



CUP 24-02
Attachment A.4 Traffic Analysis

TECHNICAL MEMORANDUM

DATE: January 13, 2025
TO: Don Hardy, Ryan Potter and Brianna Addotta | City of Canby
FROM: Kevin Chewuk | DKS Associates
SUBJECT: Canby Adult Center
Transportation Analysis Findings

This memorandum summarizes the transportation impacts associated with the proposed relocation of the Canby Adult Center. This analysis addresses the transportation analysis requirements of the City¹ and is based on the current plan which proposes to relocate the Adult Center from its current location at the northeast corner of the S Ivy Street/ SE 13th Avenue intersection to an existing building at the southeast corner of the N Holly Street/ NW Territorial Road intersection. The Adult Center will share the existing building with a church that will continue to hold services.

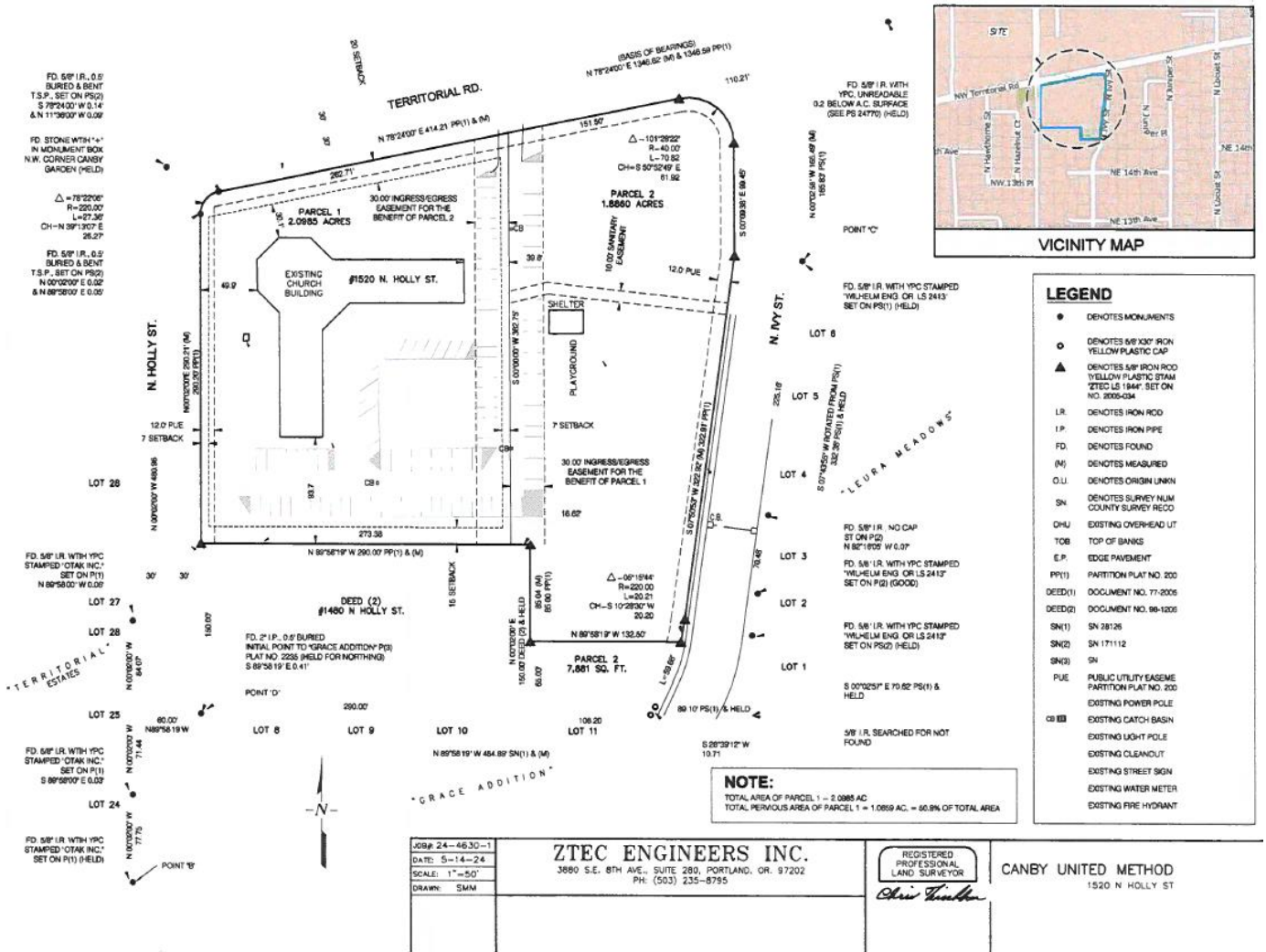
PROPOSED PROJECT DESCRIPTION

The Canby Adult Center is proposed to be relocated from its current location at the northeast corner of the S Ivy Street/ SE 13th Avenue intersection to the southeast corner of the N Holly Street/ NW Territorial Road intersection, where it will create a joint operating agreement for use of the existing church building located at 1520 N Holly Street. The Adult Center will take over the facilities of the existing church, while allowing the Canby United Methodist Church to continue to use the existing facilities until the Church determines its future.

The existing site is 3.9845 acres that has been partitioned into two separate parcels. Parcel 1 will contain the existing church building, plus surrounding landscaping, and approximately 103 parking spaces. Parcel 2 will contain the small outbuildings, the shelter, the community garden, and the larger open space area. The site plan for the relocated site is shown in Figure 1.

¹ Canby Adult Center, City of Canby Transportation Analysis Requirements, November 18th, 2024.

FIGURE 1: EXISTING SITE PLAN FOR THE PROPOSED RELOCATION OF THE CANBY ADULT CENTER



SITE TRIP GENERATION

The number of new vehicle trips generated by the previous and proposed uses were estimated using programming information provided by the applicant. Trip generation estimates are provided for morning and evening peak hours, and are summarized in Table 1.

The proposed combined uses at 1520 N Holly Street will be expected to generate 40 a.m. peak trips and 50 p.m. peak trips, while the previous uses at separate locations also generated 40 a.m. peak trips and 50 p.m. peak trips, resulting in no change in the total peak trips on the transportation system (see the final row in Table 1).

A comparison of the trip generation provided by the applicant was also made to the ITE Trip Generation Manual (11th Edition) using the trip generation estimates based on ITE Code 560 (Church) and ITE code 495 (Recreational Community Center). This data suggests the trips generated will be lower than the amount estimated using the detailed programming information provided and summarized in Table 1, with 5 a.m. peak trips and 8 p.m. peak trips for the existing church uses and 19 a.m. peak trips and 25 p.m. peak trips for the existing Canby Adult Center use, or a total of 24 a.m. peak trips and 33 p.m. peak trips if the uses were combined.

Therefore, the detailed operational information was utilized as a conservative method and is reflected in Table 1.

TABLE 1: NET TRIP GENERATION FOR THE PROPOSED USE

USE	AM PEAK			PM PEAK		
	IN	OUT	TOTAL	IN	OUT	TOTAL
EXISTING USES						
CHURCH USES (1520 N HOLLY STREET)	30	3	33	0	0	0
CANBY ADULT CENTER (1250 S IVY STREET)	6	1	7	5	45	50
TOTAL (SEPARATE LOCATIONS)	36	4	40	5	45	50
PROPOSED USE (COMBINED AT 1520 N HOLLY STREET)	36	4	40	5	45	50
NET CHANGE (PROPOSED USE - PREVIOUS USE)	0	0	0	0	0	0

PROPOSED SITE TRIP DISTRIBUTION AND ASSIGNMENT

While the proposed combined uses results in no new net peak trips on the transportation system (see the final row in Table 1), the estimated existing site generated traffic for the Canby Adult Center (i.e., 7 existing a.m. peak and 50 existing p.m. peak trips) was rerouted from the existing building to the proposed location at 1520 N Holly Street, and reassigned to the nearby roadway network based on the travel patterns derived from the City of Canby travel demand model. No

change was made to the travel routes of the trips associated with the existing church uses since those trips will remain.

It is estimated that 40 percent of the trips will start or end south of the OR 99E/S Ivy Street intersection, 40 percent to/from north of the OR 99E/S Ivy Street intersection, and 20 percent to/from areas east of the proposed site along S Township Road.

Based on the estimated trip generation and redistribution, the existing trips for the Canby Adult Center were rerouted, with Table 2 and Table 3 showing the new net trips at intersections and along roadway segments comparing the travel routes to/from the from the existing site to the proposed site. As shown, all intersections and segments will see fewer than 20 new net trips after the travel routes of these existing trips are adjusted, which suggests that an off-site traffic impact analysis is not warranted². The proposed combined uses are therefore consistent with the transportation approval criteria 16.08.160.F (i.e., adopted intersection mobility standards).

TABLE 2: WEEKDAY PEAK HOUR TRIP ASSIGNMENT AT INTERSECTIONS

INTERSECTION	NET NEW AM PEAK TRIPS TO INTERSECTION	NET NEW PM PEAK TRIPS TO INTERSECTION
N HOLLY STREET/ NW TERRITORIAL ROAD	1	5
N HOLLY STREET/ KNIGHTS BRIDGE ROAD	2	15
N HOLLY STREET/ NE 4TH AVENUE	0	5
N IVY STREET/ NW TERRITORIAL ROAD	3	20
N IVY STREET/ NE 4TH AVENUE	1	0
OR 99E/ IVY STREET	-1	-10
S IVY STREET/ 13TH AVENUE	0	0

² 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).

TABLE 3: WEEKDAY PEAK HOUR TRIP ASSIGNMENT ALONG ROADWAY SEGMENTS

CORRIDOR	CORRIDOR LIMITS	NET NEW AM PEAK TRIPS TO CORRIDOR	NET NEW PM PEAK TRIPS TO CORRIDOR
TERRITORIAL ROAD	West of Project site driveway	1	5
	East of Project site driveway	3	20
N HOLLY STREET	North of Project site driveway	1	5
	Project site driveway to Knights Bridge Road	2	15
	South of Knights Bridge Road	1	10
	Territorial Road to NE 4 th Avenue	1	0
N IVY STREET	NE 4 th Avenue to OR 99E	-1	-10
	OR 99E to existing Adult Center Driveway on Ivy	-2	-20
	South of existing Adult Center Driveway on Ivy	0	0

SITE ACCESS AND CIRCULATION

SITE ACCESS

Access to the site is proposed to remain via two existing driveways, one to N Holly Street and one to NE Territorial Road (see Figure 1). All driveways will continue to be full access, allowing for ingress/egress to the on-site parking areas for vehicles and bicycles.

The City of Canby has jurisdiction over N Holly Street and NE Territorial Road along the frontage of the proposed site and applies a functional classification of “Collector” to them. City standards require that access along a Collector must be a minimum of 100 feet from roadways or other driveways along the same side of the street³.

The existing driveway on N Holly Street will be maintained and will be approximately 220 feet from NE Territorial Road to the north and approximately 180 feet from the nearest existing off-site driveway to the south, complying with the spacing standard.

The existing driveway on NE Territorial Road will also be maintained and will be approximately 270 feet from NE Territorial Road to the west and approximately 180 feet from N Ivy Street to the east, also complying with the spacing standard.

³ Canby Municipal Code 16.46.030. Retrieved December 2024.

SITE FRONTAGE

The proposed site has a frontage along N Holly Street and NE Territorial Road. As documented earlier, the City of Canby has jurisdiction and applies a functional classification of “Collector” to these roadways.

NE Territorial Road has an estimated 44-foot existing paved width along the frontage of the proposed site, with one travel lane in each direction and bike lanes, and an on-street parking lane. N Holly Street has an estimated 45-foot existing paved width along the frontage of the proposed site, with one travel lane in each direction and on-street parking. Both frontages lack a sidewalk, although there is an existing sidewalk on the opposite side of N Holly Street, and the proposed relocated Canby Adult Center use is not expected to generate additional pedestrian, and bicycle trips. Given there is no net increase in site generated trips, no frontage improvements will be required with this application.

APPROVAL CRITERIA AND LIVABILITY MEASURES

The following sections summarize how the proposed project 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 16.08.160 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.

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.

Access to the site is proposed to remain via two existing driveways, one to N Holly Street and one to NE Territorial Road.

The existing driveway on N Holly Street will be maintained and will be approximately 220 feet from NE Territorial Road to the north and approximately 180 feet from the nearest existing off-site driveway to the south, complying with the spacing standard.

The existing driveway on NE Territorial Road will also be maintained and will be approximately 270 feet from NE Territorial Road to the west and approximately 180 feet from N Ivy Street to the east, also complying with the spacing standard.

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

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

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

Access to the site is proposed to remain via two existing driveways, one to N Holly Street and one to NE Territorial Road. All driveways will continue to be full access, allowing for ingress/egress to the on-site parking areas for vehicles and bicycles.

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 site has frontage along N Holly Street and NE Territorial Road, which are classified as Collector streets and subject to Subsection E.2. NE Territorial Road has an estimated 44-foot existing paved width along the frontage of the proposed site, with one travel lane in each direction and bike lanes, and an on-street parking lane. N Holly Street has an estimated 45-foot existing paved width along the frontage of the proposed site, with one travel lane in each direction and on-street parking.

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

While the proposed combined uses results in no new net peak trips on the transportation system (see the final row in Table 1), the estimated existing site generated traffic for the Canby Adult Center (i.e., 7 existing a.m. peak and 50 existing p.m. peak trips) was rerouted from the existing building to the proposed location at 1520 N Holly Street, and reassigned to the nearby roadway network. No change was made to the travel routes of the trips associated with the existing church uses since those trips will remain.

Table 2 and Table 3 shows that all intersections and segments will see fewer than 20 new net trips after the travel routes of these existing trips are adjusted (i.e., the trips already existed on the transportation system and were rerouted to the new site with the proposed project).

Therefore, the proposed combined uses at 1520 N Holly Street met criteria for a TAL level of analysis. 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 meet the TAL criteria are deemed consistent with this approval criteria (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 site will access directly to the adjacent collector streets (i.e., N Holly Street and NE Territorial Road) and does not have an impact on residential local streets.

PEDESTRIAN AND BICYCLE CIRCULATION

The proposed site has frontage along N Holly Street and NE Territorial Road. NE Territorial Road has an estimated 44-foot existing paved width along the frontage of the proposed site, with one travel lane in each direction and bike lanes, and an on-street parking lane. N Holly Street has an estimated 45-foot existing paved width along the frontage of the proposed site, with one travel lane in each direction and on-street parking. Both frontages lack a sidewalk, although there is an existing sidewalk on the opposite side of N Holly Street, and the proposed relocated Canby Adult Center use is not expected to generate additional pedestrian, and bicycle trips. Given there is no net increase in site generated trips, no frontage improvements will be required with this application.

TRANSPORTATION CONDITIONS OF APPROVAL

The following is a summary of the transportation conditions of approval:

1. The applicant must provide bike parking consistent with City standards.