)

Clackamas County to City of Canby

Description

All that portion of N. Maple Street, County Road No. 2579, Department of Transportation and Development maintenance No. 31029; Situated in the SE 1/4 of Section 28 and the NE 1/4 of Section 33, T. 3 S., R 1 E., W.M. as shown in Exhibit "B", attached hereto, lying south of and between, Mile Point 0.48 being the north lot line of Lot 3, "Brooks Addition" Plat No. 2224 Clackamas County Plat Records and Mile Point 0.68 being the Southerly boundary line of Tax Lot 31E33AB 00201, as described in Document No. 2008-044423, Clackamas County deed records (ending mile point 0.68), being approximately 1,132 feet long, more or less.

Containing 52,988 square feet, more or less.

Exhibit "A-3"

S. Redwood Street Transfer of Jurisdiction (South of SE Township Rd.)

Clackamas County to City of Canby

Description

All that portion of S. Redwood Street, County Road No. 277, Department of Transportation and Development maintenance No. 41023; Situated in the NW 1/4 of Section 3, T. 4 S., R 1 E., W.M. as shown in Exhibit "B", attached hereto, lying south of and between, Mile Point 0.00 being the north boundary line of Parcel 2 of Partition Plat 1993-055 Clackamas County Plat Records and Mile Point 0.26 being the north Lot Line of Lot 128 of "Faist Addition No. 5" Plat No. 3735 Clackamas County Plat Records, being 1,354 feet long more or less.

Containing 87,938 square feet, more or less.

EXHIBIT "B-1"



1"=300'



LOCATED IN THE SW 1/4 AND SE 1/4 OF
SECTION 28, T. 3 S., R. 1 E., W.M.
CLACKAMAS COUNTY, OREGON

DEPARTMENT OF TRANSPORTATION
AND DEVELOPMENT
150 BEAVERCREEK ROAD
OREGON CITY, OR 97045



02/24/2021

A. REITER

JURISDICTIONAL TRANSFER
N. LOCUST STREET
COUNTY ROAD NO. 1782

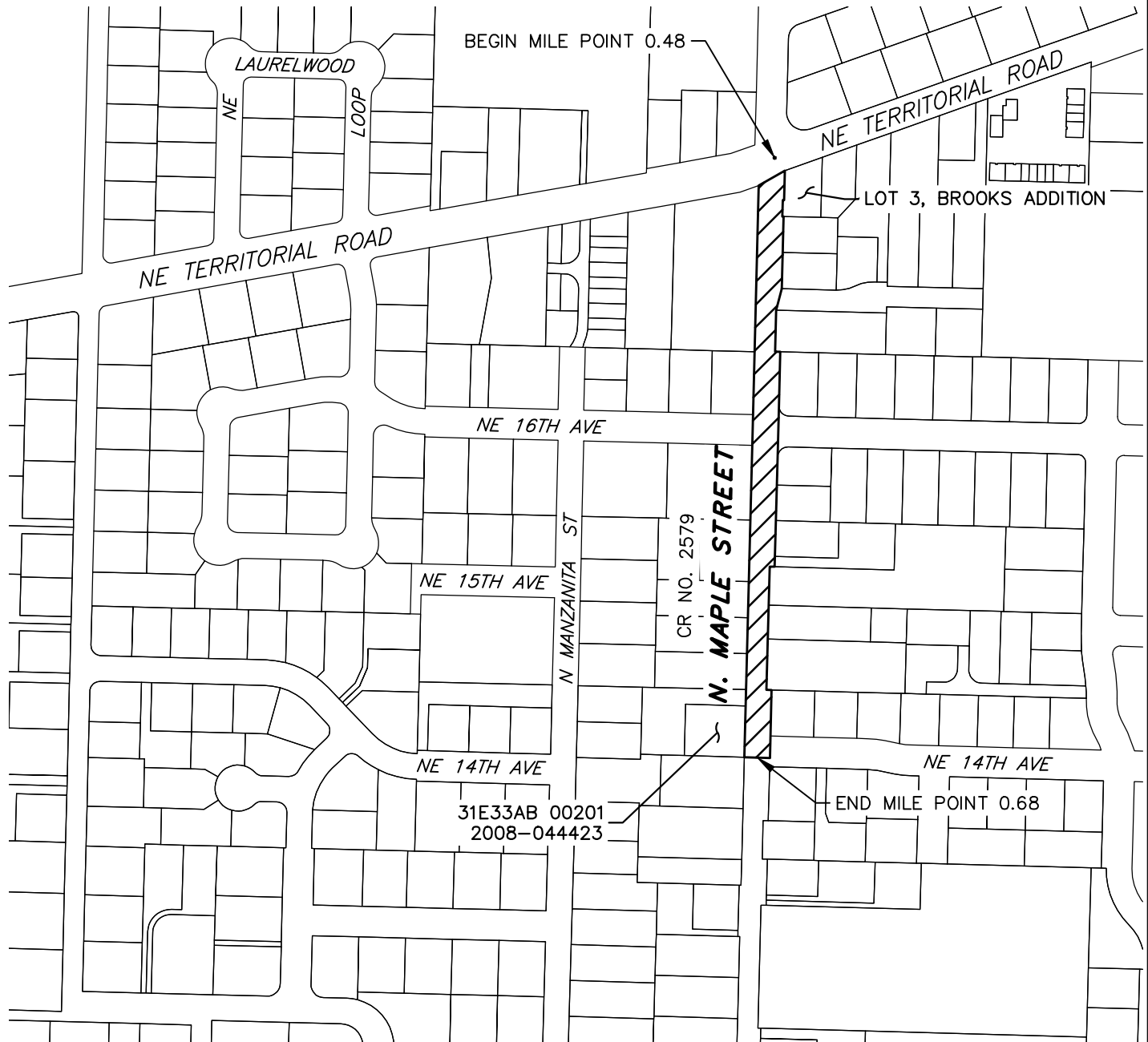
SHEET

1 OF 1

EXHIBIT "B-2"



1"=300'



LOCATED IN THE SE 1/4 OF SECTION 28
AND THE NE 1/4 OF SECTION 33,
T. 3 S., R. 1 E., W.M.
CLACKAMAS COUNTY, OREGON



TRANSFERED ROAD

DEPARTMENT OF TRANSPORTATION
AND DEVELOPMENT
150 BEAVERCREEK ROAD
OREGON CITY, OR 97045



02/24/2021

A. REITER

JURISDICTIONAL TRANSFER
N. LOCUST STREET
COUNTY ROAD NO. 2579

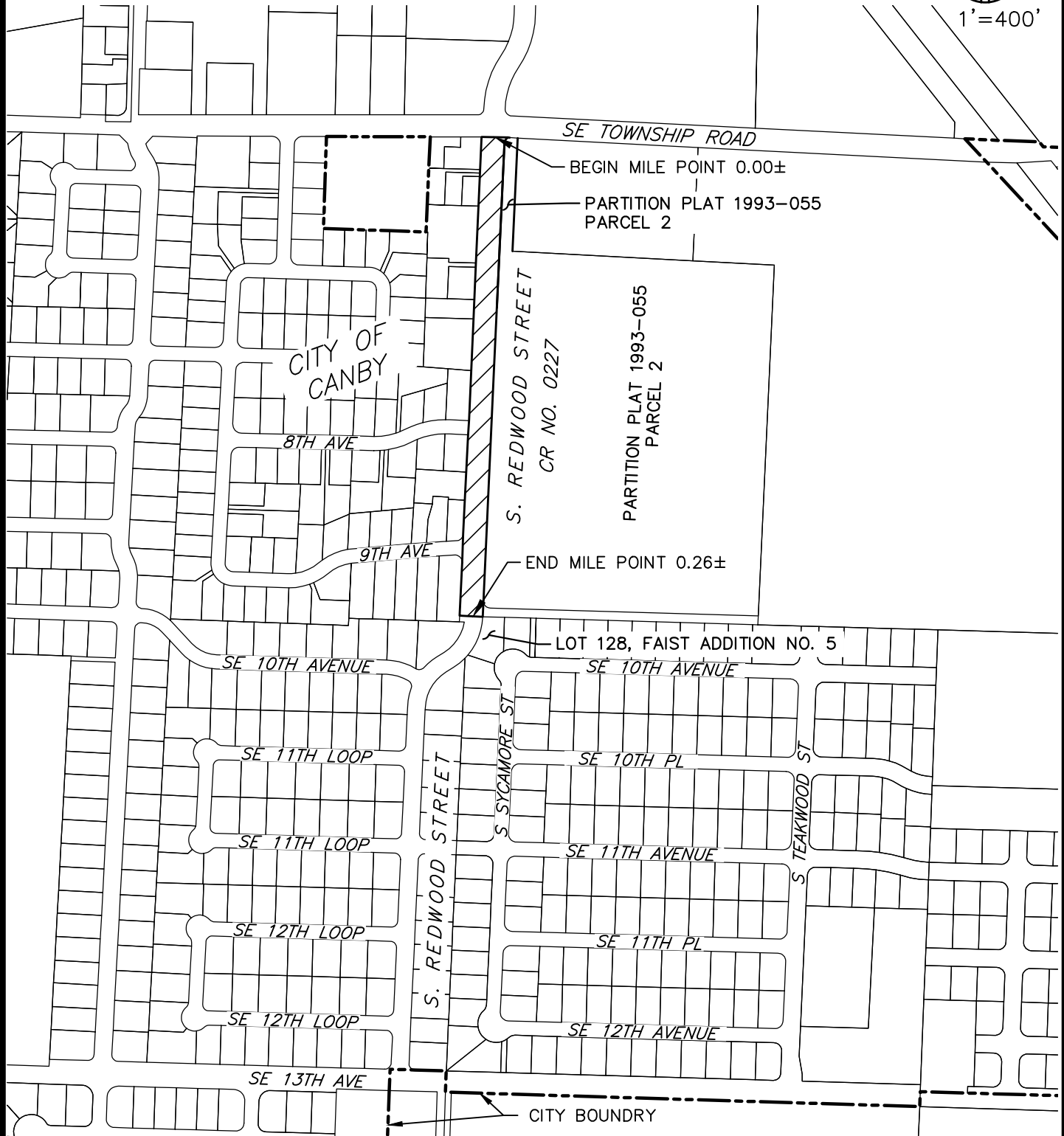
SHEET

1 OF 1

EXHIBIT "B-3"



1"=400'



LOCATED IN THE NW 1/4 OF SECTION 3,
T. 4 S., R. 1 E., W.M.
CLACKAMAS COUNTY, OREGON



TRANSFERED ROAD

DEPARTMENT OF TRANSPORTATION
AND DEVELOPMENT
150 BEAVERCREEK ROAD
OREGON CITY, OR 97045



02/24/2021

A. REITER

JURISDICTIONAL TRANSFER
S. REDWOOD STREET
COUNTY ROAD NO. 0227

SHEET

1 OF 1

RESOLUTION No. 1356
A RESOLUTION FOR TRUTHFUL COMMUNICATIONS FROM
COUNCIL AND THE MAYOR

WHEREAS, the citizens of Canby put their trust in elected officials to lead the community, and

WHEREAS, elected officials should only present truthful and verifiable information from reputable sources to the public regardless of political or personal opinion, and

WHEREAS, presenting false or exaggerated information, taking liberties with information, and/or actively participating in the spread of misinformation causes divides on council and in our community, and

WHEREAS, elected officials and the City of Canby should always work toward transparency, honesty, and aim to be better leaders;

NOW THEREFORE, IT IS HEREBY RESOLVED by the City of Canby, as follows:

BE IT RESOLVED, the people of the City of Canby desire and deserve resolutions and ordinances that are honest, contain only truthful statements, and should have access to any documentation referred to in any ordinances and/or resolutions.

This resolution shall take effect on June 2, 2021.

ADOPTED this 2nd day of June 2021, by the Canby City Council

Brian Hodson
Mayor

ATTEST:

Melisa Bisset
City Recorder



City of Canby

PO Box 930
222 NE 2nd Ave
Canby, OR 97013

Phone: 503.266.4021
Fax: 503.266.7961
www.canbyoregon.gov

City Council Staff Report

DATE: June 2, 2021

TO: Honorable Mayor Hodson and City Council

THRU: Scott Archer, City Administrator

FROM: Joseph Lindsay, City Attorney

ITEM: **Ordinance No. 1556:** An Ordinance authorizing the City Administrator to enter into a collective bargaining agreement between the City of Canby and Local 350-6 AFSCME Council 75 AFL-CIO. *(Second Reading)*

Summary

The current CBA with AFSCME is set to expire June 30, 2021—it currently represents about 49 of Canby's employees. The parties reached out earlier this year and demanded to bargain towards a new CBA. The City team consisted of Joseph Lindsay as lead, Melissa Bisset, and Danny Smith. AFSCME was represented by Ross Kiely as lead, Jon Patrick, and Dave Frahm. There were a limited number of articles opened, mostly financial ones with a few wording and policy asks being put forward from both sides. After some discussions and some caucusing, both sides were able to tentatively agree on several items. The parties worked professionally and amicably toward these mutual concessions. The AFSCME membership has already ratified these changes, so it will become the new 4-year CBA upon City Council approval.

Changes

- 4-year contract instead of usual 3
- New COLA index
- New COLA floor and ceiling (2 to 4 percent)
- MLK holiday
- Max vacation accrual went up by 10 to 280 hours
- Max comp time sell back option went up by 10 to 40 hours
- Vacation accrual brackets advanced by a year for three categories
- Vacation accrual added hours to a few brackets (parity with police)
- Longevity Pay added to match Police Association (10 years 1.5%, 20 years 2%)
- Gender neutral language, telework policy and comp study of one position in year 1

Attachments

Ordinance No. 1556

Collective Bargaining Agreement as attachment, EXHIBIT "A"

Fiscal Impact

The biggest fiscal impact is the COLA—it will be a 2% increase in the members' wages in the first year. In the following 3 years, it can be between 2% and 4% depending on the yearly CPI. First year impact at 2% is less than the last CBA's 2.5% COLA. The comp sell back increase is currently very nominal as most members of this unit don't take advantage of the current 30 hours sellback option. The new MLK holiday results in about 490 hours lost productivity. Longevity pay will effect 23 members and will cost roughly \$26,000 the first year with PERS and taxes included.

Options

1. Authorize the CBA

Recommendation

Staff recommends the Council authorize the CBA as presented.

Proposed Motion

"I move to adopt Ordinance No. 1556 An Ordinance authorizing the City Administrator to enter into a collective bargaining agreement between the City of Canby and Local 350-6 AFSCME Council 75 AFL-CIO."

ORDINANCE NO. 1556

AN ORDINANCE AUTHORIZING THE CITY ADMINISTRATOR TO ENTER INTO A COLLECTIVE BARGAINING AGREEMENT (CBA) BETWEEN THE CITY OF CANBY, OREGON, AND LOCAL 350-6 AFSCME COUNCIL 75 AFL-CIO

WHEREAS, Local 350-6 AFSCME Council 75 AFL-CIO is a recognized bargain unit for certain employees of the City of Canby; and

WHEREAS, the City of Canby and Local 350-6 AFSCME Council 75 AFL-CIO currently have a CBA through June 30, 2021; and

WHEREAS, the City of Canby met and bargained with Local 350-6 AFSCME Council 75 AFL-CIO this spring to arrive at a new CBA to the satisfaction of both parties; and

WHEREAS, Local 350-6 AFSCME Council 75 AFL-CIO members have already met and ratified the mutually agreed upon changes to the CBA; and


WHEREAS, the City Council of the City of Canby would like to City Administrator to enter into this new CBA;

THEREFORE, THE CITY OF CANBY, OREGON, ORDAINS AS FOLLOWS:

Section 1. The City Administrator is hereby authorized on behalf of the City to enter into a Collective Bargaining Agreement between the City of Canby and Local 350-6 AFSCME Council 75 AFL-CIO; and a copy of the CBA with track changes is attached hereto as Exhibits "A."

Section 2. The effective date of this Ordinance shall be July 2, 2021.

SUBMITTED to the Canby City Council and read the first time at a regular meeting therefore on Wednesday, May 19, 2021 ordered posted as required by the Canby City Charter; and scheduled for second reading on Wednesday, June 2, 2021 commencing at the hour of 7:30 PM in the Council Chambers located at 222 NE 2nd Avenue, 1st Floor Canby, Oregon.



Melissa Bisset, CMC
City Recorder

PASSED on second and final reading by the Canby City Council at a regular meeting thereof on the 2nd day of June 2021, by the following vote:

YEAS _____

NAYS _____

Brian Hodson
Mayor

ATTEST:

Melissa Bisset, CMC
City Recorder

AFFIDAVIT OF POSTING

STATE OF OREGON)
)
County of Clackamas) ss:
)
CITY OF CANBY)

I, Melissa Bisset, being first duly sworn, depose and say that I am the City Recorder for the City of Canby, Clackamas County, Oregon, a City duly incorporated under and by virtue of the laws of the State of Oregon.

That on the 19th day of May, 2021 the Council for said City of Canby held a Regular City Council Meeting, at which meeting Ordinance No. 1556 was read for the first time and passed by the vote of said Council and was then and there ordered posted in at least three (3) public and conspicuous places in said City for a period of five (5) days prior to the second reading and final vote on said Ordinance, as provided in Section 2 of Chapter 8 of the Charter of the City of Canby, and

Thereafter, on the 21st day of May, 2021, I personally posted said Ordinance in the following three (3) conspicuous places, all within the said City of Canby, to wit:

1. Canby Civic Building – Front Doors
2. Canby Post Office
3. City of Canby Web Page

That since said posting on the date aforesaid, the said Ordinance will remain posted in the said three (3) public and conspicuous places continuously for the period of more than five (5) days and until the very 2nd day of June, 2021.

Melissa Bisset
Melissa Bisset, City Recorder

Subscribed and sworn to before me this 26th day of May, 2021.

Erin Elizabeth Burckhard
Notary Public for Oregon
My Commission Expires: June 19, 2023



Exhibit A

**COLLECTIVE BARGAINING
AGREEMENT**

Between

CITY OF CANBY

and

LOCAL 350-6 AFSCME COUNCIL 75
AFL-CIO

July 1, 202~~1~~⁰ – June 30, 202~~5~~⁴

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PREAMBLE

The City of Canby, Oregon ("City") and the City of Canby Office and Public Works Employees Local 350-6, Council 75, AFSCME, AFL-CIO ("Union") agree to be bound by the following terms and conditions relating to wages, benefits, hours of work, and working conditions for all employees hereinafter classified and identified in this Agreement.

ARTICLE 1. – RECOGNITION

1.1 The City recognizes the Union as the sole collective bargaining agent for all regular full-time and part-time employees working twenty (20) hours or more per week for the City, excluding supervisory and confidential employees, employees in the police bargaining unit, seasonal employees and temporary employees.

1.2 In the event the City should create a new job classification and pay rate for a classification which would properly be in the bargaining unit, the City shall notify the Union within fifteen (15) calendar days of filling the new classification. If the Union, or its designee, submits a written request to the City requesting to bargain over the wages for the new position within (10) calendar days of the City's notice, then the City and the Union will enter into negotiations regarding wages for the new classification. If the City and the Union are not able to reach a mutual agreement on the applicable wage rates, the City shall have the right to implement its final proposed wage rates for the remaining term of the agreement. The City's implementation of its final wage rate proposal shall not be considered the basis of an unfair labor practice or contract violation.

ARTICLE 2. - EMPLOYEE RIGHTS/SECURITY

2.1 Employees covered by this Agreement have the right to form, join, and participate in the activities of the Union, and there shall be no discrimination exercised against any employee covered by this Agreement because of membership or participation in Union activities.

2.2 The City agrees to deduct monthly membership dues from the gross pay of employees covered pursuant to Section 1.1 of this Agreement who choose to become a member of the Union upon submission of a written, signed authorization to deduct dues to the Union. The Union will provide a courtesy copy of all such authorizations to the City. Employees terminating with less than ten (10) working days in any calendar month will not be subject to dues deduction. Uniform amounts to be deducted shall be certified to the City by the Union and shall be remitted to the Union no later than the fifteenth (15th) day of the following month. The City shall not be held liable for deduction errors but will make proper adjustments with the Union as soon as is practicable if notified within ten (10) days of the error. In no case shall such an adjustment extend beyond the following pay period.

2.3 All employees covered by the terms and conditions of this agreement shall have the voluntary choice of whether to become members of the Union.

2.4 Employees who are current members of the Union at the signing of this agreement or who sign a Union membership card subsequent to the signing of this agreement shall maintain their Union membership; however, there shall be a five (5) day window period each year during which the employee may drop their membership without penalty by contacting the Union. The five-day window period shall commence on August 1 of each year.

2.5 The Union agrees to indemnify and hold the City harmless against any and all claims, suits, orders or judgments brought against the City as a result of the City's compliance with the provisions of this Article and to reimburse any fees, costs or expenses incurred by the City in connection with the same.

2.6 The City shall provide a bulletin board for the Union to post bulletins and other material pertaining to its members.

2.7 Members of the Union who are officially designated as representatives of the Union shall be permitted to attend negotiating meetings.

2.8 The City will furnish to the Union the names and relevant information for current and new bargaining unit members in accordance with applicable law.

ARTICLE 3. - CIVIL RIGHTS

3.1 No employee shall be discriminated against because of membership or nonmembership in the Union or because of lawful Union activities ~~he/she~~the employee may engage in on behalf of the Union, provided, such activities do not interfere with the employee's performance of work assignments.

3.2 There shall be no discrimination with regard to the hiring or tenure of employees by reason of race, color, national origin, gender, disability, age or any other legally protected class status.

ARTICLE 4. - MANAGEMENT RIGHTS

4.1 The City Administrator, department heads and division supervisors shall exercise responsibility, under the authority of the City Council, for management of the City and direction of its work force. The parties acknowledge that the constitution and the laws of the State of Oregon confer upon the City certain powers, duties and obligations to be exercised in the interest of public health, safety and welfare which cannot be delegated or contracted away. The parties further recognize that the City retains all managerial rights and prerogatives except as expressly modified by a specific term and/or provision of this contract, and that they include, but are not limited to, the following rights and prerogatives:

- a. Establishing and directing activities of the City's departments and the work of its employees;
- b. Evaluating, hiring, promoting, transferring, assigning and retaining employees in positions;

- c. Suspending, demoting, discharging or take other disciplinary action against employees for just cause;
- d. Relieving employees from duties because of lack of work, lack of funds, or other legitimate reason;
- e. Determining standards of service, methods, processes, means and personnel of operations and the introduction of new equipment;
- f. Determining the need for, and assigning employees to, educational and training programs, on-the-job training and other educational activities;
- g. Determining job descriptions, job duties, work schedules, shifts, hours of work and overtime, and assignment of work;
- h. Establishing work rules, performance standards and safety rules;
- i. Taking whatever action may be necessary to carry out the missions of the City in emergency situations;
- j. Maintain the efficiency of governmental, City and proprietary operations; and
- k. Other rights except as expressly limited by a specific term and/or provision of this Agreement.

4.2 The City shall have the right to subcontract, subject to the following:

4.2(a) If the City desires to subcontract work customarily performed by members of the bargaining unit, the City shall give the Union advance written notice of its intent to subcontract. Said notice shall include: (1) a description of the work to be subcontracted; (2) the financial terms and the language of the proposed subcontract; (3) any bid specifications and other information made available by the City to the proposed subcontractor prior to the time said subcontractor submitted ~~his/her~~the employee proposal to the City; and (4) the anticipated effect (if any) of the subcontract on the future employment, classification, wages, hours and conditions of employment which the City proposes to implement.

4.2(b) Within fourteen (14) calendar days immediately following the date of its receipt of the notice pursuant to Section 4.2(a) of this Agreement, the Union may deliver to the City a written proposal to which the Union would agree in order to reserve the work, as described by the City pursuant to Section 4.2(a) of this Agreement, for performance by bargaining unit members and, additionally, any wages, hours or conditions of employment not covered by this Agreement which the Union proposes be applied to bargaining unit members in the event the proposed subcontract is ultimately implemented.

4.2(c) If the City does not receive a proposal from the Union pursuant to Section 4.2(a) of this Agreement within the fourteen (14) calendar day period, the City may implement the

proposed subcontract and shall simultaneously implement any terms set forth in the City's notice to the Union made pursuant to Sections 4.2(a) and 4.2(b) of this Agreement.

4.2(d) If the Union proposal is equal to or less costly overall than that submitted by the proposed subcontractor, without any additional capital expenses required by the City to acquire equipment and subject to any efficiency standards the City would gain by subcontracting, the City shall implement the Union proposal.

4.2(e) If the Union proposal is more costly than the proposed subcontractor, the City may adopt the proposal as submitted by the proposed subcontractor. In that case, the Union and the City shall bargain in good faith the impact of such action. If the City and the Union are not able to reach a mutual agreement on the impacts of the City's subcontracting decision, the City shall have the right to implement the subcontract and the Union shall not have the right to strike over the City's decision.

ARTICLE 5. – WORK RULES

5.1 The parties recognize that the Employer is directly responsible to the citizens of the City and the public generally for the performance of the functions and services involved in operating the City. These responsibilities cannot be delegated. For this reason, it is jointly recognized that the City must retain broad authority to fulfill and implement its responsibilities and may do so by work rule, oral or written, whether such work rule now exists or may be enacted in the future. It is agreed, however, that no new work rule will be enacted or implemented which is inconsistent with a provision of this Agreement, provided that the requirements of Oregon law will always govern. All work rules which are now in existence shall be reduced to writing and will be furnished to the Union and to affected employees. The City will give the Union and employees notice of intent to change or implement a new work rule. Should the Union desire to bargain over the proposed changes, the Union will provide the City with written notice of such intent no later than ten (10) calendar days from receipt of notice from the City.

ARTICLE 6. - SENIORITY

6.1 New hires shall serve a twelve (12) month probationary period from the date of appointment to a regular position. New hires may be terminated without cause during the probationary period. New hires shall receive a performance review upon completion of six (6) months of employment. A new hire who consistently demonstrates superior performance as documented in the six (6) month performance review may receive a step increase upon approval of the City Administrator. A step increase granted pursuant to this section shall not be considered as evidence of the successful completion of the twelve (12) month probationary period.

6.2 Regular status employees appointed to another position in the City shall serve a promotional probationary period of six (6) months from the date of appointment to the new position. If a promoted/transferred employee does not successfully complete the probation, ~~he/she~~the employee shall be returned to the previously held position. Regular status employees shall not be terminated during the promotional probationary period without just cause.

6.3 Seniority shall mean the length of continuous service with the City in the bargaining unit. Seniority shall be determined by the date of entry to the bargaining unit.

6.4 Seniority shall be broken and the employment relationship severed by:

- a. Resignation, termination or retirement;
- b. Absence due to lay off for a period of twenty-four (24) months or more due to lack of work;
- c. Failure of an employee on lay off to report within fourteen (14) calendar days after date of mailing of a recall notice by certified mail, return receipt requested by the Employer to the employee's last known address;
- d. Absence from work due to work related injury for a period of in excess of eighteen (18) months unless mutually extended in writing by the employer and the association; and
- e. Absence of two (2) consecutively scheduled work days without notifying the Employer and providing a reason satisfactory to the Employer.

ARTICLE 7. - LAYOFF

7.1 In the event it becomes necessary to effect a reduction in the work force in any classification or position in any work unit, the City shall notify affected employees and the Union in writing at least fifteen (15) calendar days in advance of the effective date, except in emergency situations.

7.2 Layoff order shall be established within the City by department on the basis of seniority. If it is found that two (2) or more persons within the same classification have equal seniority, seniority for these individuals shall be determined by the date the employees were appointed by the department to that classification. If a tie still exists, the tie shall be broken by drawing lots. Employees shall be laid off in reverse order of seniority, except as modified in Section 7.3 of this Agreement. Laid off employees shall have the right to bump into lower level regular or temporary positions as outlined in Section 7.5 of this Agreement. A lower level position is defined as any position in a classification within the employee's department with a lower maximum pay rate than the classifications of the position being laid off.

7.3 The City may make an exception to the order of layoff when the retention of an employee with unique skills is necessary for the efficient operation of the department. Such action shall be taken only for articulated, job-related reasons and substantiated by written documentation.

7.4 The qualification of an employee to bump shall depend upon that employee demonstrating current possession of the required certifications, knowledge and skill to meet the minimum qualifications of the position prior to bumping. In addition, bumping employees must demonstrate the ability to perform on the job at a satisfactory level of performance within thirty (30) days. Between the twentieth (20th) and the thirtieth

(30th) day of this period, the City will provide the employee either with notification of satisfactory performance or a minimum of ten (10) working days' notice of intention to terminate the employee. Any such terminated employee will retain all layoff rights related to the classification from which ~~he/she~~the employee was originally laid off.

7.5 Laid off employees shall have the following options:

- a. Accept the layoff.
- b. Request assignment to a vacant lower level bargaining unit or temporary position, provided the employee is qualified for the position as described in Section 7.4 of this Agreement.
- c. Displace the employee with the lowest seniority in the same classification within the same department within the City, provided the employee is qualified for the position as described in Section 7.4 of this Agreement.
- d. Displace the employee with the lowest seniority in a lower level classification within the same department within in the City, provided the displacing employee is more senior and is qualified for the position as described in Section 7.4 of this Agreement.

7.6 Temporary and seasonal employees will not be used to fill laid off bargaining unit positions. Within a classification, all temporary and seasonal employees will be terminated, and probationary employees shall be laid off before any regular bargaining unit employee is laid off.

7.7 An employee who displaces an employee in a lower pay range will be paid at the top step in the lower salary range which most closely approximates ~~his/her~~the employee's current pay rate. However, no bumping employee shall be paid at a rate that exceeds the maximum step of the lower salary range. The employee may request and shall be paid for all accrued compensatory time at the rate being earned prior to layoff.

7.8 An employee who is left with no position to bump into as provided in Article 6 of this Agreement shall be laid off from employment and shall be eligible, for a period of two (2) years without loss of seniority, for recall to a position within the same department in the same classification the employee held before the layoff. An employee on layoff must keep the City informed of ~~his/her~~their current address and telephone number during the period of layoff.

7.9 Recall shall be on a basis of seniority, with senior employees being called before junior employees and before any new hires or transfers, provided the employee is qualified for the position as described Section 4 of this Agreement. The same applies to any vacant temporary positions.

Upon recall to any positions in the city, a recalled employee shall have all sick leave accruals and the employee's vacation accrual rate and seniority in effect on the date of layoff restored.

If recalled to a position in the previous classification, the employee will be placed on the step in the new pay range which most closely approximates ~~his/her~~their pay rate at the time of layoff, subject to any cost of living adjustments or range changes. However, no recalled employee shall be paid at the rate that exceeds the maximum step of the new salary range. Such employee shall be placed on probation for six (6) months and will be eligible for a merit increase, if applicable, on the first of the month following successful completion of the probation period. The employee's merit anniversary date will adjusted to one (1) year following the date of merit increase eligibility.

7.10 Employees on layoff status shall have the same rights as other employees in applying for any opening which may occur in the bargaining unit.

ARTICLE 8. - DISCHARGE/SUSPENSION/WARNING NOTICES

8.1 Disciplinary action may include the following: (a) oral warning; (b) written warning; (c) suspension with or without salary; (d) discharge. The disciplinary action shall normally be progressive, unless the severity of the act warrants more severe discipline. The City shall not impose disciplinary action without just cause.

8.2 An employee may be immediately discharged upon a finding of any of the following: (a) dishonesty related to ~~his/her~~their employment with the City; (b) willful or reckless damage to City property; (c) drinking alcohol or taking illegal drugs on the job or arriving for regularly scheduled work under the influence of alcohol or illegal drugs; or (d) insubordination.

8.3 If it should be found that an employee is guilty of lesser offenses, such as violation of City policies and rules, such employee may be subject to disciplinary action as outlined in Section 8.1 of this Agreement.

8.4 If the City has reason to discipline an employee, every effort will be made to impose such discipline in a manner that will not embarrass the employee before other employees or the public.

8.5 The City acknowledges the right of an employee to have a Union representative present at stages (b), (c), and/or (d) of the disciplinary process.

ARTICLE 9. - HOURS OF WORK/OVERTIME

9.1 All shifts shall have an established starting and quitting time. The City shall notify affected employees of any change in their shift schedule at least seven (7) calendar days prior to the effective date of the change, except in the event the change is necessitated by an emergency outside the control of the City or if the supervisor and the employee involved mutually agree to waive the notification requirement.

9.2 For employees on a five-eight (5-8) schedule, the normal workday shall consist of eight (8) consecutive hours per day (plus a thirty (30) to sixty (60) minute unpaid meal period) and the normal workweek shall consist of five (5) consecutive days worked, including either Monday through Friday or Tuesday through Saturday. For employees on

a four-ten (4-10) schedule, the normal workday shall consist of ten (10) consecutive hours per day (plus a thirty (30) to sixty (60) minute unpaid meal period) and the normal workweek shall consist of four (4) consecutive days worked. Alterations in either work hours or workdays or both may be accomplished through mutual agreement between the supervisor(s) and employee(s) involved. At no time shall supervisors or employees enter into an arrangement for workdays or work hours which violate Federal or State Wage and Hour Laws or this Agreement. Each employee shall be entitled to two (2) fifteen (15) minute paid rest periods and one (1) thirty (30) to sixty (60) minute unpaid meal period per shift in accordance with Oregon law and BOLI regulations.

9.3 All hours worked in excess of eight (8) in a day or in excess of forty (40) hours per week shall be paid for at the overtime rate of one and one-half (1-1/2) times the employee's regular straight time hourly rate of pay. Scheduled overtime work shall be distributed as equitably as possible among the qualified employees. Overtime shall be computed to the nearest fifteen (15) minutes.

9.4 A reasonable clean-up time will be granted just prior to the end of each shift if, in the judgment of the department head or division supervisor, an employee(s) needs such time due to the nature and conditions of ~~his/her~~their work assignment.

9.5 Flexible Schedules. Employees may work a flexible schedule if mutually agreed between the employee and the City in writing, under the following parameters:

- There will be no daily overtime for an employee working a flexible schedule and the adjustment may not result in additional labor costs or overtime;
- Employee requests should be seventy two (72) hours in advance, where feasible;
- Flexing must occur in the same workweek;
- The schedule may not impede customer service or normal work process.

ARTICLE 10. - REPORTING PAY/CALL BACK

10.1 Employees who are required to report to work shall be entitled to a minimum of two (2) hours of call time pay, unless they are notified at least one (1) hour prior to the beginning of their scheduled shift not to report to work. Once employees have reported to work, if they are then put to work employees shall be entitled to a minimum of four (4) hours of work or pay. All employees must provide a telephone number where they may be reached when necessary. A call to that number whether answered or not meets the City's requirement under this section. The City must attempt to leave a message in the event the City's call is not answered.

10.2 Employees subject to an unscheduled call back to work after the end of their regular shift shall be paid a minimum of two (2) hours at the overtime rate of two times the employee's regular rate of pay. If the employee works longer than two hours, the employee will be paid for actual time worked at the overtime rate of two times the

employee's regular rate of pay. This call back provision shall not be applicable to any employee where such call back is scheduled in advance for the purpose of attendance on behalf of the City for meetings of the City, such as the City Council, Planning Commission, Municipal Court, etc.

ARTICLE 11. - STAND-BY DUTY

Standby is defined as any time an employee is required to be available outside of the employee's normally scheduled working hours to physically respond to City facilities. Stand-by duty includes, but is not limited to, providing emergency response, by a qualified staff member, for emergency situations related to municipal infrastructure or services. Following notification by pager, cellular phone or other means, employees must begin the work required to respond to the call within forty-five (45) minutes, except employees responding to calls at the Wastewater Treatment Plant who must begin the work required to respond within ninety (90) minutes. The City will provide a pager and/or cellular phone to employees assigned standby duty. The City may assign stand-by duties at its sole discretion, but will attempt to solicit volunteers before enlisting employees for stand-by duty.

The Public Works Director, or ~~his/her~~their designee, will create an annual schedule for stand-by following the below listed criteria:

1. Annually in December, the Director/designee will produce a standby roster for the following calendar year.
2. The schedule will include all qualified staff as determined by the Director.
3. A standby period is defined as a consecutive seven (7) calendar day period scheduled to meet operational needs.
4. The schedule will be designed so all qualified employees complete a seven (7) calendar day standby period before they would be scheduled for a subsequent seven (7) calendar day standby period. (All qualified staff would complete their respective seven day standby period before the first person in the rotation would be on standby again.)
5. After the Director/designee completes the annual schedule, staff may change their respective standby period provided another qualified employee agrees to assume the standby duty. Staff assigned standby duty may switch standby at any time during the calendar year with another qualified staff member provided the switch is mutually agreed upon.
6. If a standby duty switch is made, the individual initiating the switch must immediately notify the Director/designee of the change.
7. Every effort will be made to assure that no single employee will be scheduled to work the same holiday standby period two years in succession.

8. If, while on standby, an employee is unable to respond within the designated response period, it is the employee's sole responsibility to contact another qualified employee to respond on-site within the designated time. If the nature of the call requires urgent attention (such as a report of a sewer back-up), the employee on standby shall immediately contact their supervisor and respond as soon as possible.
9. Employees required to be on standby duty shall receive eight (8) hours of pay at the employee's regular rate of pay or equivalent time off in compensatory time. Employees required to be on standby for a period which includes any of the holidays defined in Article 14, shall receive an additional eight (8) hours of compensatory time or salary per holiday.
10. Two employees may share one defined standby period with prior approval from the Public Works Director. Compensation for the standby duty will be split for each employee based on actual standby coverage.

ARTICLE 12. - COMP TIME

12.1 Employees shall be entitled to receive additional time off from work, known as comp time, in the event they wish such time off in lieu of payment for overtime work performed. An employee may select comp time instead of reimbursement at time and one-half (1-1/2) of ~~his/her~~their regular rate of pay should ~~he/she~~the employee perform an overtime assignment, provided that ~~he/she~~the employee makes such selection at the time overtime hours are recorded on the time sheets. Employees will be allowed to accrue up to sixty (60) hours of comp time. Comp time may be used at a time mutually agreeable to the employee and the department head or designated City representative. Comp time accrual may be accumulated beyond these limits during the year upon the written request of the employee and by written approval by the employee's supervisor. Employees have the option to cash out up to ~~forty thirty (30)~~ hours in total of compensatory time that could be available up to twice per fiscal year. ~~once per fiscal year.~~

12.2 Comp time shall be reimbursed on the same basis as overtime would have otherwise been paid. As such, an employee working two (2) hours of overtime, if ~~he/she~~the employee elects comp time in lieu of the reimbursed overtime, shall receive three (3) hours of time off from work, with no reduction in wages during such time off.

12.3 Non-exempt employees shall receive a cash payment for all unused compensation time off upon separation from employment. Such excess of unused compensation time off shall be paid at the employee's regular rate of pay.

ARTICLE 13. - WASTEWATER TREATMENT PLANT

Wastewater treatment plant personnel required to make plant checks on weekends shall receive a minimum of three (3) hours per weekend day at the rate of time and one half (1-1/2) times their regular rate of pay.

Wastewater treatment plant personnel required to make plant checks on holidays shall receive a minimum of three (3) hours per holiday day at the rate of two (2) times their regular rate of pay.

ARTICLE 14. - HOLIDAYS

14.1 The following days shall be recognized as paid holidays:

New Year's Day	Veterans Day
Presidents Day	Thanksgiving Day
Memorial Day	Day after Thanksgiving Day
July Fourth	Day before Christmas
Labor Day	Christmas Day
Personal Floating Holiday	<u>Dr. Martin Luther King's Birthday</u>

14.2 Regular full time employees who do not work on a holiday shall receive eight (8) hours of holiday pay at their regular rate of pay. To qualify for holiday pay, an employee shall have been available for work on his/her/their scheduled workday preceding the holiday and his/her/their scheduled workday following the holiday. An employee off work due to a bona fide injury or illness shall be considered as "available" for work for the purposes of determining holiday benefits under this Article. A doctor's certificate may be requested from any such employee as noted under Article 16-Sick Leave.

14.3 Employees required to work on a holiday shall be compensated at the rate of time and one-half (1-1/2) their regular rate of pay, in addition to their holiday pay. Holidays falling on Saturday shall be observed on the preceding Friday, and holidays falling on Sunday shall be observed on the following Monday. Whenever one of the recognized holidays falls during an employee's paid leave, the holiday will not be counted against the employee's paid leave bank.

14.4 Employees who are short the number of hours they normally work in a week because of the holiday, may make up that time or use accrued vacation or comp time within the same pay period as long as it does not cause overtime.

14.5 Holiday pay for regular part-time employees shall be calculated based upon the budgeted full time equivalence (FTE) of the position.

14.6 Each employee will accrue and be entitled to use eight (8) hours of personal holiday time per fiscal year. The eight (8) hours of personal holiday time will accrue on July 1 of each calendar year and must be used before June 30 of the subsequent calendar year. Unused hours are forfeited. Upon hire, new employees will accrue a prorated amount of personal holiday time available for immediate use.

ARTICLE 15. - VACATIONS

15.1 All regular employees who have been in the employ of the City for at least six (6) months shall be entitled to vacation benefits. Vacation accrual rates are determined by a regular employees' length of continuous service with the City. Full time employees shall accrue vacation as follows:

<u>Service Completed</u>	<u>Vacation Earned</u>
1 - 3 4 years	80 hours annually
5-9 4-8 years	120 hours annually
10-13 9-13 years	140-160 hours annually
14 years and over	190-200 hours annually

Employees shall begin to accrue the above annual vacation rate upon the effective date of this agreement. The accrual rate per pay period shall be the annual accrual rate divided by the total number of pay periods.

Vacation accruals for regular part-time employees shall be calculated based upon the budgeted full time equivalence (FTE) of the position.

15.2 After six (6) months of service, upon the termination of an employee for any reason, or in the event of the death of an employee, all accumulated vacation shall be paid either to the employee or ~~his/her~~their heirs, whichever the case may be.

15.3 All time off for vacations shall be by prior mutual agreement between the department head and the employee. In the event of a conflict between employees regarding time of their vacations, then the principle of seniority shall prevail. Employees shall be permitted to choose either split or full vacation periods.

15.4 The maximum vacation accrual limit shall be two hundred ~~seventy-eighty~~(270280) hours. Vacation accrual may be accumulated beyond these limits during the year upon the written request of the employee and written approval by the City Administrator or ~~his/her~~their designee. Vacation accrual exceeding the two hundred ~~seventy-eighty~~(270280) hour limit will not be compensated.

15.5 Employees may not use accrued vacation hours for sick leave purposes unless the employee obtains prior written approval from the City Administrator or ~~his/her~~their designee, the absence is for a qualifying OFLA/FMLA absence and the employee has exhausted all accrued sick leave.

~~15.5~~

ARTICLE 16. - SICK LEAVE

16.1 The City provides eligible employees with sick leave in accordance with the Oregon Paid Sick Time Law, BOLI administrative regulations, and City policy. Full-time employees accrue ninety six (96) hours of sick leave per year.

16.2 Upon retirement under the City's retirement plan, an employee shall be compensated for fifty percent (50%) of ~~his/her~~their accumulated but unused sick leave. The number of hours of sick leave for which compensation is provided under this Section of the Agreement shall not exceed five hundred (500).

16.3 Upon employee separation of employment from the City of Canby, the City or its designee will report to PERS any remaining sick leave hours, minus the sick leave hours cashed out pursuant to Article 16.2. PERS will determine eligibility (OPSRP members are not eligible) in the Unused Sick Leave Program and will calculate accordingly towards the employee's retirement benefits.

ARTICLE 17. – ORDER OF LEAVE

17.1 Unless otherwise required by law, and subject to Article 21, the order of leave an employee must use for qualifying OFLA/FMLA absences is (1) accrued sick leave until exhausted; (2) accrued vacation leave, compensatory time and/or personal holiday time until exhausted; and (3) unpaid leave.

ARTICLE 18. - WORKERS COMPENSATION

18.1 An employee off on an industrial accident/illness may use accrued sick leave, compensatory time and vacation time, in that order, to supplement workers compensation benefits to an amount not to exceed the employee's net straight time wages.

18.2 The City will maintain Health and Welfare contributions as defined in Article 25 of this Agreement for an employee as if the employee was working if the employee is off due to an industrial accident/illness. The said contributions shall be maintained for a minimum of sixty (60) calendar days (up to a maximum of six (6) months) in the event the employee has not expended accumulated sick leave, comp time or vacation time.

ARTICLE 19. - FUNERAL LEAVE

19.1 In the event of a death in the employee's immediate family, said employee shall be entitled leave of absence with pay up to three (3) working days as may be necessary.

19.2 Additional leave with pay may be granted by the City Administrator.

19.3 The employee's immediate family shall include the employee's spouse, ex-spouse, child(ren), step-children, parent(s), brothers), step-brothers, sister(s), step-sisters, grandparent(s), father-in-law, mother-in-law, brother-in-law, sister-in-law, aunts, uncles and grandchildren.

19.4 Leave taken under this Article 19 runs concurrently with OFLA leave.

ARTICLE 20. - JURY DUTY

20.1 An employee shall be granted leave with full pay any time ~~he/she~~the employee is required to report for jury duty service, provided that the employee endorses all checks received from the court over to the City for those services.

20.2 If an employee serving on jury duty is excused, dismissed, or not selected, ~~he/she~~the employee shall report for ~~his/her~~their regular work assignment.

ARTICLE 21. - FAMILY MEDICAL LEAVE

The City will allow employees to take parental or family and medical leave in accordance with State and Federal law and City policy. An employee on family medical leave must use all accrued paid leave in excess of sixty (60) hours prior to taking unpaid leave. An employee on family medical leave who has used all accrued paid leave in excess of sixty (60) hours has the option of using accrued paid leave or taking unpaid leave.

ARTICLE 22. - LEAVES OF ABSENCE

22.1 A regular employee may be granted a leave of absence without pay for a period of up to twelve (12) months if, in the judgment of the City Administrator, such leave would not seriously handicap the employee's department. Requests for such leave must be submitted to the City Administrator in written form as soon as possible prior to the time the requested leave would begin, and must include a complete justification for the leave, except in the case of an off-the-job accident, in which event the leave may start immediately.

22.2 While on such leave, the employee shall not be entitled to accrual of any benefits such as vacation, sick leave, retirement contributions, etc., but ~~he/she~~the employee shall not lose seniority accrued previous to the beginning of the leave. An employee may purchase health insurance coverage at the employee's own expense for the maximum period of time allowed by the insurance carrier.

ARTICLE 23. - WAGES

23.1 Each employee will be paid in accordance with the wage scale attached as Attachment A.

23.2 Effective ~~beginning~~ the first full pay period following July 1, 2020¹, increase the wage scale across the board by applying a ~~2.5%-percentage~~ increase to the first step and maintaining 5% between steps 1-5 and 3% between steps 6-7- by a percentage equal to the CPI-W, West Region for the twelve (12) months ending December 31, 2020 (minimum 2% - maximum 4%.

23.3 Effective the first full pay period following July 1, 2022, increase the wage scale across the board (by applying a percentage increase to the first step and maintaining 5% between steps 1-5 and 3% between steps 6-7) by a percentage equal to the CPI-W, West Region for the twelve (12) months ending December 31, 2021 (minimum 2% -maximum 4%).

23.4 Effective the first full pay period following July 1, 2023, increase the wage scale across the board (by applying a percentage increase to the first step and maintaining 5% between steps 1-5 and 3% between steps 6-7) by a percentage equal to the CPI-W, West Region for the twelve (12) months ending December 31, 2022 (minimum 2% -maximum 4%.

23.23.5 Effective the first full pay period following July 1, 2024, increase the wage scale across the board (by applying a percentage increase to the first step and maintaining 5% between steps 1-5 and 3% between steps 6-7) by a percentage equal to the CPI-W, West Region for the twelve (12) months ending December 31, 2023 (minimum 2% - maximum 4%).

23.323.6 Increases in wages by incremented steps in Attachment A shall be based on the performance of the employee in meeting the standards established for the employee's job classification. The standards shall be objective and quantifiable, and they shall measure the performance of the essential job functions. The written standards shall be reviewed with each employee during the evaluation procedure set forth at Article 31 of this Agreement.

23.423.7 Bilingual Premium. Any employee whose job requires fluency in Spanish, and who can demonstrate written and oral proficiency, shall receive, in addition to ~~his/her~~**their** regular pay, a five percent (5%) premium. The City is to determine a reasonable level of proficiency and the manner of testing that proficiency.

23.8 Out-of-Class Work. Any employee assigned to perform duties unique to a higher classification will be paid an out-of-class differential in the amount of 5% over the employee's current base salary only under the following circumstances: (1) an employee's job duties change and the employee is in the process of being reclassified to a higher job classification; or (2) an employee is assigned to temporarily perform the duties of a vacant higher-level position. The City retains the right to determine when it is practical and efficient to assign employees to perform out-of-class work. Nothing in this Article shall be interpreted as a guarantee that an employee will be assigned out-of-class work.

23.523.9 Employees become eligible for longevity pay in the amount of one and a half percent (1.5%) of the base salary after completing ten (10) years of continuous employment with the City of Canby. Employees become eligible for longevity pay in the amount of two percent (2%) of their base salary after completing 20 years of continuous employment with the City.

ARTICLE 24. - PER DIEM AND MILEAGE REIMBURSEMENT

Employees shall be paid a per diem allowance for approved travel, meals and incidental expenses as follows:

1. For travel within the continental United States the CONUS per diem rate, rules and policies listed at www.gsa.gov and in effect at the time of the travel;

2. For travel outside of the continental United States the OCONUS per diem rate, rules and policies listed at www.dtic.mil/perdiem/pdrates.html and in effect at the time of the travel.

Meals provided as part of a program shall be deducted from the above per diem reimbursement in an amount equal to that set forth in the Meals and Incidental Expense Breakdown listed at www.osa.com and in effect at the time of the travel. Employees shall be reimbursed actual expenses for hotel accommodations for approved travel.

An employee required by the department head to use a personally owned vehicle for City business shall be compensated at the maximum rate established by the Internal Revenue Service as a non-taxable event and in effect at the time the cost is incurred. Mileage reimbursement is paid monthly.

ARTICLE 25. - HEALTH AND WELFARE

25.1 The City will offer group medical/drug, vision, and dental/ortho insurance coverage for full time employees and their dependents.

The City will pay 90% of the premium costs of the CIS group plan in place for each tier of coverage. Any premium costs not covered by the City shall be paid by the enrolled employee through automatic payroll deduction.

25.2 Benefits for part-time employees will be calculated based upon the budgeted full-time equivalence (FTE) of the position using the chart below.

<u>Equivalent FTE</u>	<u>Prorated Benefits</u>
1.0 to .90 FTE (36-40 hours/week)	100% of the benefit as described in Section 25.1
.89 to .66 FTE (26-35 hours/week)	75% of the benefit as described in Section 25.1
.65 to .50 FTE (20-25 hours/week)	50% of the benefit as described in Section 25.1

25.3 The City shall provide life insurance in the amount of one and one half (1.5) times the employee's annual salary for every regular full and part-time employee.

25.4 The City shall provide long term disability insurance for every regular full and part-time employee.

25.5 In the event that the City's premium rates increase by more than six percent (6%) from the previous year, any increase over six percent 6% will be shared fifty percent (50%) by the employee and fifty percent (50%) by the City.

25.6 In the event that the City's premium rates increase by more than ten percent (10%) in any given year, the City may reopen Article 25 and Article 23.

ARTICLE 26. - RETIREMENT PLAN

The City agrees to continue its participation in the Oregon State Public Employees Retirement System, and the Oregon Public Service Retirement Plan, and, further, the City agrees to pay the six percent (6%) employee contribution.

ARTICLE 27. - SAFETY COMMITTEE

The City shall have a Safety Committee, and it shall conduct its business in accordance with State Law.

ARTICLE 28. - GRIEVANCE PROCEDURE

28.1 A grievance, for the purpose of this Agreement, is defined as a dispute regarding the meaning or interpretation of a particular class of this Agreement, or regarding an alleged violation of this Agreement. In order to provide for a peaceful procedure for resolution of disputes, the parties agree to the following grievance procedure:

Step 1. The employee shall discuss the grievance on an informal basis with ~~his/her~~**their** supervisor (unless that supervisor is in the bargaining unit and then the grievance shall go to the supervisor's immediate supervisor) within seven (7) calendar days from the date the employee knew or should have known of the alleged violation.

Step 2. If the grievance remains unresolved after Step 1, the employee or a Union representative shall, within ten (10) calendar days of presenting the grievance to the supervisor, submit the grievance in writing to the City Administrator. The written grievance shall be signed by the employee and shall include: (1) Nature of the dispute. (2) Specific issue in dispute, including the provisions of the Agreement alleged to have been violated or misinterpreted. (3) Specific remedy sought.

Step 3. The City Administrator shall respond in writing within seven (7) calendar days from the receipt of the written grievance.

Step 4. If the grievance remains unresolved after Step 4, the Union representative may, within twenty (20) calendar days of receiving the written answer in Step 4, submit a written request to the City Administrator stating their desire to invoke the arbitration procedures set forth in Section 28.3.

28.2 The rules governing the grievance procedure shall be as follows:

(a) Any time limits specified in the grievance procedure may be waived by mutual written consent of the parties. Failure to submit the grievance in accordance with these time limits without such waiver shall constitute abandonment of the grievance.

(b) Failure by the City to submit a reply within the time limits specified in the Agreement will automatically move the matter to the next step in the procedure.

(c) An employee may have a Union Representative assist him/her in presenting the grievance at any step of the grievance procedure/arbitration if they so desire.

28.3 Arbitration Procedure:

(a) After arbitration has been requested, the parties shall forthwith attempt to agree upon a single arbitrator. In the event the parties are unable to agree, a list of seven (7) Oregon arbitrators who are certified by the American Arbitration Association shall be requested from the State Mediation and Conciliation Service. Each party shall have the unilateral right to reject one list in its entirety and request a new list within seven (7) calendar days from the date of the list. Each party shall alternately strike one name from the final list. The final name remaining shall be the sole arbitrator for the dispute.

(b) The arbitrator shall exercise all powers relating to admissibility of evidence, conduct of the hearing and arbitration procedures.

(c) The cost of the arbitrator shall be borne by the losing party as determined by the arbitrator. Each party shall bear the cost of presenting its own case.

(d) The arbitrator's decision shall be final and binding upon the parties.

(e) The arbitrator shall not have the power to alter, modify, add to, or detract from the terms of this Agreement.

ARTICLE 29. - STRIKE/LOCKOUT

The Union agrees that during the term of this Agreement the employees it represents will not engage in any strike, work stoppage, slowdown or interruption of City services, and the City agrees not to engage in any lockout.

ARTICLE 30. - UNIFORMS/PROTECTIVE CLOTHING

30.1 The City agrees to provide each mechanic in the unit two (2) pairs of coveralls per week. The cost of maintaining the coveralls, including tailoring, cleaning and laundering, shall be borne by the City.

30.2 The City shall make available raingear and protective rubber, leather, cotton, and/or insulated gloves for employees for the safe and sanitary performance of their duties.

30.3 The City agrees to provide public works and other field employees with an annual clothing and boot allowance of four hundred dollars (\$400.00) per employee for the purchase, replacement and/or repair of the uniforms and/or boots. The taxable allowance will be paid through payroll each September.

ARTICLE 31. - EMPLOYEE EVALUATIONS

31.1 As part of the City's personnel system each employee shall be evaluated at least once a year. An evaluation of an employee's performance for a step increase within the salary range shall occur at the employee's anniversary date, which shall be defined as the date of hire into a regular, full-time or regular part-time position within the bargaining unit. Employees at the top step of the range shall receive an annual evaluation as provided

within this Article. In the event a current, existing employee moves into a position in the bargaining unit, the employee's anniversary date shall remain unchanged.

If a performance evaluation is not completed within thirty (30) calendar days after the employee's anniversary date, the employee shall receive a step increase effective as of the anniversary date. If performance does not meet standards, the manager will establish a ninety (90) calendar day performance improvement plan, which shall not extend more than one hundred twenty (120) calendar days beyond the employee's anniversary date. The employee improvement plan shall be for the purpose of bringing the employee's performance into compliance with performance expectations. At the end of the ninety (90) calendar day period, or earlier by mutual agreement, the employee's performance will again be reviewed. If performance meets standards, the step increase will be granted effective the date of the review. If the manager fails to establish and/or monitor a ninety (90) calendar day performance improvement plan for the employee within the ninety (90) calendar day period, the employee shall receive a step increase effective the date of the most recent review.

31.2 Both parties agree that an employee has the right to agree or disagree with an evaluation and that the employee has the right to provide a written response to an evaluation. Such response, along with the original evaluation, shall become a part of the employee's personnel file.

ARTICLE 32. - PERSONNEL RECORDS

32.1 The City, subject to prior notification, shall provide an employee the opportunity to review the employee's personnel file. The official personnel file shall be maintained by the Department of Human Resources.

32.2 The employee may respond in writing to any item placed in their personnel file. Such written response will become a part of the file.

32.3 Written documentation of a verbal warning and any response written by the employee shall, upon request of the employee, be removed after three (3) years, provided that the written documentation and/or written responses are not relevant to current job performance.

32.4 Employees shall have the opportunity to review and sign any personnel document which reflects any adverse personnel action, prior to such document being entered into the employee's personnel file. An employee's refusal to sign the document shall have no effect or bearing on the execution of the adverse action. Should an employee refuse to sign said document, the responsible City representative shall so state on the document, initial and date. If an employee disagrees with any statement of fact contained in said document, ~~he/she~~the employee may so indicate by attaching a written statement of reasonable length to said document at the time of review.

ARTICLE 33. - LABOR MANAGEMENT COMMITTEE

A Labor Management Committee consisting of up to three City-employed Management representatives and up to three City-employed AFSCME members will meet at a minimum of once per quarter to discuss issues, subjects of concern, or other topics brought forward by either party. The meetings may be cancelled by mutual agreement. If after meeting there remain unresolved issues, the Union may request an AFSCME Representative be present at the next meeting.

ARTICLE 34. - UNION RIGHTS

34.1 The Union may select up to three (3) Stewards from the employees covered by this Agreement. When necessary, the Steward shall be allowed to assist during work time in matters involving administration of this Agreement. It is understood, however, that an effort will be made to limit such activities to a necessary minimum.

34.2 The Steward shall notify ~~his/her~~their supervisor prior to leaving ~~his/her~~their work area for the above-stated purposes.

34.3 It is understood that the City will not incur any liability for overtime pay as the result of the Steward's duties as listed in Section 34.1 of this Agreement.

34.4 New Employee Orientation - A designated union representative will be allowed up to thirty (30) minutes on paid time during the new employee orientation to make a presentation to represented employees.

ARTICLE 35. - RESIDENCY

All employees of the City's Public Works Department will reside within thirty (30) air miles of the City limits as a condition of employment.

ARTICLE 36. - INCLEMENT WEATHER AND CITY CLOSURE

The City's Inclement Weather Policy shall apply to all bargaining unit members.

However, if due to inclement weather or another emergency, the City is closed and employees are either sent home or informed not to report to work, the employees shall be paid their regular salary for that time. If employees are selected to report to work or must stay at work when the City is closed, those employees will receive their regular rate of pay and will also receive comp time for the hours worked up to a maximum of 80 hours of comp time per emergency. If the City remains open during inclement weather and employees are unable to get to work, such employees may use vacation or comp time to cover that time.

ARTICLE 37. - DRUG AND ALCOHOL POLICY

The City and the employees agree to abide by the Drug and Alcohol Policy formulated by the parties. Said policy will not be unilaterally changed.

ARTICLE 38. - SAVINGS CLAUSE

Should any provision of this Agreement be found to be in conflict with any Federal law, State statute, final decision of any Court of competent jurisdiction, or Federal or State Administrative Agency, said provision shall be modified to comply with said law or decision. All other provisions of this Agreement shall remain in full force and effect.

ARTICLE 39. - EXISTING CONDITIONS

39.1 The City agrees not to make unilateral changes in mandatory subjects of bargaining as determined by the Employment Relations Board without first notifying the Union. Should the Union desire to bargain over the proposed changes, the Union will provide the City with written notice of such intent no later than ten (10) calendar days from receipt of notice from the City.

39.2 This provision shall not be interpreted in such manner as to prevent the City from creating new job classifications and initial wage rates for those classifications when necessary, nor shall it preclude the Union from requesting to negotiate over those wage rates pursuant to Article 1.2.

39.3 The City will establish a telework policy on or before January 1, 2022.

39.239.4 The City will conduct a class/comp study of the positions of park maintenance worker and utility worker on or before July 1, 2022. The desire of the City is to try to secure funding for and participation in a more far reaching, holistic study within the contract period.

ARTICLE 40. – REOPENER

40.1 In the event of any change to federal, state or local law, including the passage of new legislation that adds new benefits, increases existing benefits, increases employees' wage rates, or increases any other economic benefit to employees during the term of this Agreement, the Employer shall have the right upon no less than fifteen (15) calendar days' written notice to reopen the economic terms of this agreement (Article 23 and Attachment A: Wages, Article 25: Health and Welfare, Article 15: Vacation, Article 16: Sick Leave). The City will have the right to reopen under this Article 40 if the City's economic costs for the AFSCME bargaining unit increase by two percent (2%) or more, calculated from the time of ratification, due to the change in law or new legislation. The purpose of such reopener is to permit the parties to renegotiate the economic provisions of this Agreement so that the Employer's labor costs do not exceed the Employer's costs in existence at the time the parties' agreement was ratified. During this period of renegotiation, the no strike provisions of Article 29 shall remain in full force and effect. If the parties have not reached agreement on changing the economic terms of the Agreement within forty-five (45) calendar days of the start of negotiations which addresses the additional cost of complying with any federal, state or local law, the Employer shall have the right to implement its last, best and final offer.

ARTICLE 41. - TERMINATION OF AGREEMENT

41.1 This Agreement and the attachments hereto constitute the sole written agreement between the parties. This Agreement shall become effective July 1, 202~~10~~⁵¹ and shall remain in full force and effect through and including June 30, 202~~51~~⁵¹. The parties agree that should negotiations for a subsequent agreement extend beyond June 30, 202~~51~~⁵¹, in addition to the provisions of this Agreement which automatically remain in force, Article 2-Employee Rights/Security and Article 28-Grievance Procedure shall remain in full force and effect up to the date on which the City would otherwise have the right to implement a full and final offer or the signing of a subsequent Agreement, whichever comes first.

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41.2 This Agreement shall be automatically renewed on July 1, 202~~51~~⁵¹ and each year thereafter unless either party notifies the other in writing not later than March 1, 202~~51~~⁵¹ that it desires to modify this Agreement. In the event notice to modify is given, negotiations shall begin no later than April 1, 202~~51~~⁵¹.

This AGREEMENT is hereby executed this _____ day of _____, 2021~~0~~.

FOR THE CITY

FOR THE UNION

BY: _____
~~Amanda Zeiber~~ Joseph Lindsay
~~Interim Assistant~~ City Administrator / City Attorney
City of Canby

BY: _____
Ross Kiely
Council Representative
Oregon AFSCME Council 75

BY: _____
Brian Hodson
Mayor, City of Canby
Team President

BY: _____
~~Jon Patrick~~ Laney Fouse
President, AFSCME Council 75, Local 350-6

BY: _____
~~Dave Frahm~~ Jon Patrick
AFSCME Bargaining Team Member
Vice President, AFSCME Council 75, Local
350-6

BY: _____
~~Daryll Hughes~~ Patrick
~~AFSCME Bargaining Team Member~~

AFSCME Salary Schedule - ATTACHMENT A
Effective the first full pay period following July 1, 2021
Includes 2.0% COLA

	5% between steps					3% between steps	
Position	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7
Head Lifeguard	2574	2703	2838	2980	3129	3223	3320
Office Specialist I	3423	3594	3774	3963	4161	4286	4414
Library Coordinator							
Tech Ref Librarian/Yth Svcs							
Municipal Court Assistant							
Municipal Court Clerk I							
Office Specialist II	3610	3790	3980	4179	4388	4519	4655
Mechanic Tech I							
Parks Maint Worker							
Swim Instructor/Program Coordinator							
Maintenance Worker I	3727	3913	4109	4315	4530	4666	4806
Maintenance Worker II	4014	4214	4425	4646	4879	5025	5176
Municipal Court Clerk II	4112	4317	4533	4760	4998	5148	5302
Code Compliance/Evidence Tech							
Planning Tech	4319	4535	4761	4999	5249	5407	5569
Maintenance Worker III	4356	4574	4803	5043	5295	5454	5618
Facilities Maintenance Technician							
Operator I							
Pre-Treatment Tech	4492	4717	4953	5200	5460	5624	5793
Office Specialist III	4577	4806	5046	5298	5563	5730	5902
User Service Tech.	4633	4864	5108	5363	5631	5800	5974
Econ Development & Tourism Coord							
Librarian							
Mechanic							
Purchasing & Accounting Specialist	4734	4971	5219	5480	5754	5927	6104
Swim Center Operator	4890	5134	5391	5661	5944	6122	6306
Operator II	4937	5184	5443	5715	6001	6181	6366
Lead Mechanic							
Parks Lead							
Public Works Lead	5179	5437	5709	5995	6295	6483	6678
Office Specialist IV	5360	5628	5910	6205	6515	6711	6912
Operator III							
Pre-Treatment Coord.	5401	5671	5954	6252	6565	6762	6965
Associate Planner							
Project Planner	5452	5724	6011	6311	6627	6826	7030
Operator Lead	5562	5840	6132	6439	6761	6964	7172
Senior Planner	5958	6256	6568	6897	7242	7459	7683



City of Canby

PO Box 930
222 NE 2nd Ave
Canby, OR 97013

Phone: 503.266.4021
Fax: 503.266.7961
www.canbyoregon.gov

City Council Staff Report

DATE: June 2, 2021

TO: Honorable Mayor Hodson and City Council

THRU: Scott Archer, City Administrator

FROM: Todd M. Wood, Transit Director

ITEM: Authorization to purchase one Transit Van for Canby Area Transit

Summary

Canby Area Transit (CAT) requests authorization to purchase one (1) nine passenger, 22' 2021 NORCAL 350-EL TRANSIT VAN from SCHETKY NW Bus Sales for use as a Paratransit vehicle, and Dial-a- Ride services.

Background

During the pandemic the Federal Government issued a CARES relief package which included funding for transit agencies. In September 2020, CAT applied for funding to purchase and operate a Transit Van to accommodate people in mobility devices who are unable to use the standard ramps.

The VAN is a one nine passenger, 22' 2021 NORCAL 350-EL TRANSIT VAN (Ford Transit) that will accommodate nine passengers normally, and up to three mobility devices. It includes a rear lift sized to accommodate oversized mobility devices.

Discussion

Transit has continued to operate a full schedule during the pandemic. However, due to safety regulations the number of passengers per vehicle has been reduced. This has led to cases where cut-away buses are sent to accommodate single passenger trips to areas such as Willamette Falls Hospital.

The Transit van will relieve some of the COVID pressure by easily accommodating single or dual passenger trips in a more efficient manner. Additionally CAT has replaced all but three lift equipped with buses with ramps due to the ease of boarding and alighting. However, several passengers are unable to use ramps and require the lift for transportation. The Transit van will be used for those lift-required passengers and any oversized mobility devices.

The van represents a departure from traditional cut away vehicles, and will allow the transit department to evaluate the effectiveness of this type of vehicle for Dial-a-Ride services and future purchases. Many transit properties have begun switching to this type of vehicle for DAR services due to better fuel efficiency, lower repair costs, and better mobility accommodation.

Attachments

Ordinance No. 1557
RFQ Analysis
Price quote and response SCHETKY NW BUS SALES

Fiscal Impact

The cost of the Transit Van will be \$83,923 with no matching requirements. The van will be 100% paid by the CARES Grant which was received in the amount of \$90,000 for the purchase of this vehicle. This amount was added to the supplemental budget for FY 21.

Recommendation

Staff recommends that the Council authorize the staff to execute and declare in the name of the City of Canby (Canby Area Transit) and on its behalf, the appropriate Purchase Orders (contracts) with SCHETKY NW BUS SALES.

Purchase Order for one nine passenger, 22' 2021 NORCAL 350-EL TRANSIT VAN for the quoted amount of Eighty Three Thousand, Nine hundred twenty-three dollars (\$83,923);

Proposed Motions

I move to adopt Ordinance 1557, An Ordinance authorizing the Mayor and City Administrator to purchase one vehicle for Canby Area Transit from SCHETKY NW Bus Sales.

ORDINANCE NO. 1557

AN ORDINANCE AUTHORIZING THE CITY ADMINISTRATOR TO PURCHASE ONE TRANSIT VAN FOR CANBY AREA TRANSIT FROM SCHETKY NW SALES OF PORTLAND, OREGON.

WHEREAS, the City of Canby/Canby Area Transit (CAT) wish to purchase one nine passenger, 22' 2021 NORCAL 350-EL TRANSIT VAN; and

WHEREAS, CAT received grant contract no. 34526 from ODOT – Rail and Public Transit Division for \$90,000 in (Cares 5311) funds to provide 100% of the funding to purchase one (1) vehicle; and

WHEREAS, the grant funds for the proposed purchase of vehicles are included in the adopted supplemental budget for fiscal year 2020/21 for the City of Canby; and

WHEREAS, the purchase will comply with ORS 279.820 - 279.855 and will be made utilizing Statewide Price Agreement number 9465 for use by the State of Oregon and authorized Participants of the State of Oregon Cooperative Purchasing Program (ORCPP) to purchase American Disabilities Act (ADA) transit vehicles; and

WHEREAS, in accordance with granting agency requirements all Oregon Cooperative Purchasing Program vendors who offer vehicles that meet CAT's specifications received a copy of CAT's Request For Quote issued on June 16, 2020; and

WHEREAS, Oregon Cooperative Purchasing Program vendors offering appropriate vehicles responded by March 26, 2021. Three vendors provided a quote for the 9 passenger; and

WHEREAS, to comply with granting agency requirements the quotes may be evaluated by either lowest cost or best value. Quotes for 9 passenger with two ADA stations were compared and evaluated based on a best value criterion; and

WHEREAS, the granting agency (ODOT Rail and Public Transit Division) has reviewed and approved the comparison, evaluation and selection of the best value determination; and

WHEREAS, the quote from SCHETKY NW Bus Sales of Portland, Oregon was selected; and

WHEREAS, SCHETKY NW Bus Sales of Portland, Oregon has supplied a quote under Price Agreement 9465 for one (1) nine passenger, 22' 2021 NORCAL 350-EL TRANSIT VAN in the amount of \$83,923 each, including scheduled options; and

WHEREAS, In accordance with Statewide Price Agreement 9465 all


Purchase Orders accepted by SCHETKY NW Bus Sales shall create a separate Contract between parties. The City Council meeting and acting as the Contract Review Board for the City of Canby has reviewed the Purchase Orders and believes it to be in the best interest of the City to submit such Purchase Orders for the one (1) vehicle purchase to SCHETKY NW Bus Sales.

NOW, THEREFORE, THE CITY OF CANBY ORDAINS AS FOLLOWS:

1. The Mayor and City Administrator are hereby authorized and directed to make, execute and declare in the name of the City of Canby (Canby Area Transit) and on its behalf, an appropriate Purchase Orders (contracts) with SCHETKY NW Bus Sales:

- Purchase Order for one nine passenger, 22' 2021 NORCAL 350-EL TRANSIT VAN for the quoted amount of Eighty Three Thousand, Nine hundred twenty-three dollars (\$83,923);

SUBMITTED to the Canby City Council and read the first time at a regular meeting thereof on Wednesday, May 19, 2021 and ordered posted in three (3) public and conspicuous places in the City of Canby as specified in the Canby City Charter and to come before the City Council for final reading and action at a regular meeting thereof on Wednesday, June 2, 2021 commencing at the hour of 7:30 PM in the Council Meeting Chambers located at 222 NE 2nd Avenue, 1st Floor in Canby, Oregon.


Melissa Bisset, CMC
City Recorder

PASSED on second and final reading by the Canby City Council at a regular meeting thereof on the 2nd of June 2021 by the following vote:

YEAS _____

NAYS _____

Brian Hodson
Mayor

ATTEST:

Melissa Bisset, MMC
City Recorder

AFFIDAVIT OF POSTING

STATE OF OREGON)
)
County of Clackamas) ss:
)
CITY OF CANBY)

I, Melissa Bisset, being first duly sworn, depose and say that I am the City Recorder for the City of Canby, Clackamas County, Oregon, a City duly incorporated under and by virtue of the laws of the State of Oregon.

That on the 19th day of May, 2021 the Council for said City of Canby held a Regular City Council Meeting, at which meeting Ordinance No. 1557 was read for the first time and passed by the vote of said Council and was then and there ordered posted in at least three (3) public and conspicuous places in said City for a period of five (5) days prior to the second reading and final vote on said Ordinance, as provided in Section 2 of Chapter 8 of the Charter of the City of Canby, and

Thereafter, on the 21st day of May, 2021, I personally posted said Ordinance in the following three (3) conspicuous places, all within the said City of Canby, to wit:

1. Canby Civic Building – Front Doors
2. Canby Post Office
3. City of Canby Web Page

That since said posting on the date aforesaid, the said Ordinance will remain posted in the said three (3) public and conspicuous places continuously for the period of more than five (5) days and until the very 2nd day of June, 2021.

Melissa Bisset

Melissa Bisset, City Recorder

Subscribed and sworn to before me this 26th day of May, 2021.

Erin Elizabeth Burckhard

Notary Public for Oregon

My Commission Expires: June 19, 2023



Canby Bus Purchase Analysis

5/3/2021

Background

City of Canby was awarded a CARES 5311 grant #34526 for 1 Category E van by ODOT as follows:

1. PROJECT DESCRIPTION

Purchase (1) category E lift-equipped expansion vehicle as follows: useful life - 4 years or 100,000 miles; approximate length - less than 20 feet; estimated number of seats – 3-14; estimated number of ADA securement stations - 2; fuel type – gasoline for complementary paratransit service.




Total grant funds allocated:

Grant Amount: \$90,000

Local match \$0

Total grant amount \$ 90,000

On 3/26/2021, City of Canby sent Request for Quotes (RFQ) to all vendors on the State Price Agreement asking for @19-22' Ford Transit type van with seating for up to 8 passengers and 2 oversized wheelchair stations with folding seats, rear lift and double-out bi-fold passenger. A due date of 4/9/2021 was established. RFQ's sent via email to:

-  Creative Bus Sales
-  Schetky NW Bus Sales
-  NW Bus Sales

On 4/9/2021, SNW ask for an extension of the RFQ to address paint/graphics designs. An extension was granted until 4/23/2021 and Gillespie Decal was contacted for consultation/design/pricing.

On 4/23/2021, all three vendors responded with RFQ proposals. All RFQ's met the required deadline and included the required ODOT forms.

Pricing submitted:

Vendor	Base price	Required Options	Subtotal	Preferred options chosen *	Total all options
CBS	52074	21007	73081	8425	81,506
NW Bus	57960	25521	83481	1349**	84,830
SNW	55499	23909	79408	4515	83,923

* Preferred Options chosen:

1. Battery Disconnect
2. COVID Barrier
3. Q-Straint Oxygen holder x 2
4. Larger double out door 38" x 84"

** NW Bus did not offer a battery disconnect switch in preferred options

Analysis

In comparing the RFQ's, CBS offered a 36" x 76" door standard and a 38" x 84" door as an option for an additional \$6,235.

To ensure all quotes are considered equal, emails were sent to the other vendors to verify door size.

NW Bus – standard door is 38" x 84" – no price increase necessary

SNW – standard door is 36" x 76" – upgrade to larger 38" x 84" door is \$3200 and is included in the preferred pricing above. Email of 4/26/21

* SNW included a lexan/plexiglass driver COVID barrier standard. They also offered additional "Custom built" barriers – but no pricing for those.

* CBS COVID barrier is made of automotive vinyl and flexible poly.

* NW Bus COVID barrier is framed plexiglass.

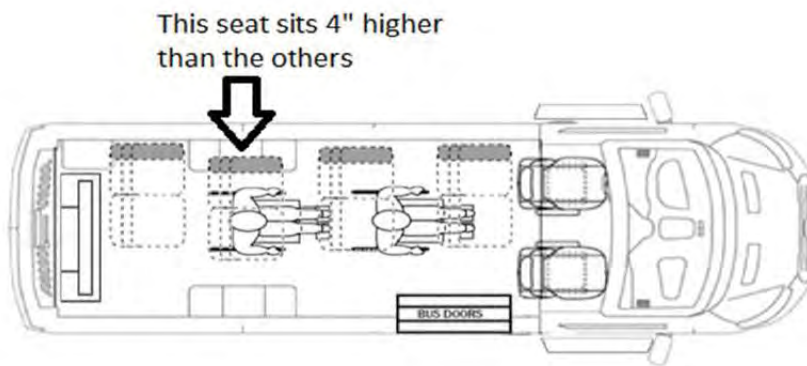
NOTE: SNW and CBS offered the same manufacture/model van. Drivege (CBS mfg) just recently purchased NORCAL (SNW mfg) vans.

Floorplans

RFQ asked for 4 double folding seats – during the RFQ process a vendor sent this email asking for a seating optional change to below:

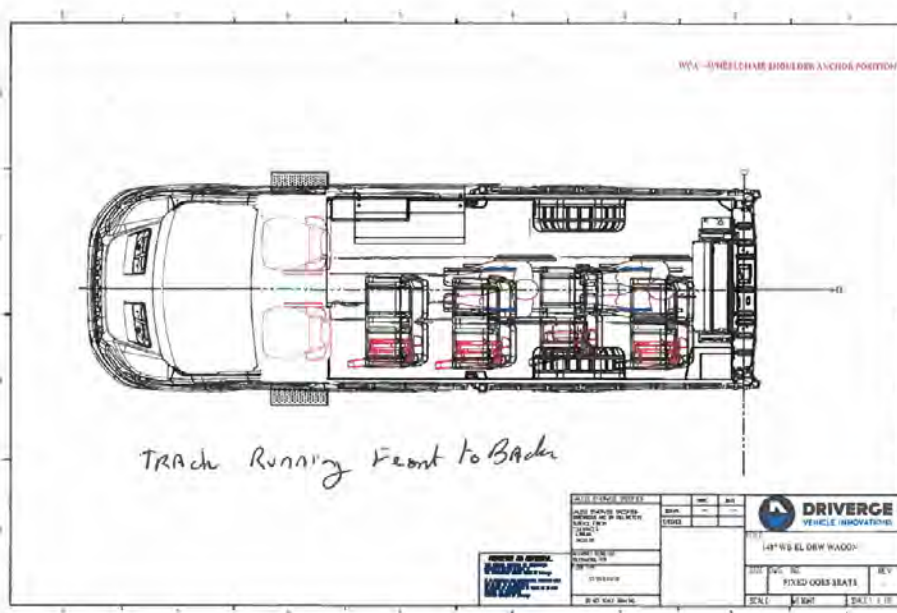
Because this is a dual-wheel rear axle, the wheel house is larger than on a single-wheel rear axle. For this to work, I have to use a fold-away seat that folds up over the top of the wheel housing to maximize

the space available between the wheel housings. The seat that's designed for this sits taller than normal. I've made notes and attached a picture of what it looks like.

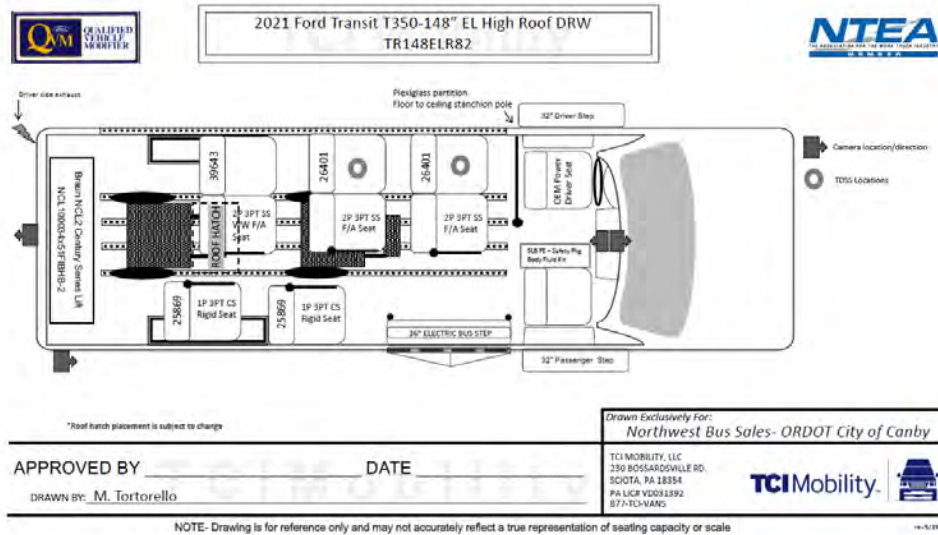


This floorplan was approved as a preferred alternative.

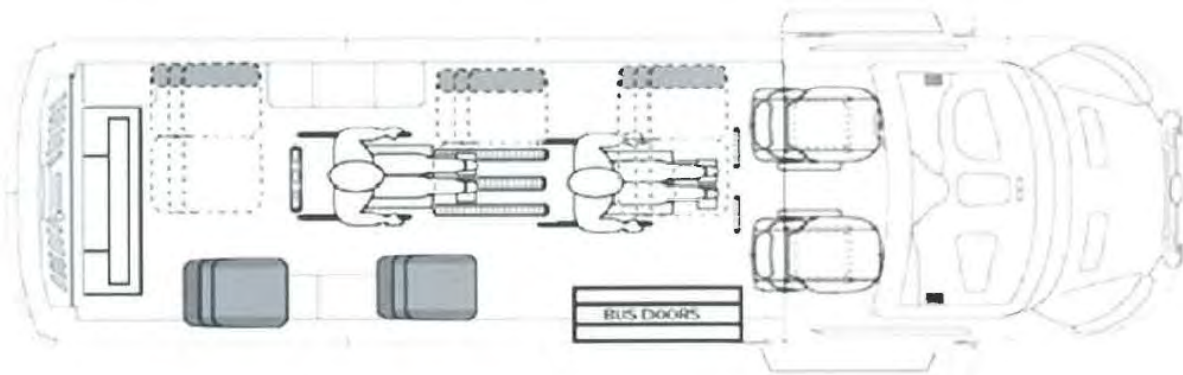
CBS Floorplan



NW BUS Floorplan



SNW Floorplan



Conclusion:

1. City of Canby prefers the floorplans submitted by NW Bus and SNW as seen above due to the folding seat on the wheelwell being 4" higher and hard for seniors to get in/out of.
2. City of Canby prefers the rigid COVID barriers offered by NW Bus and SNW.
3. As this van will be a dial-a-ride and may sit for days at a time between uses, a battery disconnect is preferred. NW Bus did not offer this option.

4. City of Canby has 3 low floor buses on order from CBS (Grants 33546 and STIF Formula), that CBS changed the body/floorplan configuration / wheelchair options months after the order was placed with no recourse for City of Canby and the previous three buses delivered were missing items, cameras were poorly installed and multiple service/warranty issues were noted, causing the City to lose confidence in the vendor.

Final Award Determination

City of Canby would like to order the van from SNW as the lowest price/most responsive vendor to the City of Canby RFQ as per the reasoning above.

REQUEST FOR TRANSIT VEHICLE PRICE QUOTE (RFQ)

This is (check appropriate):

- ☒ Initial Request for Quote (from Requesting Agency to Vendors)
Due Date: April 23, 2021
- ☒ Response to RFQ (from Responding Vendor back to Requesting Agency)
- ☒ Grant Funded Purchase Grant Agreement # 34526 CARES

VENDOR (Business Name): SCHETKY NW SALES

Vendor Contact Person: MARK ZOLLNER Phone: 503-607-3143

Email Address: markz@schetkynw.com Alt Phone: 971-990-7018

☒ Meets Buy America Standards (49 USC § 5323(j); 49 CFR part 661)

REQUESTING AGENCY INFORMATION

Agency: City of Canby – Canby Area Transit (CAT) Date: March 26, 2021

Contact Person: Todd M. Wood, Transit Director Phone: 503.266.0751

Email Address: woodt@canbyoregon.gov Fax: 503.263.6284

Agency Address: PO Box 930, Canby, OR 97013

The above Agency, through its Public Transit program or public transit affiliate, is requesting price quotes from Oregon State Price Agreement Contract Vendors for the purchase of the following vehicle(s):

From (circle): Oregon State Price Agreement / Other No. of Vehicles Required: 1

PTD Vehicle Category (Check): (Please see *PTD Vehicle Descriptions and Useful Life Standards*)

☐ Cat A ☐ Cat B ☐ Cat C ☐ Cat D ☒ Cat E 1 (select from 1 or 3)


Length (can be range): 19' to 22' Regular Seats: 8 ADA Stations/Tiedowns: 2

Fuel Type: ☒ Gasoline ☐ Diesel ☐ Bio-fuel ☐ Hybrid ☐ CNG ☐ Propane ☐ Electric

☒ High Floor ☐ Low Floor **Other Comment: Ford Transit with oversized wheelchair stations**

The general specification for vehicle is as follows:

A. VENDOR'S VEHICLE BASE PRICE INFORMATION		VEHICLE BASE PRICE
<i>This Section to be completed by Vendor</i>		<i>Enter base price from State Price Agreement below</i> <div>\$55,499.00</div>
Vehicle Make/Model: 2021 NORCAL 350-EL TRANSIT		
Length: APPROXIMATELY 22'		
Fuel Type: GASOLINE		
Floor: <input checked="" type="checkbox"/> High Floor <input type="checkbox"/> Low Floor Other:		
No. of Regular Passenger Seats: 9 PLUS DRIVER		
No. of ADA Stations w/Tiedowns Desired: 2		
Other Special Note:		
B. VEHICLE REQUIRED SPECIFICATIONS		
<i>Requesting Agency completes Description column</i> <i>Vendor completes "Vendor Response" columns</i>	VENDOR RESPONSE	
Requesting Agency's Required Specifications Description	Vendor Suggestions (related to vehicle specs)	
Altoona Test Executive Summary	ALTOONA EXEMPT-OEM BODY/CHASSIS	
At the end of the RFQ are 3 required certification attachments. Theses must be returned with the RFQ response. Failure to include will render your response non-responsive.	PROVIDED	
All standard specs per State Price Agreement. Include a list of vendor provided standard specs with RFQ response including all chassis specs.	PROVIDED	
High-ceiling, long wheelbase public transit van (Ford Transit, Mercedes, Dodge Ram or Equivalent) GVWR approx. 10,350 with dual rear wheels	PROVIDED	
Van exterior to be Dark Green (example: Ford Green Gem). Agency to approve color before build begins	OEM WHITE QUOTED PER EMAIL	
Exterior graphics prepared & installed by Gillespie Decals – CAT colors to be inverted (white decals on green van)	QUOTED PER EMAIL WITH GILLESPIE GRAPHICS INSTALLED	
Two (2) ADA securement stations for oversized wheelchairs with Q-Straint QRT (or equivalent). L track to run front back of van to maximize flexibility and space for wheelchair tiedowns (No Slide N Click)	PROVIDED L-TRACK, FRONT TO BACK IN MIDDLE SECTION-SEE FLOORPLAN	
Rear 1000# lift	PROVIDED	

Qty. 4 double folding seats in passenger area (8 total passengers when all seats deployed). All seats to have gray vinyl anti-bacterial/anti-microbial coverings, PPE armrests, USR seatbelts and PPE aisle side grab handles.	PROVIDED- SEE FLOORPLAN BELOW. ALL SEATS INCLUDE FREEDMAN LEVEL 3 COVERS OF YOUR CHOICE
Exhaust must exit out the side (not out the rear)	PROVIDED-OEM
OEM driver seat to be power, 6 way adjustable and covered with black cloth	PROVIDED
TDSS wheelchair storage under folding seats (no bags)	PROVIDED
Pre-wired for Two Way Radio – wired to right of doghouse	PROVIDED
Kenwood (or equivalent) digital 2-way radio system purchased & installed (Complete Wireless in Salem is CAT vendor)	PROVIDED- COMPLETE WIRELESS
Replace side sliding passenger door with power operated double-out bi-fold door with power switch at driver console with right and left hand handrails and yellow step nosing. Attached photo of proposed door with RFQ response.	PROVIDED 
2 USB ports in driver area (minimum)	PROVIDED
Floor to ceiling stanchion, modesty panel and plexiglass barrier behind driver. Please provide photo of this structure in a current van	PROVIDED



Heat and AC for passengers adequate for local climate

PROVIDED

Yield sign like TRIMET (Triangle) with momentary switch and to auto cancel with left turn signal

PROVIDED

AngelTrax Vulcan (or equivalent) security camera system with 4 cameras. Include backup view monitor for the rear facing camera. Purchased & installed to match existing fleet

PROVIDED

Delete Radio. Provide credit

NOT AVAILABLE PER FORD. SYSTEM MUST BE LEFT IN THE VAN

Body fluid kit – mounted in van before delivery

PROVIDED

Subtotal Cost of Required Options: \$23,516.00

Total Vehicle Cost With All Required Options: \$79,015.00

Estimated Vehicle Privilege Tax (if billing to agency) –
NOTE: ADA Modifications are exempt from tax \$393.00

Total Vehicle Cost With All Required Options and tax: \$79,408.00

C. VEHICLE PREFERRED OPTIONS

Requesting Agency's Preferred Options Description	Included in Base Price? YES / NO	\$Additional Cost for Option\$ (or Note Not Available)	Vendor Suggestions (related to vehicle specs)
Battery disconnect switch accessible from inside driver compartment	NO	\$525.00	YES
One set of snow tires and wheels (mounted and balanced) – studded and siped	NO	\$250 PER	\$2,000.00 FOR (4) \$2,500.00 FOR (6)
Vendor to provide options and pricing for driver COVID barrier. Please attach photos of barrier being proposed.	NO*	SEE PHOTOS BELOW	CUSTOM BARRIERS AVAILABLE *PHOTO ABOVE INCLUDED N QUOTE

yes

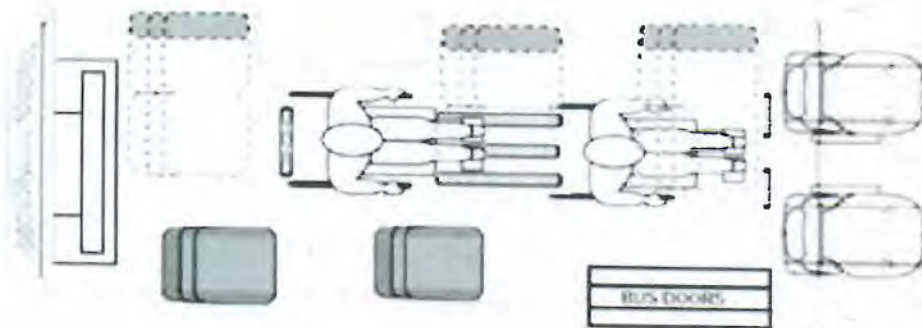
Q-Straint GO2 Oxygen holder (or equivalent)	NO	\$395 PER	$2 = 790$
Subtotal Cost of Preferred Options:		\$TBD	

38" x 84" Double Door from Email 4/26/21 \$3200 - Yes

Vendor's Signature: Mark Zeller Date Sent: 04/23/2021 \$4515

Vendor's Response Back to RFQ – Please sign and date your response here.

Sample Floor plan (Attach or cut-and-paste new plan here, or attach on back)



ALL STANDARD SPECS INCLUDED UNLESS OTHERWISE REQUESTED

STANDARD VEHICLE EQUIPMENT

BRAUN NCL1000 CENTURY LIFT. 34X54 PLATFORM, 1,000LB
 INTERMOTIVE LIFT INTERLOCK (ADA & FMVSS 403/404)
 FLOOR REINFORCEMENT FOR WHEELCHAIR LIFT & SEAT SUPPORT
 B-PILLAR ENTRY GRAB BAR STANCHION, STAINLESS STEEL.
 BLACK POWDER-COATED STEP BOARDS, ALL SIDE DOORS
 ADA SIGNAGE/DECAL KIT
 BACK UP ALARM (ECCO) MOUNTED UNDER REAR OF VAN
 DRIVELINE RETAINER LOOP
 ALTRO TRANSFLOR AT WHEELCHAIR SECUREMENT AREAS.
 STEPWELL LIGHTS
 FLUSH-MOUNT L-TRACK
 INSULATED WALLS & HEADLINER
 TIE-DOWN STORAGE BAGS
 DRIVELINE RETAINER LOOP
 SAFETY KIT: 5LB BC FIRE EXTINGUISHER, 25-UNIT FIRST AID KIT, REFLECTIVE TRIANGLE FLARE KIT (3)
 SEATBELT STRAP CUTTER/WINDOW BREAKER ESCAPE TOOL

BASE VEHICLE EQUIPMENT (AS SPECIFIED BY STATE)

Q'STRAIT 360-SERIES RETRACTABLE TIE-DOWN BELTS W/LAP AND SHOULDER (L-TRACK)
 TIE-DOWN WEBBING LOOP (14" BLUE) (QTY 4)
 12" QRT/M-SERIES LAP BELT EXTENSION
 RE-INSTALL SECOND-ROW 3-PASS. OEM SEAT (GRAY VINYL)
 SINGLE RIGID, W/3-POINT BELT - 17.5" WIDE, CURB SIDE (GO-ES, LEVEL 1 NEWPORT ASH GRAY VINYL W/ARM REST)
 SEAT BELT EXTENSION, FREEDMAN. 12" (QTY 2)
 UPGRADE, LEVEL 3 SEATS, PER FREEDMAN SEATING POSITION (NOT AVAILABLE ON FORD OEM SEATS)
 INSULATE WALLS & HEADLINER (OPTION ON WAGONS, STANDARD ON CARGOS)
 BLACK POWDER-COAT ALUMINUM STEP RUNNING BOARDS (DRIVER DOOR/BOTH PASSENGER DOORS)
 PASSENGER VIEWING MIRROR 6" X 16"
 HIGH IDLE CONTROL (INTERMOTIVE)

PRE-WIRE FOR RADIO POWER, FARE BOX POWER, AND CAMERA POWER. POWER LEADS, WIRE ONLY
PRE-WIRE LOOPED IN THE ENGINE COMPARTMENT AND LOOPED NEAR DOGHOUSE AREA INSIDE THE VAN
SEAT BELT EXTENSION, FORD TRANSIT OEM
4-WHEEL ALIGNMENT
FOUR (4) CAMERA SEON SYSTEM
HELM SERVICE MANUAL, FORD
UNDERHOOD LIGHT

PROPOSED CHASSIS:

2021 Transit 350EL Wagon, High Roof/Extended-Length Body, #U4X, 148" WB, 3.5 PFDi V-6 Gas Engine, 10-Speed Automatic Transmission. Daytime Running Lights. Privacy Tint w/Rear Window Defroster. Cruise Control. Four Keys. Back-Up Camera w/Display in Dash. Inboard Arm Rests on Front Driver/Co-Pilot Seats. Dark Gray Palazo Gray Vinyl Seats (black). Long-Arm Power Mirrors, Heated OEM White. 10,360lbs. GVWR. MSRP: \$48,580

VENDOR INFORMATION

Vendors are strongly encouraged to submit price quotes using the format provided. Vendors should specifically note if and how they meet the above specifications, and note any differences in what has been called out above, in their price quotes. This may be done on the form, or on an attached sheet. The vehicle(s) will be purchased with funding from the Oregon Department of Transportation, Public Transit Division and the Requesting Agency, and will follow applicable Federal and State procurement guidelines.

Price Quote shall be submitted to the Requesting Agency contact person named on the first page on this form.

Price Quotes may be sent by U.S. Mail, emailed, or faxed to the addresses for Requesting Agency noted on page 1 of this form.

Vendors are required to submit the following certification attachments with each Quote response:

Attachment 1 – Certificate of Compliance with Bus Testing Requirement

Attachment 2 – Pre-Award FMVSS and Buy America Certification

Attachment 3 – Transit Vehicle Manufacturer (TVM) Certification (DBE)

VEHICLE SELECTION INFORMATION

Selection of the vehicle and successful price quote will be based on:

☒ **Lowest Cost With Required Specifications (*Lifecycle costs may be considered in price determination and may affect lowest bid determination*)**

☐ **Best Value Determination (ODOT PTD pre-approval required.)**

The Best Value Determination criteria are as follows: