



ATTACHMENT I
Transportation Planning Rule Memo
ANN 21-02/ZC 21-02

TRANSPORTATION PLANNING RULE ANALYSIS

DATE: July 8th, 2021

TO: Brianna Addotta | City of Canby

FROM: Kevin Chewuk, PTP
Alex Correa

SUBJECT: 1495 S Fir Street Annexation – Transportation Planning Rule (TPR) Analysis Project #11010-124

This memorandum summarizes how the requirements of Oregon Administrative Rule (OAR) 660-012-0060, the Transportation Planning Rule (TPR), are met for a proposed annexation at 1495 S Fir Street, in Canby, Oregon. The following describes the consistency of the annexation request (and corresponding rezone) with both the City's Comprehensive Plan and Transportation System Plan.

TRANSPORTATION PLANNING RULE FINDINGS

The proposed annexation is located inside Canby's Urban Growth Boundary (UGB) in unincorporated Clackamas County, and is currently an island of county land surrounded by the City of Canby. The proposed annexation is located at 1495 S Fir Street. It is currently designated Clackamas County EFU zoning. The City's comprehensive plan designation for this lot is MDR (Medium Density Residential) and the proposed zoning is R 1.5 (Medium Density Residential). The proposed zoning is consistent with the City's adopted Comprehensive Plan designation.

The requirements of Oregon Administrative Rule (OAR) 660-012-0060, the Transportation Planning Rule (TPR), must be met for proposed changes in land use zoning. The intent of the TPR (OAR 660-12-0060) is to ensure that future land use and traffic growth is consistent with transportation system planning and does not create a significant impact on the surrounding transportation system beyond currently allowed uses. The TPR allows a change in land use zoning in the event that a zone change would make the designation consistent with both the Comprehensive Plan and the Transportation System Plan. The allowance (found in Section 9) fits the circumstances of the project parcel, and specifically states:

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

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

Response: The proposed annexation, and associated proposed zoning, are consistent with the City's Comprehensive Plan.

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

Response: The City of Canby has adopted the Transportation System Plan (2010) and the proposed zoning is consistent with the TSP.

- c) The area subject to the zoning map amendment was not exempted from this rule at the time of an urban growth boundary amendment as permitted in OAR 660-024-0020(1)(d), or the area was exempted from this rule but the local government has a subsequently acknowledged TSP amendment that accounted for urbanization of the area

Response: This subsection applies if the area was added to the urban growth boundary (UGB). Since the parcel is already within the UGB, provisions from subsection (c) would not apply.

Based on the discussion above, all three criteria are satisfied; therefore, the proposed rezone will not have a significant effect on the transportation system. The proposed rezoning is consistent with the existing comprehensive plan map designation, as summarized in Table 1. Additionally, the transportation assessment performed as part of the City's TSP accounts for the proposed uses related to annexation of the property, therefore the proposed rezoning is consistent with the acknowledged transportation system plan.

TABLE 1: PROPOSED ANNEXATION AT 1495 S FIR STREET

TAX LOTS	LOT SIZE (ACRES)	CLACKAMAS COUNTY ZONING	CITY OF CANBY ZONING	CITY OF CANBY COMPREHENSIVE PLAN LAND USE
4 1E 04CA 01400	1.31 acres	EFU (Exclusive Farm Use District)	R-1.5 (Medium Density Residential)	MDR (Medium Density Residential)