

## V. Transportation Memorandum



## TECHNICAL MEMORANDUM

DATE: September 5, 2025

TO: Don Hardy and Ryan Potter | City of Canby

FROM: Kevin Chewuk | DKS Associates

SUBJECT: Canby Hope Village Campus Improvements  
Transportation Analysis Findings

---

This memorandum summarizes the transportation impacts associated with the proposed amendment to the Hope Village Conditional Use Permit (CUP) and Planned Unit Development (PUD) to allow for development of several projects within the “original campus” area of the Hope Village site plan. This analysis addresses the transportation analysis requirements of the City and is based on the current plan which proposes the following improvements. The site plan for the proposed improvements is shown in Figure 1.

- The existing 12,874 square foot Community Center will be expanded by about 8,000 gross square feet, to include additional administrative spaces, offices, storage, an upgraded gym, locker rooms, an indoor pickleball court, and an aquatic room. A small café will also be added to the existing lobby.
- The existing Meadows and Cascade House apartment buildings will receive a small new community pantry addition alongside a covered outdoor seating area to the rear of each building. Cascade House will also receive a new canopy at the main building entrance to provide year-round weather protection for vehicular pick-ups and drop-offs.
- The central parking area between the Community Center, Cascade House, and Marquis will be reconfigured improve parking efficiency, pedestrian connectivity, outdoor amenities, and environmental outcomes. Sections of existing paving will be removed. New sidewalks, surface parking, site lighting, landscaping, and outdoor amenities will be installed. A new Fire Department Access will be constructed near S Ivy Street to provide better fire access for the NE portion of the Hope Village campus.



and an off-site traffic impact analysis is not warranted<sup>1</sup>. The proposed improvements are therefore consistent with the transportation approval criteria 16.08.160.F (i.e., adopted intersection mobility standards).

## APPROVAL CRITERIA AND LIVABILITY MEASURES

The following sections summarize how the proposed site adequately addresses the transportation approval criteria and the livability measures for neighborhood traffic and pedestrian and bicycle circulation.

### TRANSPORTATION APPROVAL CRITERIA

The Canby Municipal Code 16.08.170 includes transportation approval criteria that each proposed development must satisfy. This includes criteria B, D, E, and F, as summarized below. While Criteria A, C and E.3 are not transportation related criteria, they are still applicable for approval. See the respective documents or plans for more details on how this proposed development meets Criteria A, C and E.3, if applicable for this land use application.

#### **A. ADEQUATE STREET DRAINAGE, AS DETERMINED BY THE CITY.**

*Non-transportation related criteria. See respective project documents/plans for information.*

#### **B. SAFE ACCESS AND CLEAR VISION AT INTERSECTIONS, AS DETERMINED BY THE CITY.**

The proposed onsite parking and circulation modifications do not touch the public realm. The one exception is the “fire department access” at the main S Ivy entrance, however, this access will be raised and/or have different materials and will have bollards preventing it from being used for non-emergency vehicle movements. Therefore, the proposed improvements result in no material change to the existing site access, and transportation approval criteria 16.08.160.B is not applicable.

#### **C. ADEQUATE PUBLIC UTILITIES, AS DETERMINED BY THE CITY.**

*Non-transportation related criteria. See respective project documents/plans for information.*

---

<sup>1</sup> Peak hour intersection operations will not be degraded by proposed developments that generate fewer than 25 a.m. and/or p.m. peak trips since these trips are distributed system wide and do not all impact a single location, including intersections and roadway segments. Proposed developments that generate fewer than 25 net new peak hour trips are deemed consistent with 16.08.160.F (i.e., adopted intersection mobility standards) and must complete a Transportation Analysis Letter (TAL).

**D. ACCESS ONTO A PUBLIC STREET WITH THE MINIMUM PAVED WIDTHS AS STATED IN SUBSECTION E BELOW.**

The proposed onsite parking and circulation modifications do not touch the public realm. The one exception is the “fire department access” at the main S Ivy entrance, however, this access will be raised and/or have different materials and will have bollards preventing it from being used for non-emergency vehicle movements. Therefore, the proposed improvements result in no material change to the usage of the existing site access, and transportation approval criteria 16.08.160.D is not applicable.

**E. ADEQUATE FRONTAGE IMPROVEMENTS AS FOLLOWS:**

- 1. For local streets and neighborhood connectors, a minimum paved width of 16 feet along the site’s frontage.**
- 2. For 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.**

The proposed onsite parking and circulation modifications do not touch the public realm. The one exception is the “fire department access” at the main S Ivy entrance, however, this access will be raised and/or have different materials and will have bollards preventing it from being used for non-emergency vehicle movements. Therefore, the proposed improvements result in no material change to the usage of the existing site frontage, and transportation approval criteria 16.08.160.E is not applicable.

**F. COMPLIANCE WITH MOBILITY STANDARDS IDENTIFIED IN THE TSP. IF A MOBILITY DEFICIENCY ALREADY EXISTS, THE DEVELOPMENT SHALL NOT CREATE FURTHER DEFICIENCIES.**

The proposed improvements are not expected to generate adverse traffic or circulation impacts since they are amenities for existing residents of the Hope Village campus, and if anything, the improvements may reduce trips in and out of the campus because residents will be able to meet more daily needs onsite. Therefore, the proposed improvements result in no new net peak hour vehicular trips on the transportation system, and an off-site traffic impact analysis is not warranted. The proposed improvements are therefore consistent with the transportation approval criteria 16.08.160.F (i.e., adopted intersection mobility standards).

## LIVABILITY CRITERIA

---

In addition, each project must comply with livability measures for neighborhood traffic and pedestrian and bicycle circulation. A summary is provided below for the proposed project.

### **NEIGHBORHOOD TRAFFIC**

The proposed improvements result in no new net peak hour vehicular trips on the transportation system and therefore does not have an impact on residential local streets.

### **PEDESTRIAN AND BICYCLE CIRCULATION**

The proposed onsite modifications do not touch the public realm, and therefore, the proposed improvements result in no material change to the usage of the existing site frontage for pedestrian and bike circulation.