

TECHNICAL MEMORANDUM

DATE: October 3, 2023

TO: Don Hardy, Ryan Potter and Emma Porricolo, City of Canby

FROM: Kevin Chewuk | DKS Associates

SUBJECT: Canby County Fairgrounds
Transportation Findings

Per your request, we have reviewed the Transportation Impact Study (TIS) submitted for the proposed Clackamas County Fairgrounds & Event Center Multipurpose Building¹ to determine if it adequately addresses City requirements for analyzing and reporting on potential transportation impacts².

REVIEW OF TRANSPORTATION IMPACT STUDY

Based upon our review, the applicant appears to have adequately addressed analysis requirements for the proposed development, however, more details are needed to fully confirm the results. In addition, we find that the study fails to address one required scope item.

- Provide an appendix with supporting content to confirm the analysis results and findings (e.g., volume data, HCM reports and v/c calculations, queuing, etc.).
- Provide details on current and expected parking availability and utilization for the site and identify any deficiencies (if any). If no change in availability or demand is anticipated with the proposed project, provide a narrative summarizing how much parking is currently available and compare it to the expected parking demand during the maximum event.

¹ Clackamas County Fairgrounds & Event Center Multipurpose Building Transportation Impact Analysis, Kittelson & Associates, September 19, 2023.

² Scope of Work – Canby County Fairgrounds, DKS Associates on behalf of the City of Canby, April 27, 2023.

APPROVAL CRITERIA AND LIVABILITY MEASURES

The following sections summarize how the proposed project adequately addresses the transportation approval criteria.

TRANSPORTATION APPROVAL CRITERIA

The Canby Municipal Code 16.08.160 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.

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

The proposed development will not construct any new access to the existing transportation system; therefore, the existing intersections will remain unchanged from the current configuration.

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

The proposed development fronts 4th Avenue-Pine Street, which is classified as a collector. Per Subsection E.2, a minimum paved width of 20 feet is required along the site's frontage for two-way collectors. It has more than 30 feet of pavement east of 3rd Avenue, including striped on-street bike lanes. It is one-way west of 3rd Avenue, and includes about 17 feet of pavement, including one travel lane and a striped on-street bike lane.

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 standard as stated in Subsection E.2 is met, as noted above. The two-way segment of Pine Street will have at least 30 feet of travel way width. The site frontage includes existing 5-foot sidewalks that do not meet current city requirements for 6-foot sidewalks.

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

The TIS states that all study intersections are projected to operate within ODOT and the City of Canby standards under all analysis scenarios. This needs to be confirmed with the analysis results provided in an appendix, as requested earlier in this memo.