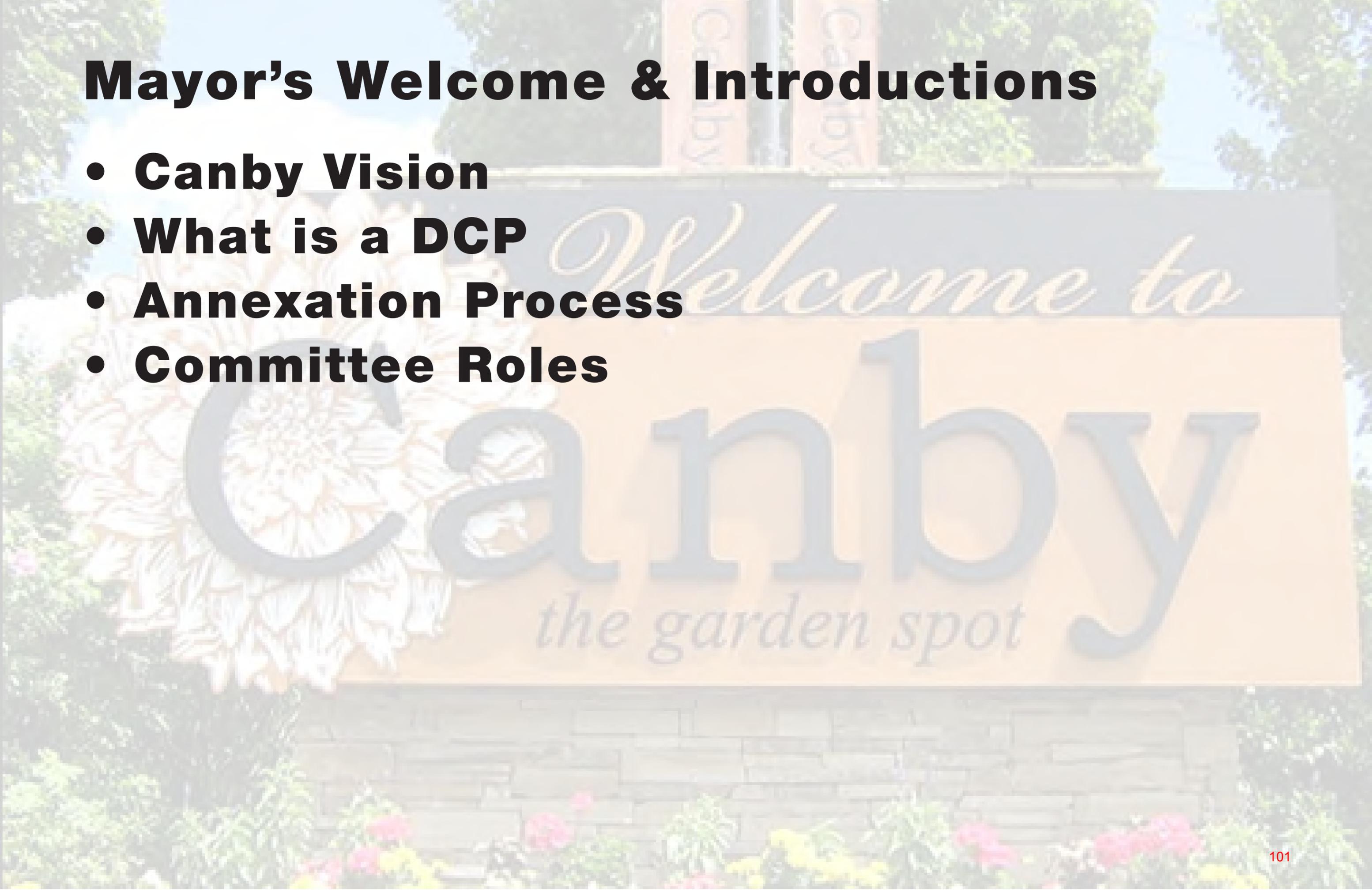


Mayor's Welcome & Introductions

- **Canby Vision**
- **What is a DCP**
- **Annexation Process**
- **Committee Roles**



Welcome to
Canby
the garden spot

Project Schedule

North Redwood

Development Concept Plan

Canby, OR

2014

NOV

DEC

2015

JAN

FEB

MAR

APR

MAY

JUN

JUL

AUG

SEP

I. Project Kickoff



II. Develop Project Foundation



III. Confirm DCP Framework



Milestone



IV. Develop Alternative DCPs



V. Present Alternative DCPs



Contingent

VI. Recommended DCP



VII. Adoption



-  Public Events
-  SAC
-  TAC
-  Stakeholder Interviews
-  Planning Commission
-  City Council
-  Project Management Team

Committee Rules

SAC members:

- **Share the available speaking time so that all SAC members can be heard**
- **Be respectful of a range of opinions**
- **Focus on successfully completing the agenda**
- **Avoid side discussions when others are speaking**
- **Strive for consensus**

Concept Plan Criteria

- 1. Extension of Canby**
- 2. A walkable neighborhood**
- 3. All parcels integrated in plan**
- 4. Minimize impacts to individual parcels**
- 5. Clear, connected and safe streets**
- 6. Connect trails to natural areas**
- 7. Public parks**
- 8. Transit-friendly**
- 9. Emergency access**
- 10. Protection of Willow Creek**
- 11. Innovative land planning**
- 12. Reasonable costs of infrastructure and roads**
- 13. Meet regulations**

WALKABLE NEIGHBORHOOD PRINCIPLES

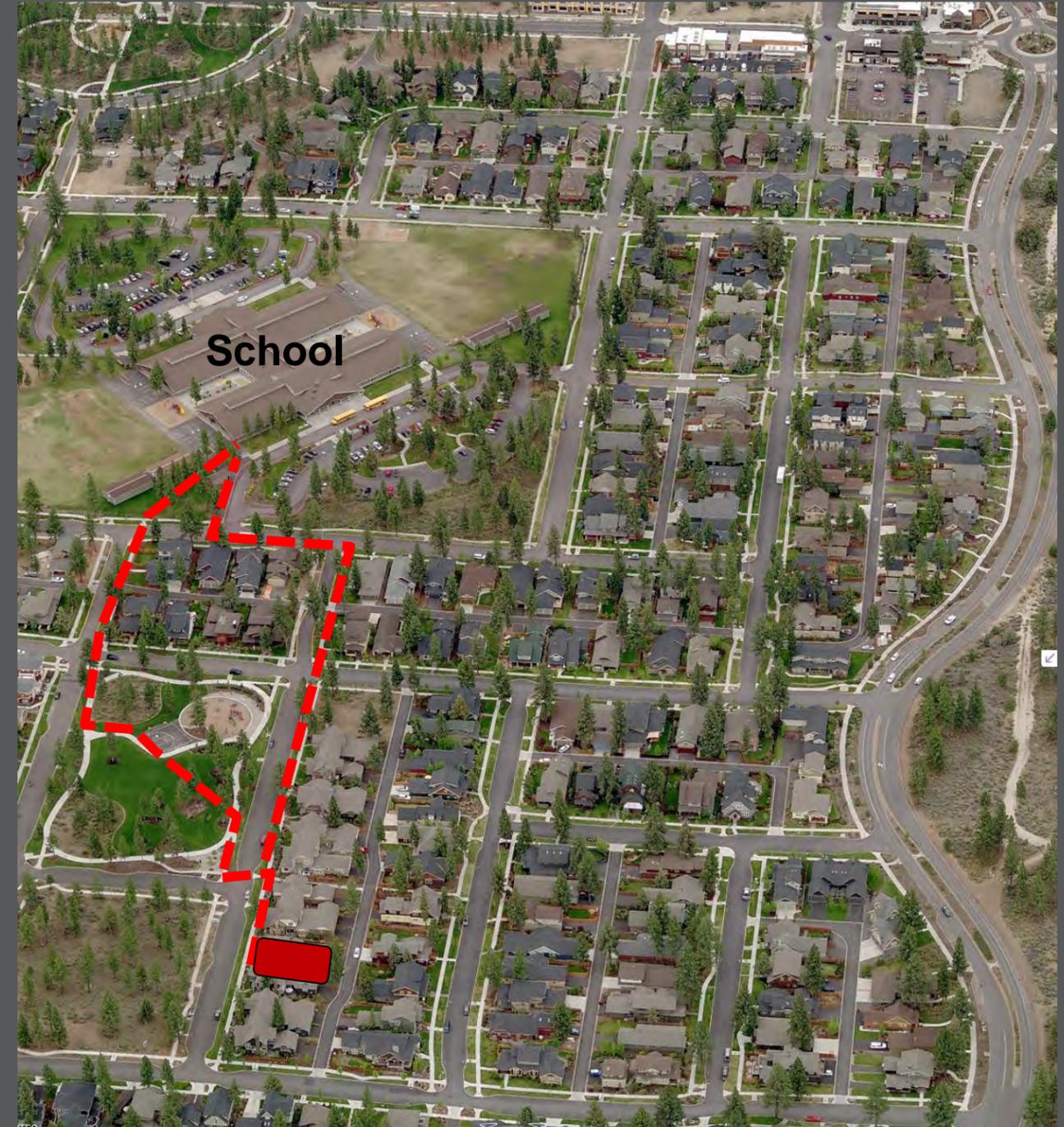


Walkable

WALKABLE NEIGHBORHOOD PRINCIPLES



Disconnected



Connected and Safe

WALKABLE NEIGHBORHOOD PRINCIPLES



Disconnected



Connected and Safe

WALKABLE NEIGHBORHOOD PRINCIPLES



Low-Impact



Access to Open Space & Nature

WALKABLE NEIGHBORHOOD PRINCIPLES



Trees enhance value



Sense of Community

WALKABLE NEIGHBORHOOD PRINCIPLES

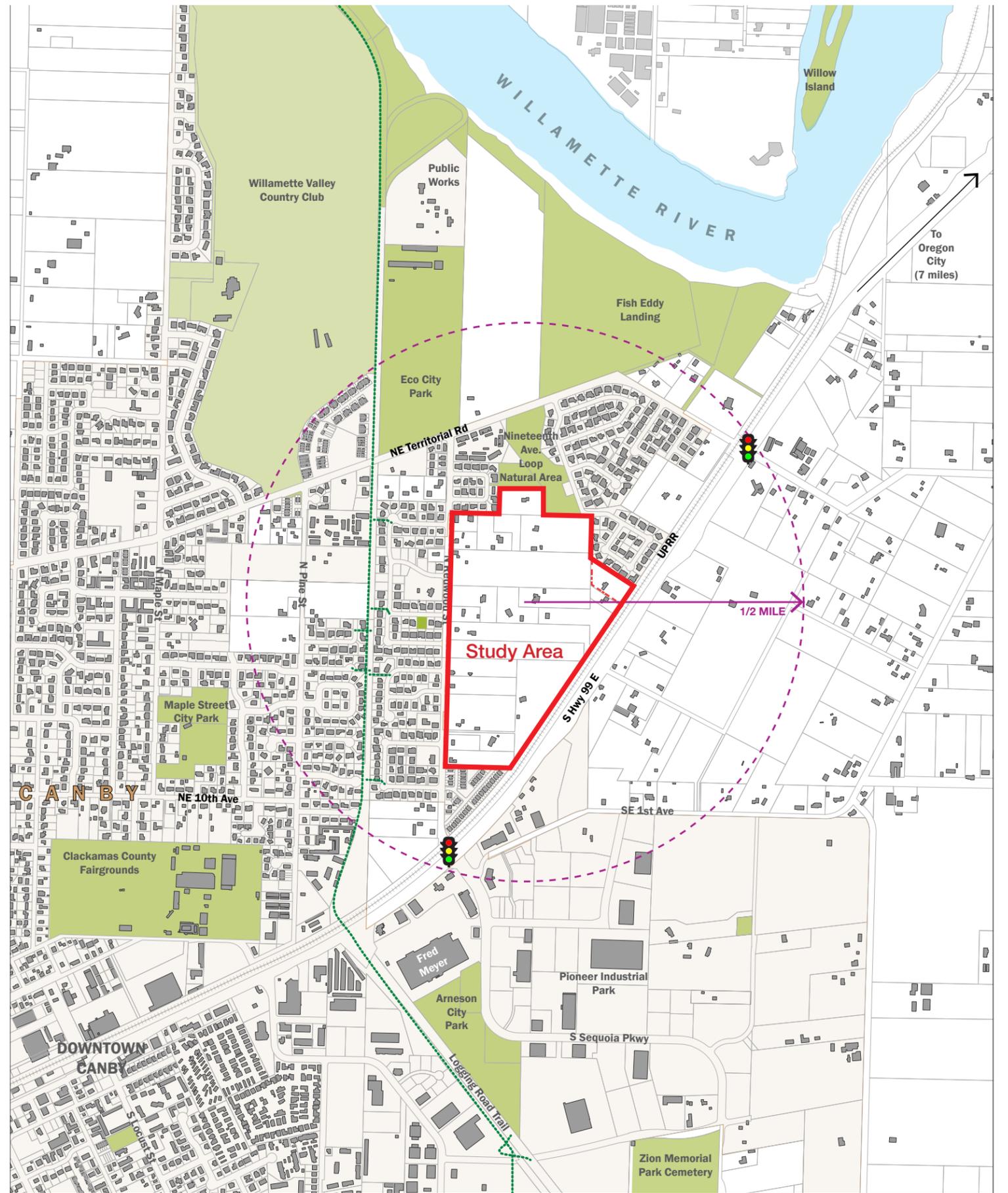


Integrated Parks

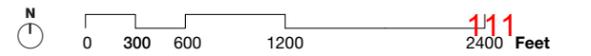


Mix of Housing

Context



NORTH REDWOOD DEVELOPMENT CONCEPT
CONTEXT MAP



1" = 2400 Feet

Study Area





Eco-Park

NE Territorial Road

N Redwood Street

NE 19th Loop

19th Ave Loop
Natural Area

Willow Creek

Low
Point=86'

NE 21st Ave

NE 20th Ave

NE 19th Ave

N Teakwood Street

N Vine Street

N Walnut Street

NE 18th

NE 17th Ave

N Ponderosa Street

N Teakwood Circle



N Poi

NE 16th Ave

NE 15th Ave

NE 14th PI

NE 13th PI

NE 12th Ave

NE 11th Ave

N Redwood Street

N Redwood Street

N Ponderosa Street

N Ponderosa Street

Spruce Ct

NE 10th PI

Union Pacific RR

Hwy 99E

Otto Road

High Point=136'

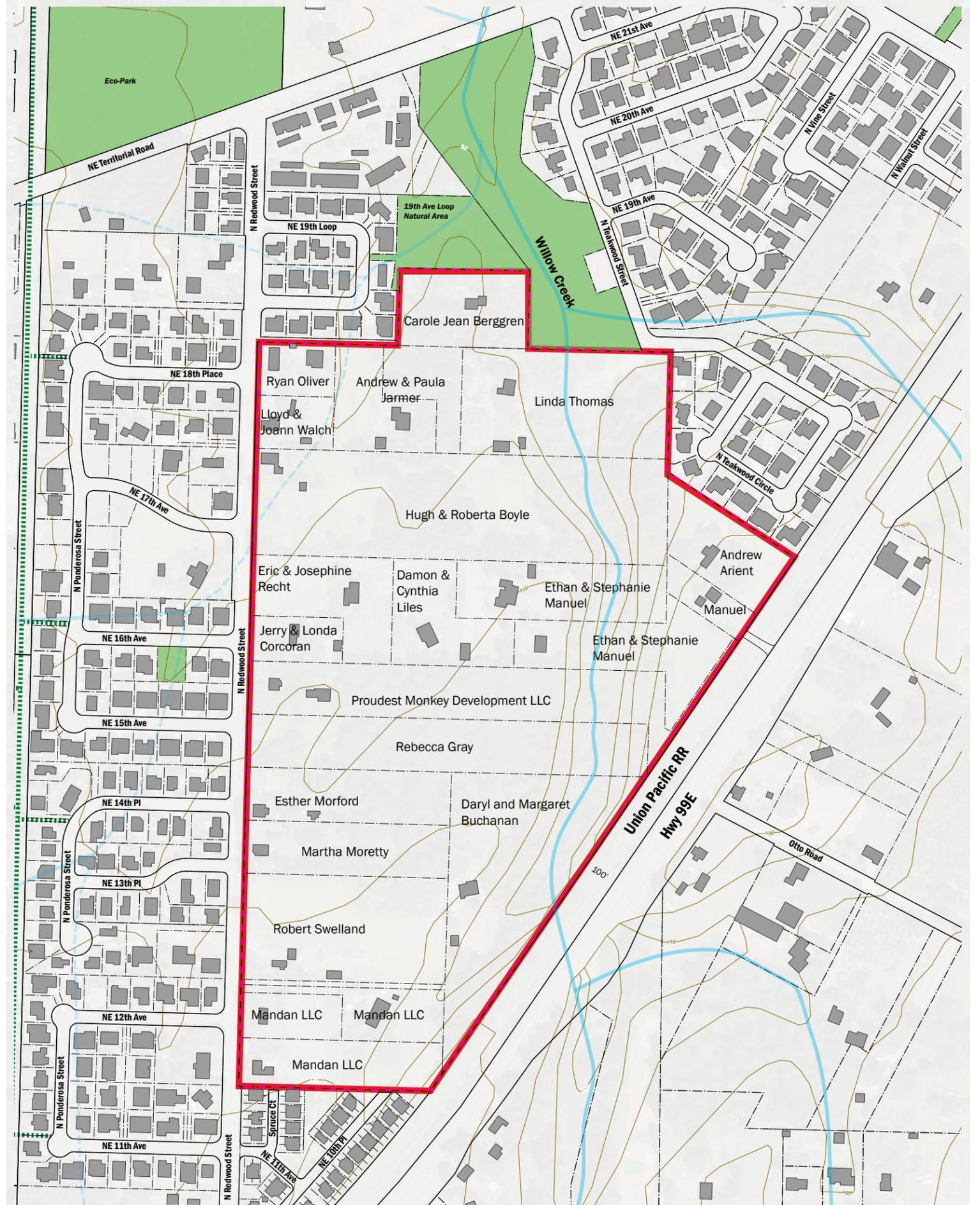
100'

Site Character



Property Owners

23 taxlots
18 owners



Interviews

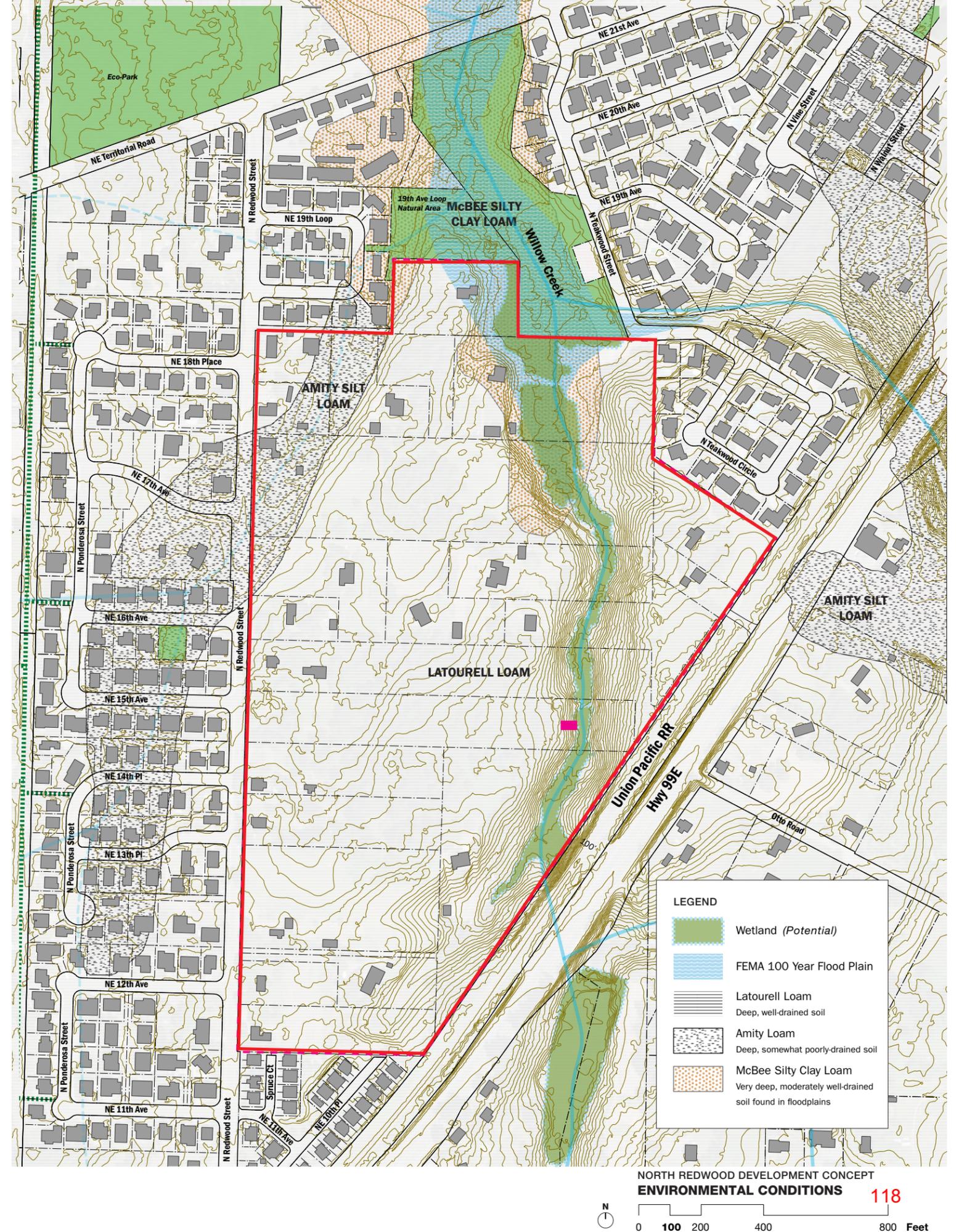
What we heard: (12 interviews)

- **Many intend to sell their land as developable property**
- **General agreement with Comprehensive Plan Zoning**
- **Want a walkable, connected neighborhood**
- **Area on east side of creek tough to develop**
- **Concerns about cost and impact of bridging creek**
- **Low Density residential will sell well**
- **Short supply of buildable lots in Canby**
- **But not huge demand for large estate lots**
- **RR is loud. Closing RR crossing on east side might avoid horns**

- **If a park in Willow Creek—concerns about safety and liability**
- **Concerns about City's parks maintenance budget**
- **Go beyond stream setbacks plus extra land for park dedication**
- **Habitat restoration needed**
- **Topography and drainage challenges for trail**
- **Hydrology of creek has changed dramatically**
- **Dam at Territorial needs to be removed**
- **Stormwater runoff impacts to creek**
- **When it rains heavily, North Redwood Street floods**

Natural Conditions

- Reconnaissance-level site assessment
- Willow Creek ponding, poorly-defined channel
- Springs and seeps
- Water quality relatively high, well vegetated slopes in the watershed
- Mixed conifer-broadleaf canopy
- Riparian habitat quality moderately high due to good structural diversity
- Riparian understory infested with ivy, threat to habitat and trees
- Reed canarygrass in wetlands
- Well-drained soils



Natural Conditions

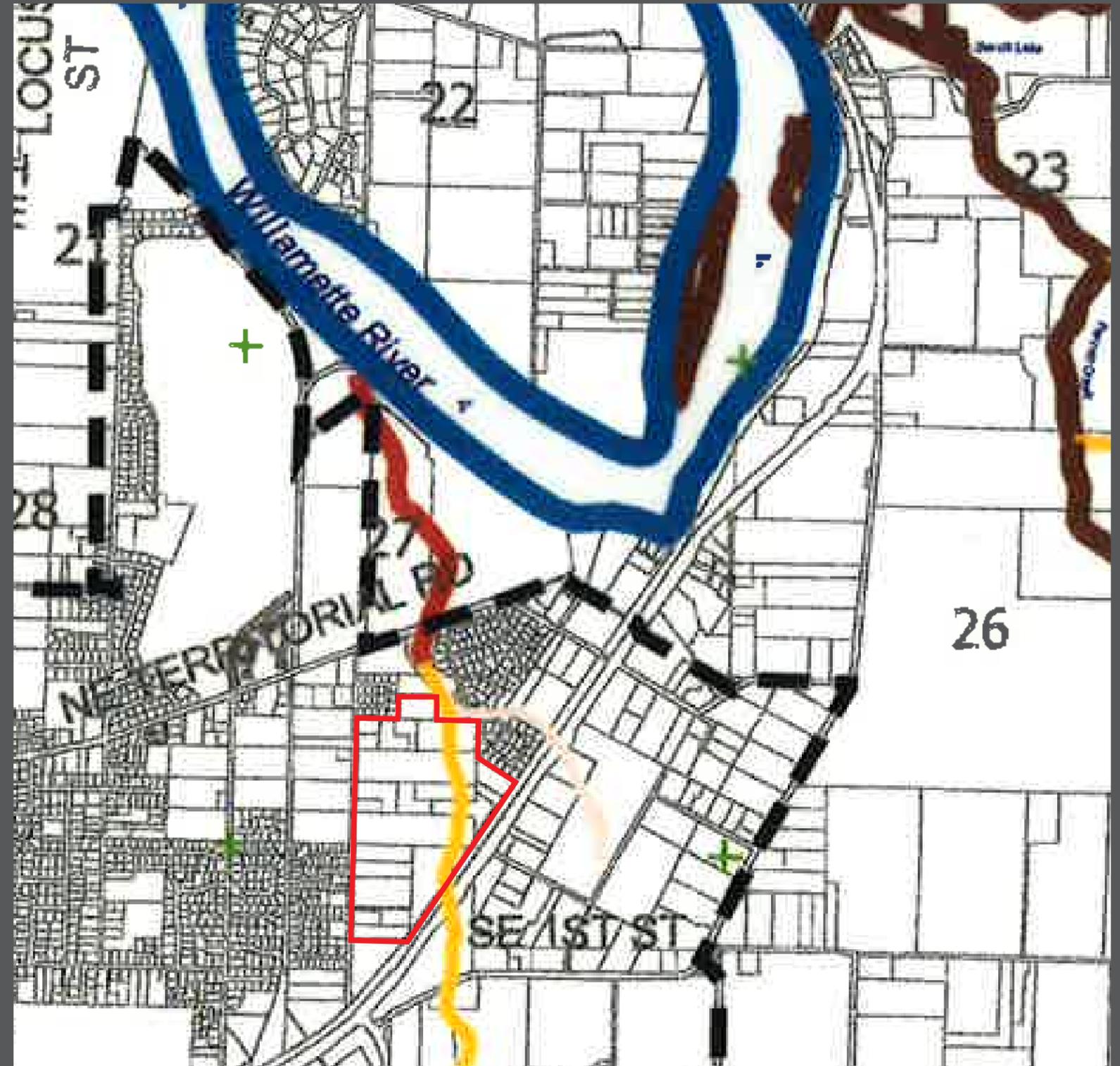


Willow Creek

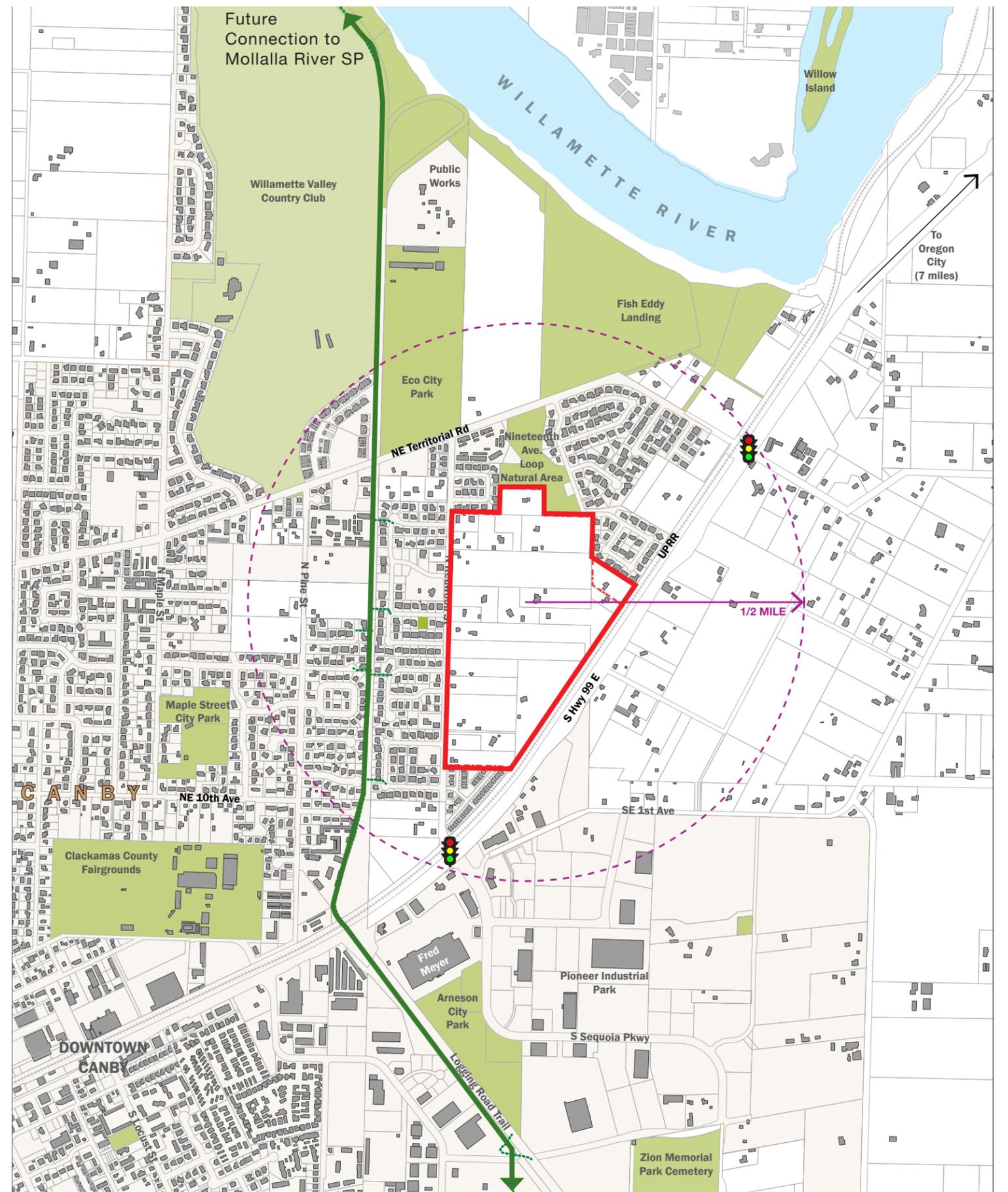
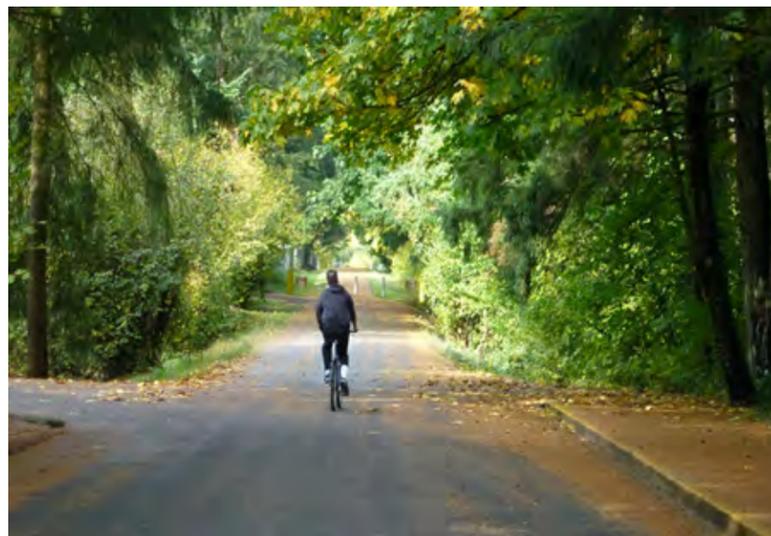
Clackamas County Setbacks:

From Willamette River to NE Territorial Rd, Medium Stream (Red), requires a **70 foot setback on either side** from the mean high water line.

South of NE Territorial Road, Small Stream (Yellow), requires a **50 foot setback on either side** from the mean high water line



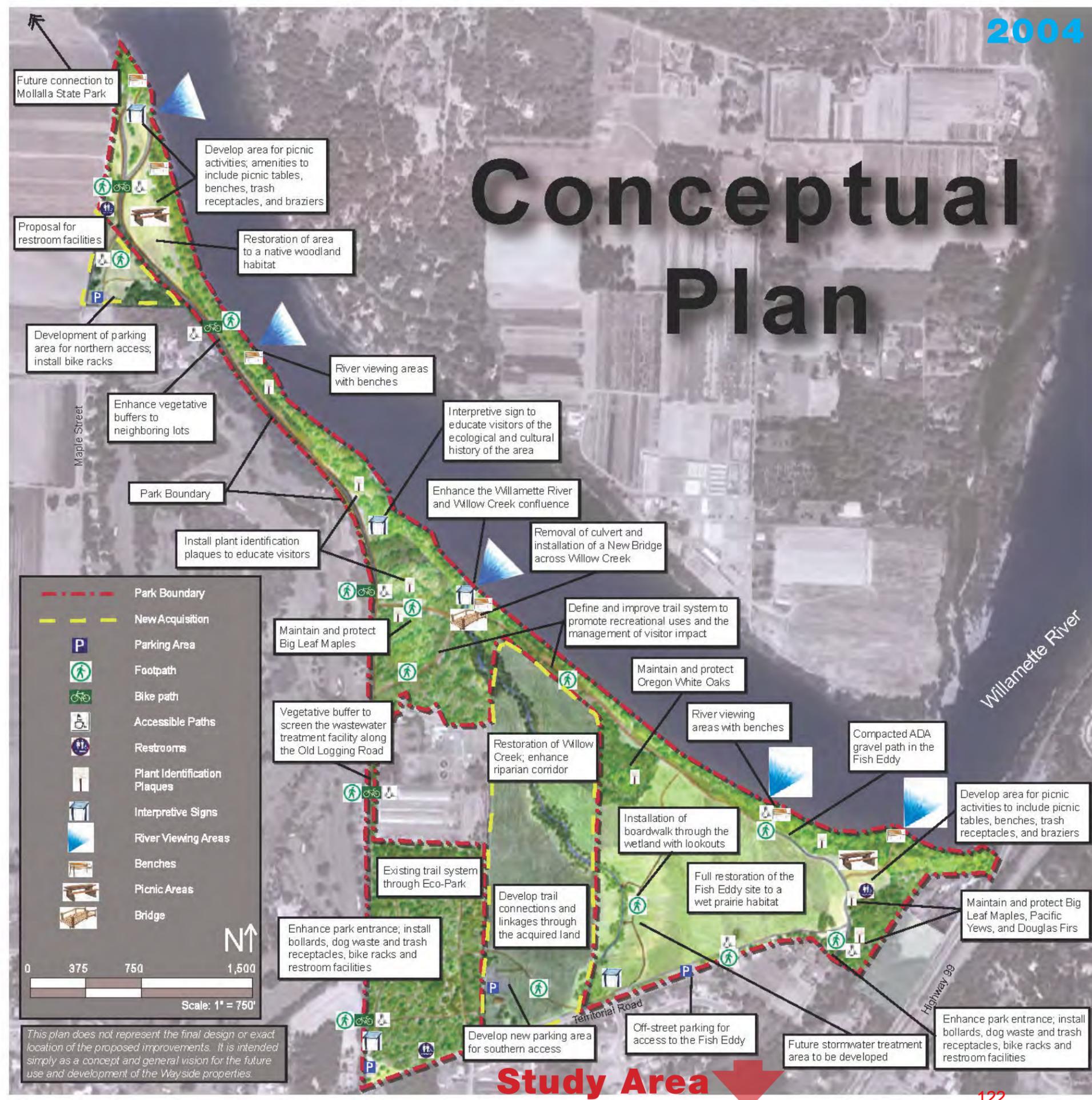
Parks & Trails



NORTH REDWOOD DEVELOPMENT CONCEPT
CONTEXT MAP



Willamette Wayside

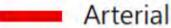
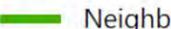


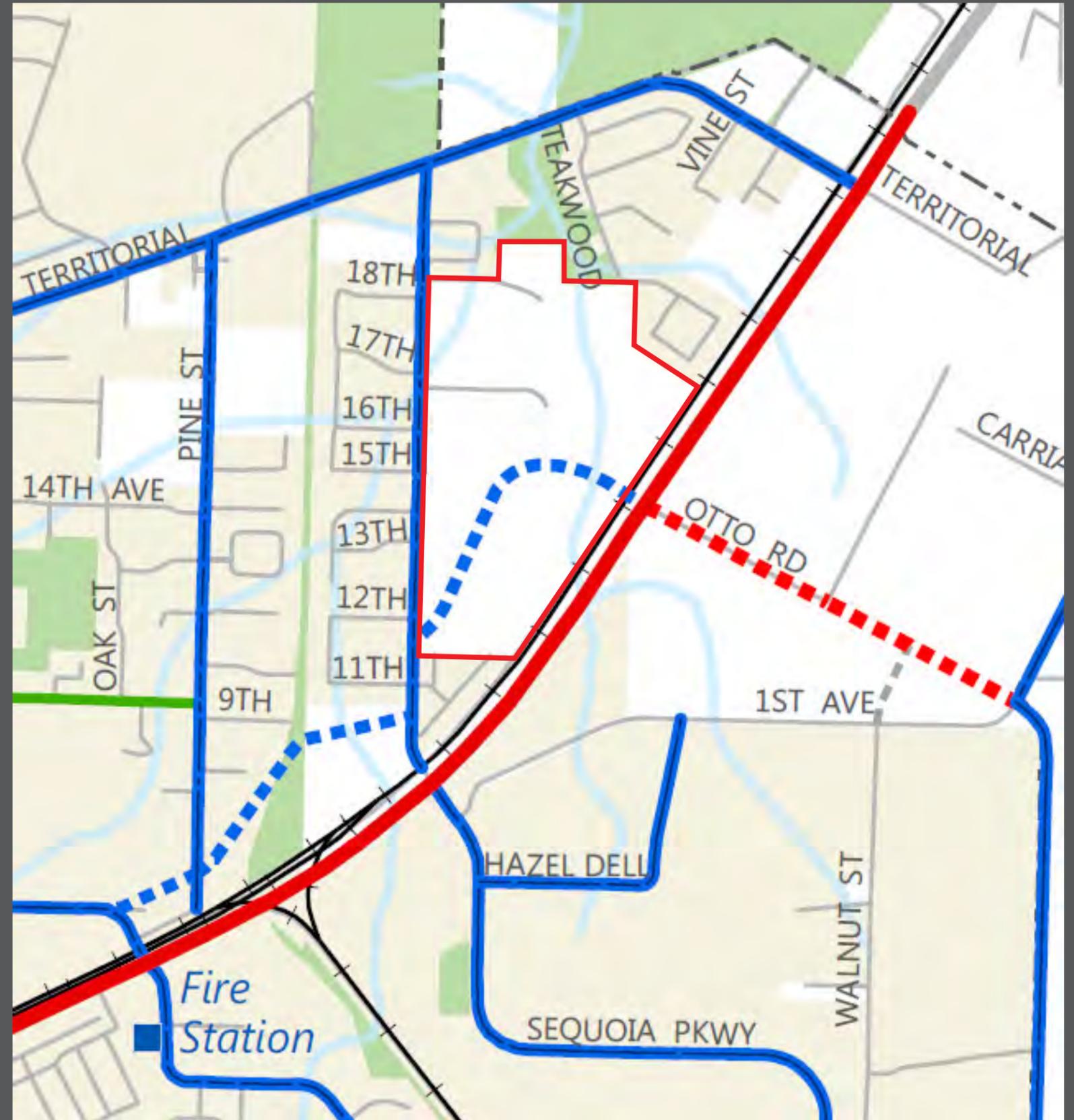
Transportation

2010 Transportation System Plan

Legend

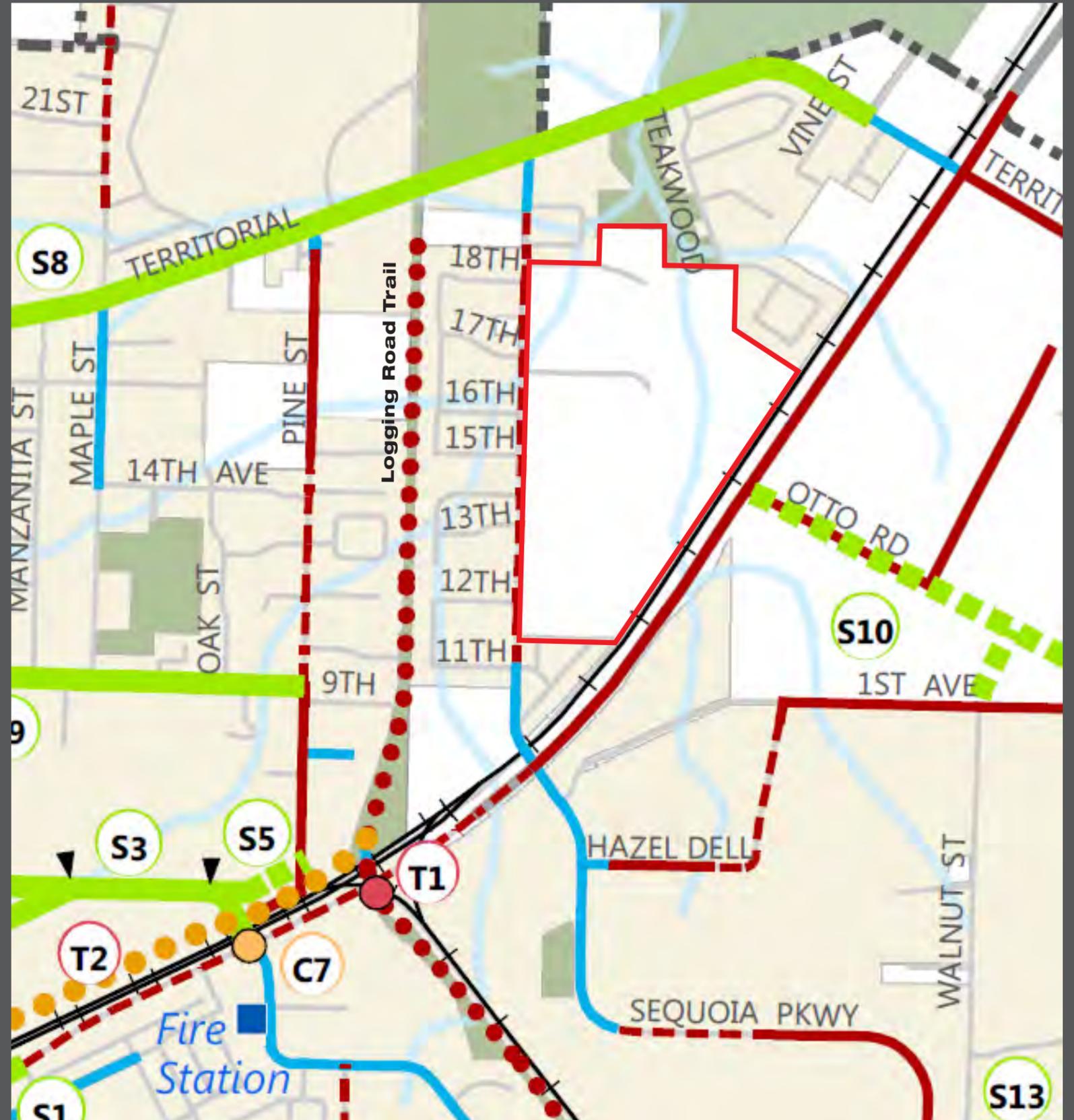
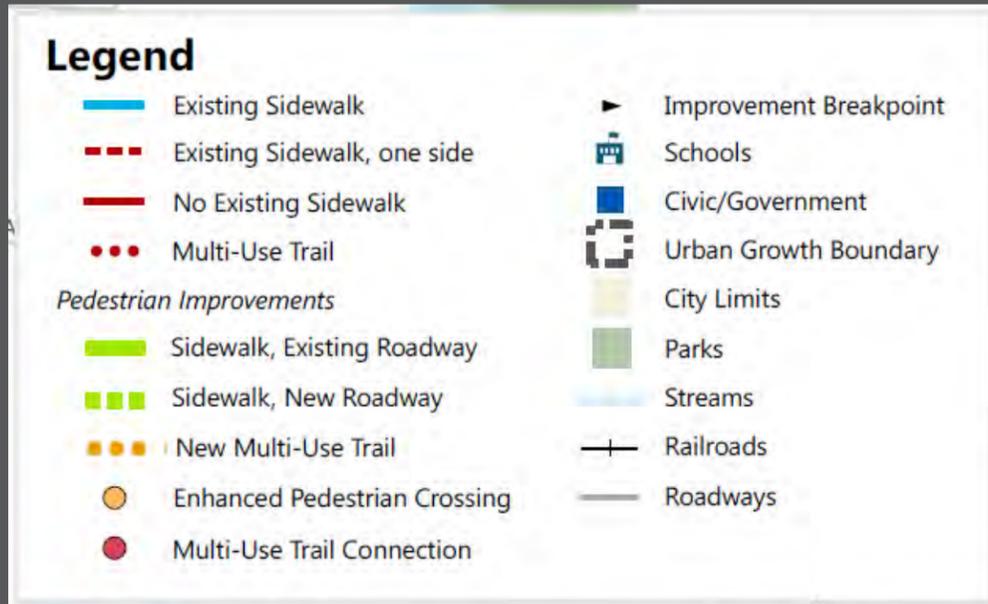
Functional Classification

	Arterial		Special Transportation Area (STA)
	Future Arterial		Railroads
	Collector		Schools
	Future Collector		Civic/Government
	Neighborhood Route		Urban Growth Boundary
	Future Neighborhood Route		City Limits
	Local Street		Parks
	Future Local Street		Streams
	Other Major Roadways		

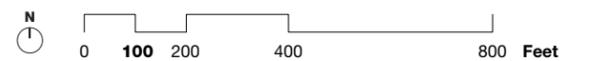
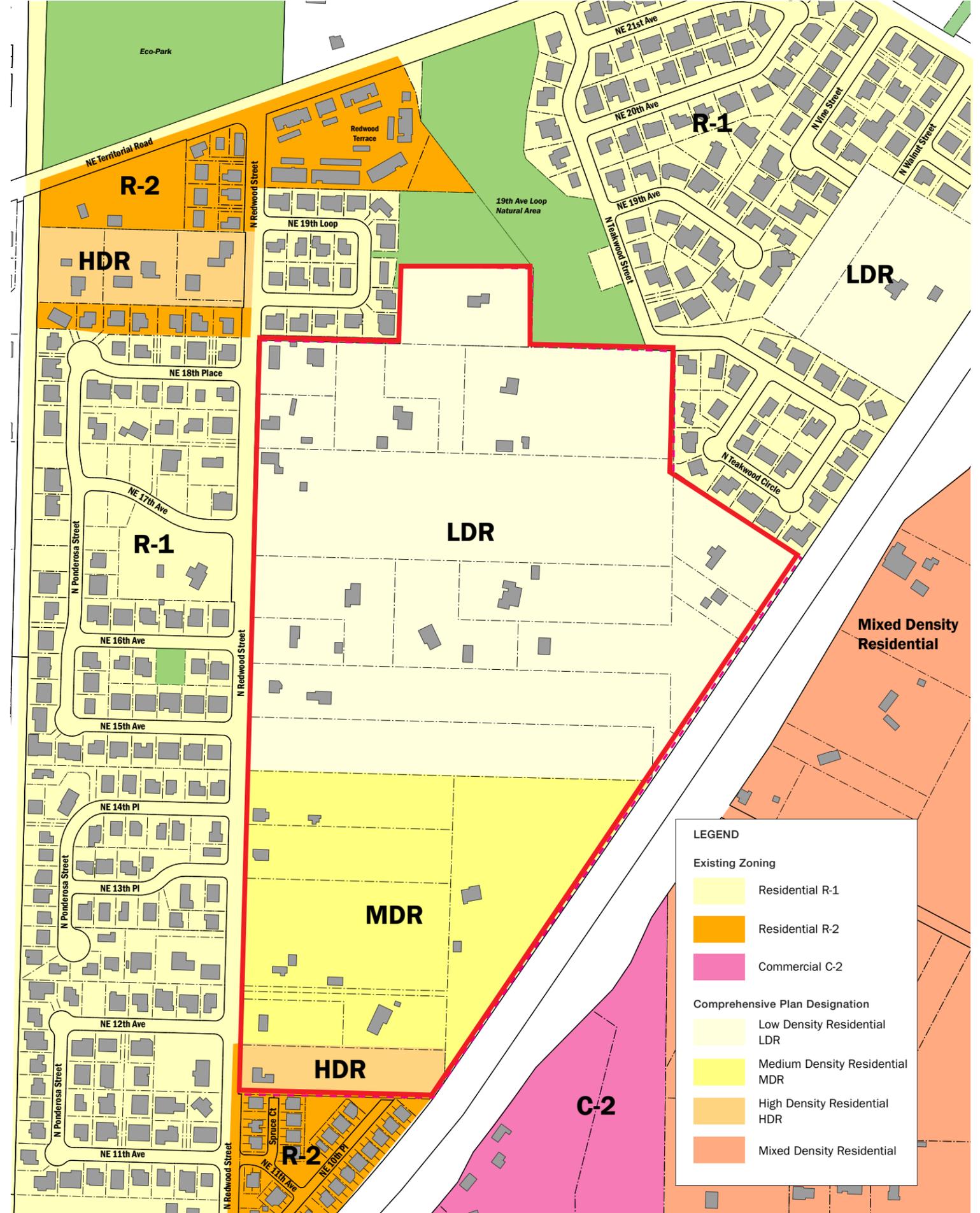


Transportation

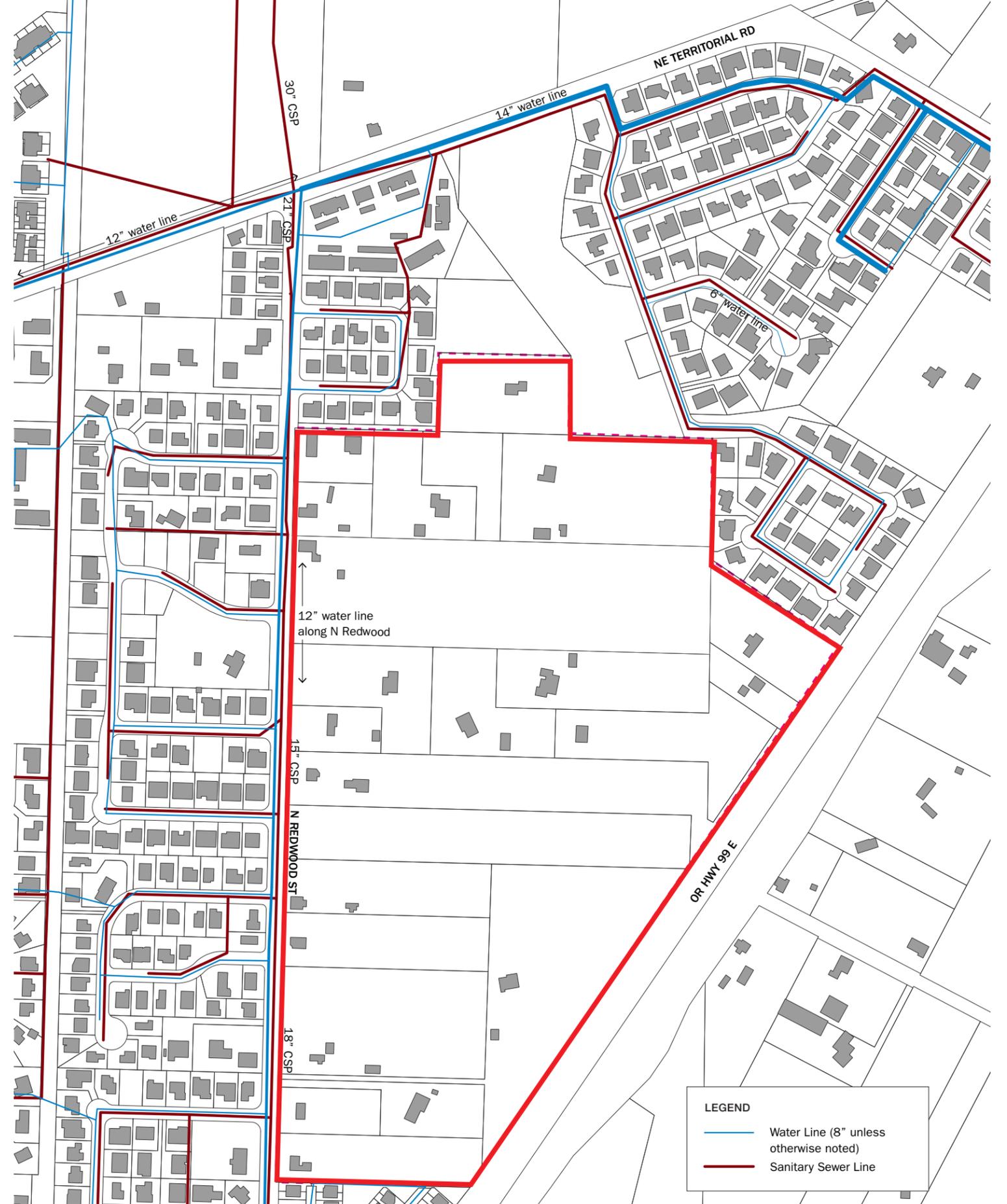
2010 Transportation System Plan



Zoning



Utilities: Water & Sewer



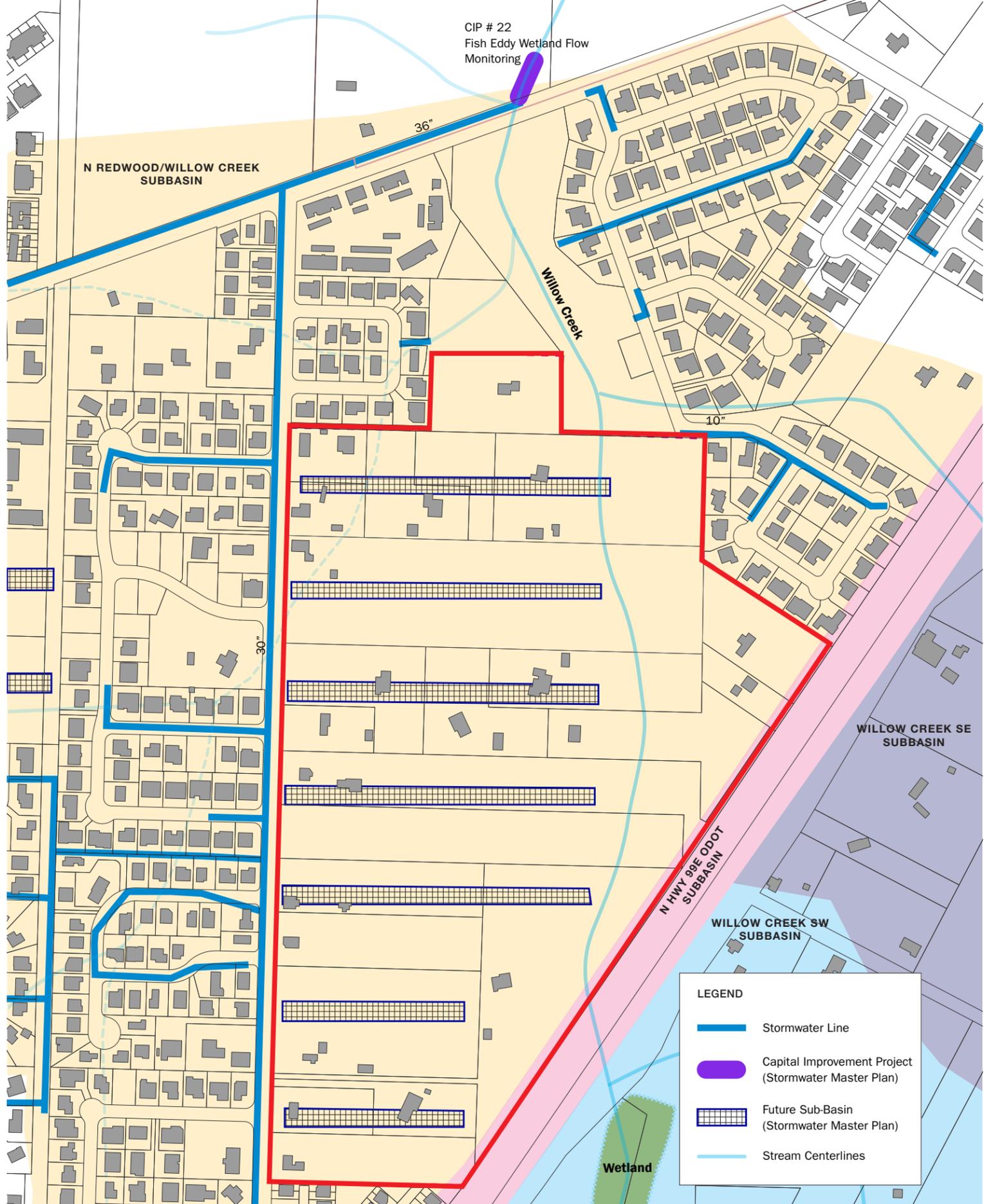
LEGEND

- Water Line (8" unless otherwise noted)
- Sanitary Sewer Line

Utilities: Stormwater



Low Impact Design



Demographics

Key: Low High
 Compared to the other geographical areas.

Compared to nearby Cities and the 10-mile radius “primary market area” (PMA), Canby features:

- Larger average household & family sizes (2.8 vs. 2.3 for Wilsonville). (However, 55% of all households are 1 or 2 person households.)
- More children and people over 65
- More middle income households—65 percent of the households make between \$35,000 and \$150,000

Source: ESRI, Leland Consulting Group

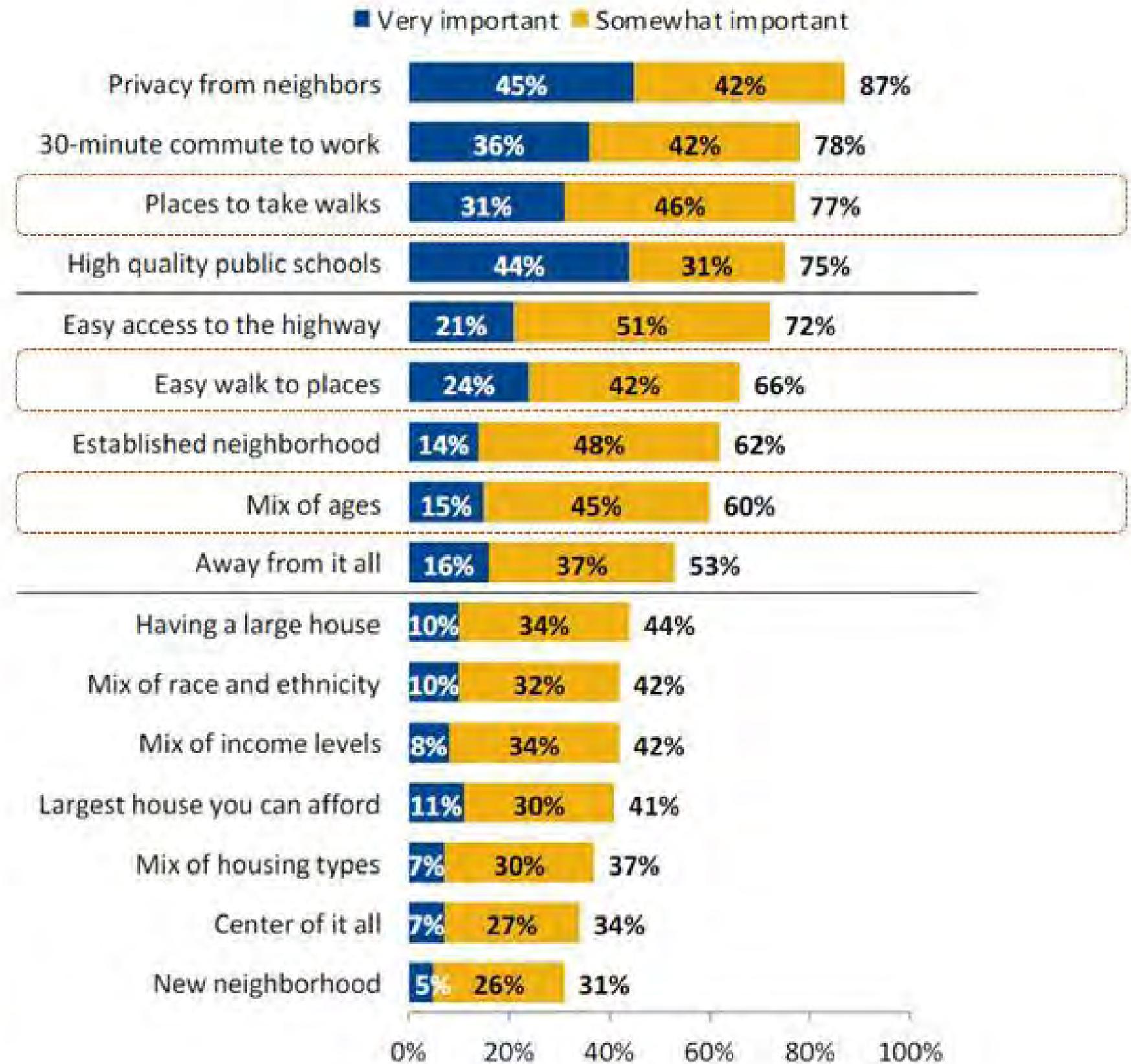
DEMOGRAPHICS (2014 estimate unless otherwise noted)	City of Canby	Wilsonville	Oregon City	10 mile Radius
Total Population	15,926	21,235	33,024	211,678
Population by Age				
0 to 24	35%	31%	33%	32%
25 - 34	12%	16%	13%	12%
35 - 44	12%	14%	14%	13%
45 - 54	13%	13%	14%	15%
55 - 64	12%	11%	13%	14%
65+	16%	15%	14%	14%
Households by Tenure				
Owner Occupied Housing Units	61%	43%	59%	64%
Renter Occupied Housing Units	34%	51%	33%	31%
Vacant Housing Units	5%	6%	7%	6%
Households by Income				
Occupied housing units	5,706	8,638	12,487	79,996
<\$15,000	10%	12%	13%	9%
\$15,000 - \$24,999	10%	9%	9%	8%
\$25,000 - \$34,999	8%	10%	9%	8%
\$35,000 - \$49,999	14%	12%	13%	12%
\$50,000 - \$74,999	20%	14%	19%	17%
\$75,000 - \$99,999	15%	14%	15%	14%
\$100,000 - \$149,999	17%	20%	17%	19%
\$150,000 - \$199,999	4%	5%	3%	7%
\$200,000+	3%	4%	2%	6%
Households by Size (2010 Census)				
1 to 2 Person Households	55%	68%	58%	58%
3 to 4 Person Households	31%	25%	32%	32%
5+ Person Households	14%	7%	10%	10%
Average Household Size	2.8	2.3	2.6	2.6
Average Family Size	3.26	2.97	3.06	3.08
Median Household Income	\$57,818	\$59,812	\$56,210	\$67,405
Per Capita Income	\$26,590	\$31,995	\$26,735	\$33,703
Population by Race				
White alone	80%	84%	91%	87%
Hispanic origin	23%	13%	8%	11%

Community Preferences

“In deciding where to live, indicate how important each of the following would be to you?”

Survey participants rate the importance of walkability over other features such as having a large house.

As Oregon’s population gets older, a mix of ages is important to residents, and also from a public policy perspective. 65+ households who move are more likely to downsize to smaller homes.

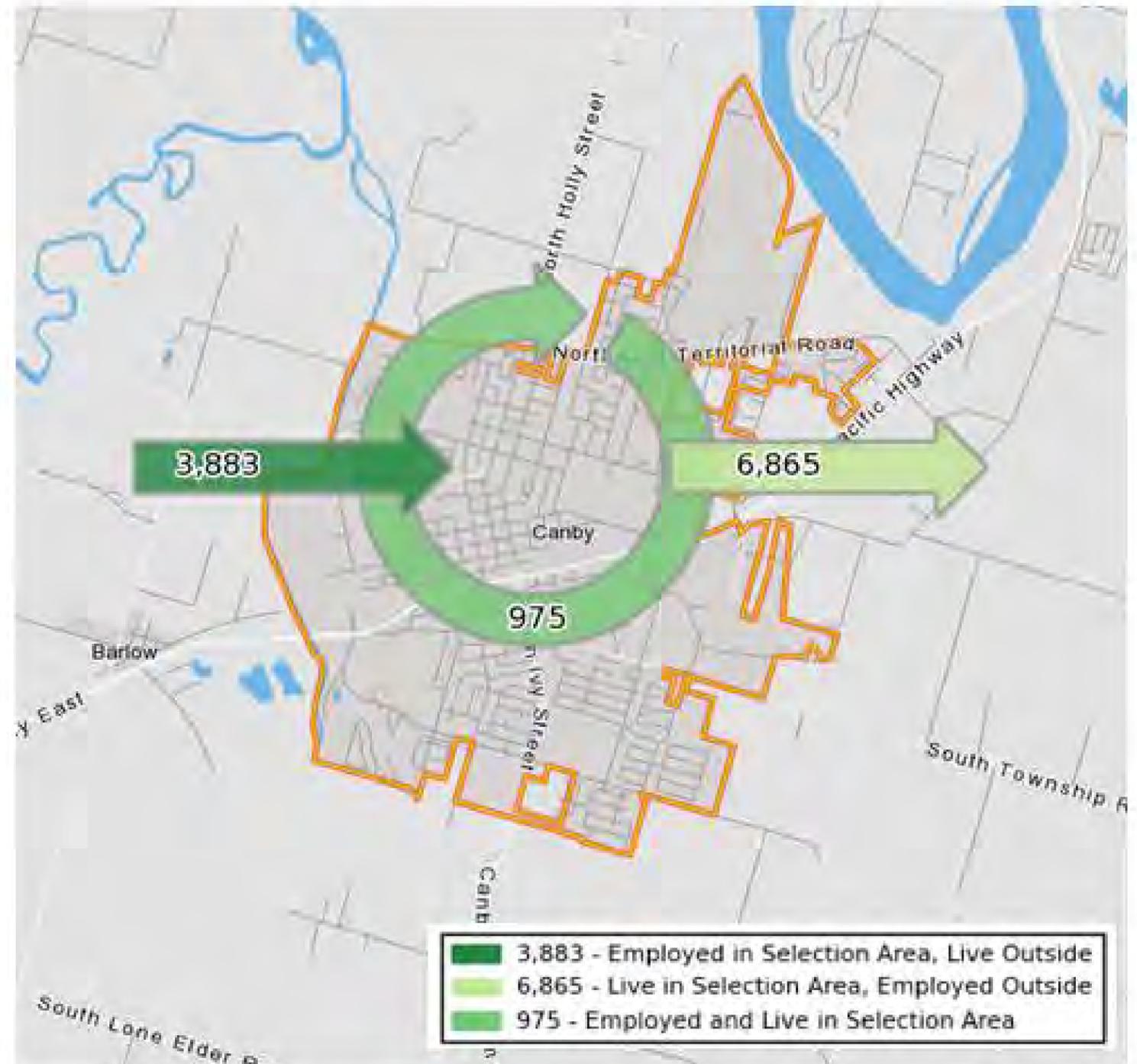


Canby Commute Patterns

- Of the 7,840 residents of Canby who are employed, 88 percent commute to jobs elsewhere. Canby is in part a “bedroom community” since most residents commute to jobs throughout the metropolitan area.
- However, it is also an employment center: about 3,900 workers commute to Canby from other locations.
- 975 people work and live in Canby.

Where Residents of Canby Work	Count	Share
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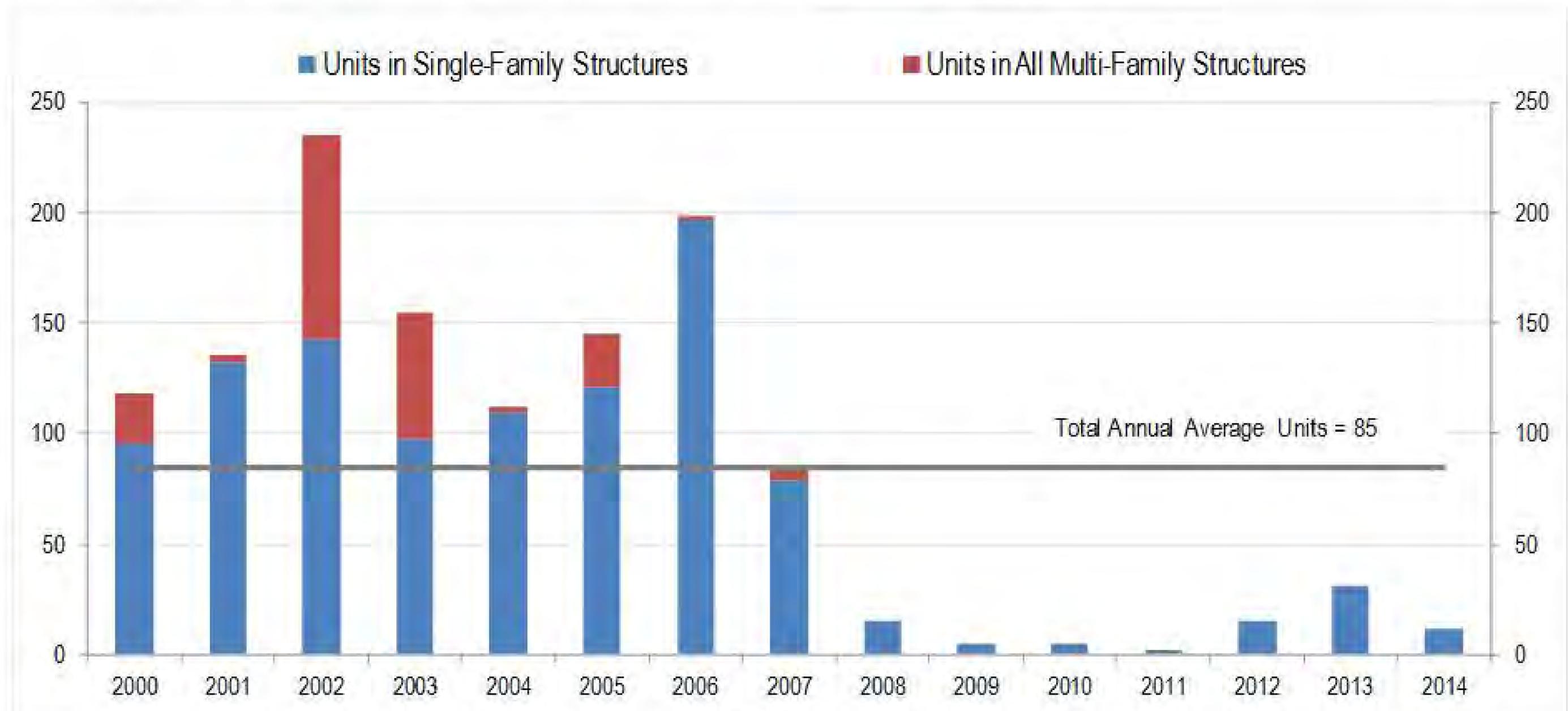
Total All Jobs	7,840	100%
All Other Locations	3,638	46%
Portland	1,296	17%
Canby	975	12%
Wilsonville	390	5%
Oregon City	287	4%
Tigard	287	4%
Tualatin	281	4%
Beaverton	220	3%
Eugene	172	2%
Hillsboro	164	2%
Milwaukie	130	2%



US Census Bureau, Center for Economic Studies, LEHD *OntheMap*, 2011

Building Permits in Canby

From 2000 to 2014, an average of 85 housing units per year have been permitted in Canby. Building permit activity has been well below average since 2008.



Source: US Department of Housing and Urban Development SOCDS, City of Canby, Leland Consulting Group

Canby Number of Homes Sold and Average Sale Price

Seventy percent of the new homes sold in Canby are single family detached homes, with sales prices that average \$149 per square foot for a one story and \$112 per square foot for a two story. Duplexes and Townhomes are owner-occupied housing types that are more likely to be affordable to middle and lower-income households.

On average, 37 new homes have been sold annually in Canby since 2003, although sales have been well below that average since the housing market crashed in 2008.

Housing Type	Number Sold 2003-2014	Percent of Total	Average Sales Price	Average Price per sf
One Story Detached	39	10%	\$355,662	\$149
Two Story Detached	224	60%	\$349,908	\$112
Duplex	38	10%	\$172,668	\$176
Townhome - 2 Story	68	18%	\$204,001	\$141
Townhome - 3 Story	4	1%	\$202,550	\$96
Total	373		\$305,171	\$146

Year Sold	Number Sold	Average Closing Price
2004	54	\$251,430
2005	49	\$237,040
2006	148	\$332,660
2007	59	\$352,392
2008	17	\$298,306
2009	15	\$262,167
2010	1	\$555,000
2012	7	\$250,859
2013	12	\$311,087
2014	11	\$324,096
Total	373	\$305,171
<i>Annual Average</i>	<i>37</i>	

Housing Demand of Current Canby Residents by Price Range

Given the household income distribution of current Canby residents, the chart below shows an estimated range of new home purchase prices. An annual household income of greater than \$75,000 is needed to afford the average price of new homes being sold in Canby.

The primary market opportunity and demand going forward is likely to be for single family detached housing of 5,000+ SF lots being purchased by households in the \$75,000+ income categories.

There is likely a market opportunity for developers to develop additional small-lot and attached housing, since none has been built since 2008, and there demand exists in the lower-middle household income categories.

Household Income Category			Percent of Households	Number of Households	Est Percent Owners	Number of Owner HHs	Home Purchase Price Range	
							(Low)	(High)
\$0	-	\$15,000	10%	559	10%	56	\$0	\$55,000
\$15,000	-	\$25,000	10%	571	25%	143	\$55,000	\$95,000
\$25,000	-	\$35,000	8%	457	50%	228	\$95,000	\$135,000
\$35,000	-	\$50,000	14%	805	60%	483	\$135,000	\$190,000
\$50,000	-	\$75,000	20%	1,130	70%	791	\$190,000	\$285,000
\$75,000	-	\$100,000	15%	850	80%	680	\$285,000	\$380,000
\$100,000	-	\$150,000	17%	947	85%	805	\$380,000	\$570,000
\$150,000	-	\$200,000	4%	245	90%	221	\$570,000	\$760,000
\$200,000	+		3%	148	95%	141	\$760,000	+

Source: ESRI, Leland Consulting Group NOTE: Assumes a 10% down payment, and a 30 year mortgage at 4.25% interest rate, and a maximum mortgage payment to gross income ratio of 25% including home insurance and property taxes.

Potential Funding Mechanisms

How to equitably distribute the costs and benefits, so that no single property owner bears too much of the burden without receiving some of the benefits?

Potential funding mechanisms to be explored:

- Reimbursement District
- Advance Finance District
- SDCs and SDC credits
- Capital Improvement Program (CIP)
- Local Improvement District (LID)
- Transfer of Development Rights (TDR)

DISCUSSION

Is our information accurate?

Are we missing anything?

What clarifications do you need?

What opportunities or challenges do you see for the project?

http://www.ci.canby.or.us/N_Redwood/north_redwood_plan.htm

CONTACT:

Senior Planner Matilda Deas

503-266-0723

To: Matilda Deas

Topic: SAC #1 Meeting Notes

Date: 02/09/2015

From: Ken Pirie

Project: Canby North Redwood

Project #: 3077

Distribution:
Basecamp

North Redwood Development Concept Plan

Stakeholder Advisory Committee Meeting (#1) Notes

(See consultant presentation on Basecamp)

- Stormwater will be a big issue. Attendee was glad to see this being addressed.
- School growth? How to accommodate 240-300 households?
- What are expected routes to get kids to schools? Crossing Hwy 99 is a big challenge to school walkability
- School bus service—local standards are 1 mile for elementary schools and 1.5 miles for high school students (threshold for busing)
- City park site north of Territorial—is this a possible school site?
- Important to coordinate development to avoid a “patchwork” quilt of subdivisions
- For criteria list, suggest “incremental” development rather than “phased”
- Parks funding—is it possible for the City to collect in-lieu payment for development to help the City maintain their existing parks? Can SDCs be applied directly to properties in the study area or vicinity (Noted that SDCs are for acquisition and development only, never maintenance). City to research.
- Possible creek and wetlands land may be able to be dedicated to park requirements
- Question—what is the source of Willow Creek? This was explained—the creek is spring-fed from the area just to the south of Hwy 99E.
- If one owner develops large lots, does that squeeze others into smaller lots? Answer is no.

end

To: Matilda Deas

Topic: TAC #1 Meeting Notes

Date: 02/09/2015

From: Ken Pirie

Project: Canby North Redwood

Project #: 3077

Distribution:
Basecamp

North Redwood Development Concept Plan
Technical Advisory Committee Meeting (#1) Notes
(See consultant presentation on Basecamp)

- Curt McLoud noted that stormwater will need to flow to Willow Creek away from Redwood Street because that street apparently has no capacity for water. Need to use creek or new pipe to send water north to future treatment facility
- This is not what it is stated in the 2013 Stormwater Master Plan (Kennedy Jenks). City and OTAK will verify what is possible.
- City uses Clean Water Services standards for stormwater treatment, but there are no standards at this point for public street stormwater treatment. Only 15,000sf can drain into a single Low Impact (LIDA) facility such as a swale.
- No EPA treatment mandate for Water Quality in Canby—just quantity
- Stormwater must be treated and detained on private property
- There is anecdotally poor drainage on site so dry wells may be challenging. This should be verified before actual development commences.
- City and consultant team to verify DSL rules for stormwater flow into wetlands. Can it be done with pre-treatment swales? Does it depend on class of wetland?
- 50' creek setback (County regs) will not apply when this area is annexed, but City may adopt their own setbacks
- ODFW involvement should be included in TAC to advise on protection and restoration of Willow Creek
- There is currently an Advanced Finance District in city ordinances, very similar to Reimbursement District
- If one project criteria is that this plan be connected and walkable, there needs to be a connection to the Teakwood/Willow Creek neighborhood to the NE. They will likely oppose this connection.
- Need to have an alternative at minimum that makes a connection to Teakwood, which could benefit this neighborhood
- Concerns about adding 9 ac to City parks when there are undeveloped parks in Canby due to lack of money.
- There are private parks in the City. Could an HOA build and maintain parks? Does it cause problems if/when the HOAs dissolve? City to research, with City attorney.
- This study area may be different. With an active and robust community, there may be more pride in parks built and maintained via HOA
- Committee noted that stakeholders did not express a preference for large Estate lots, when other sources in the City express a need for this.

end

To: Matilda Deas

Topic: PMT #3 Meeting Notes

Date: 03/17/2015

From: Ken Pirie

Project: Canby North Redwood

Project #: 3077

Attendees:

Ken Pirie
Matilda Deas
(Canby)
Ludwien Rahmin
(ODOT)
Avi Tayar (ODOT)
Seth Brumley
(ODOT)
Distribution:
Basecamp

North Redwood Development Concept Plan Project Management Team (PMT) Meeting (#3) Notes

- Matilda reported that several people have been calling her to ask about the project but there has not been any negative feedback. Many are very excited about the potential for the project
- Discussion about amending the City of Canby's TSP to remove the Otto Road overcrossing. ODOT provided instructions for Matilda to prepare a 1-page memo requesting the amendment. Matilda will work with Chris Maciejewski on this.
- Public Event #1 is April 14th. Matilda will advertise this event on the city's website and create a flyer to be distributed across the City in various venues. Matilda will also talk to the local newspaper editor to get a story about the project and the event in the paper the week before (April 6-10)
- Format of the 1-hour Open House event will include an informal mingling for 10 minutes as people view stations, followed by a 20-minute presentation by Walker Macy on the project and existing conditions, followed by 30 minutes of people visiting 4-5 topic stations and discussing with project team and staff. Walker Macy will produce comment cards. Notes will also be taken with flip charts and post-it notes on maps.
- Matilda will invite Mayor and City Councillors to the event.
- Discussion of stormwater treatment issue raised by TAC, whether the pipe under North Redwood Street can be used by future development. The city's stormwater master plan says there is ample capacity, but Curt McCloud, city engineer of record, says otherwise. Issue should be resolved before public event. Matilda will work with City Administrator and OTAK is available to assist Matilda if necessary.
- Discussion of April 27th Planning Commission. Technically, this should be prior to TAC and SAC #2, to approve plan criteria. It was decided to instead invite the PC to attend the City Council meeting on April 15th.
- There was a Milestone built into the project, whereby ODOT approves continuing the project. This will be sought after the April 15th City Council, if that proves that there is political will to continue this DCP effort.
- Seth discussed amending the schedule for this project, to make the end date September 30th, instead of June 30th. All parties agreed this was acceptable and advisable.

end

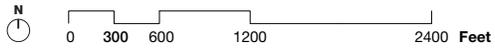
NORTH REDWOOD DEVELOPMENT CONCEPT PLAN
Project Memo #3 (Deliverable 2A)
Development Rights and Best Development Practices
February 27 2015





Figure 1

**NORTH REDWOOD DEVELOPMENT CONCEPT
CONTEXT MAP**



Overview

This document is intended to provide local property owners in the North Redwood Study Area, nearby neighbors and City officials with a contextual picture of the types of development that are currently allowed, needed, and most appropriate for this potential new community. The first sections address real estate market conditions and demographics, followed by a review of base case vested development rights, a concise analysis of innovative development options such as density bonuses and transfer of development rights. The document also includes a brief review of key principles of walkable neighborhood development that can be considered for potential future development guidelines or standards to ensure a high-quality, economically-viable and sustainable community.

Real Estate Market Context

This market assessment provides a brief overview of the housing market in Canby compared to surrounding communities. Key findings of the real estate market assessment include:

- The zoning and comprehensive plan designations in the North Redwood Area are generally appropriate. Canby is a residential community, with three times as many homes as jobs, and North Redwood is a good site for housing. 88 percent of Canby residents commute to jobs outside the City, mostly to the north and west, so North Redwood is a convenient location.
- Canby is a middle income community. The majority of homes at North Redwood should be priced to sell to households who earn between \$50,000 and \$150,000 per year. The most common home sold in Canby in the last decade is a single family detached home for about \$350,000, though detached and attached homes sell for less.
- Over the past decade, about 70 percent of the for-sale homes built and sold in Canby have been detached, single family homes, and about 30 percent have been attached—duplexes or townhomes. Ideally, North Redwood would contain a range of housing options that can appeal to a wide range of households—large and small, young and old, at a range of incomes. This will speed sales and the success of the neighborhood.

- The number of single-family home sales in Canby has dropped significantly since its peak in 2006. In that year, 197 homes sold; in 2013, 31 homes sold. North Redwood will fare better if the market regains some of its strength since quicker sales leads to residential projects that perform better economically and can support the cost of infrastructure.

Demographics

Compared to Wilsonville, Oregon City and a 10-mile radius from Canby, the City of Canby is different in the following ways:

- **Larger households and families.** Canby has larger household (2.77 persons per household) and family (3.26) sizes, with more children and more adults over the age of 65 than the other geographies.
- **Over half of all Canby households are 1 or 2 person households.** Even though the households are larger in Canby, 55 percent of all households are comprised of only 1 or 2 people. This is significant, although not as high as Wilsonville (68 percent).
- **Canby is largely a middle income community.** Nearly half (49 percent) of the households have an annual income between \$35,000 and \$100,000.
- **Canby is a residential community.** Canby has about 15,900 residents and about 4,800 jobs that are located within the community, or about three residents for every job. 6,800 residents (88 percent) commute to jobs in other communities throughout the region, while about 1,000 remain in Canby to work.
- **Current housing demand by price range.** Given Canby's current households by income, the following table shows an estimate of the approximate number of owner occupied households that could afford housing within a certain price range. As shown below, the income groups that represent the deepest markets for homebuilders are Canby households earning between \$50,000 and \$150,000 per year; these households are estimated to make up approximately 51 percent of all current homeowners, and a larger share of new-home buyers.

Household Income Category			Percent of Households	Number of Households	Est Percent Owners	Number of Owner HHs	Home Purchase Price Range	
							(Low)	(High)
\$0	-	\$15,000	10%	559	10%	56	\$0	\$55,000
\$15,000	-	\$25,000	10%	571	25%	143	\$55,000	\$95,000
\$25,000	-	\$35,000	8%	457	50%	228	\$95,000	\$135,000
\$35,000	-	\$50,000	14%	805	60%	483	\$135,000	\$190,000
\$50,000	-	\$75,000	20%	1,130	70%	791	\$190,000	\$285,000
\$75,000	-	\$100,000	15%	850	80%	680	\$285,000	\$380,000
\$100,000	-	\$150,000	17%	947	85%	805	\$380,000	\$570,000
\$150,000	-	\$200,000	4%	245	90%	221	\$570,000	\$760,000
\$200,000	+		3%	148	95%	141	\$760,000	+

Source: ESRI, Leland Consulting Group. May not sum correctly due to rounding.

Table 1. Housing Demand of Current Canby Residents by Price Range

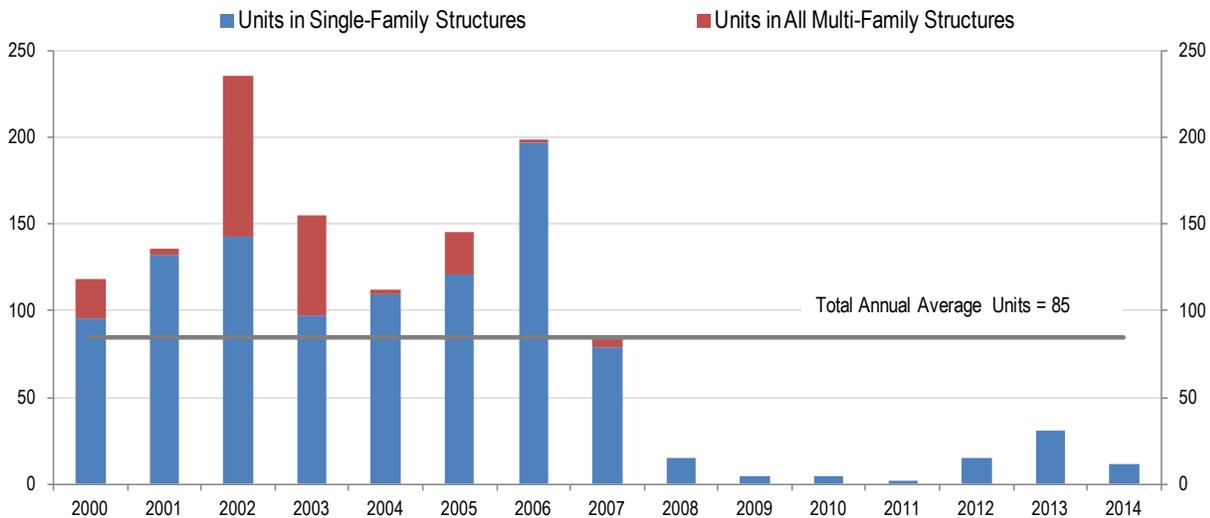
Housing Market

Existing Housing Stock. This section provides a brief overview of the existing housing stock in Canby based on American Community Survey estimates from 2008 to 2012.

- **Mostly single family detached.** Sixty-four percent of the current housing stock in Canby is detached single family housing, which is more than Wilsonville (39 percent), but less than Oregon City and the 10-mile radius (both have 68 percent).
- **Single family attached.** Single family attached homes, duplexes, and 3 to 4 unit multifamily comprises roughly 13 percent of the housing stock in Canby, which is on par with Wilsonville (15 percent) and Oregon City (12 percent).
- **More mobile homes.** Canby has more mobile home units than other market areas, 8 percent compared to only 1 percent in Wilsonville.
- **Canby's housing stock nearly doubled from 1990 to 2009.** Although 19 percent of Canby's housing was built prior to 1969, nearly half of the current housing stock in Canby was built in the two decades from 1990 to 2009. Less than one percent has been added since 2010, due to the housing bust and subsequent recession.

New Home Sales Activity. This section provides information based on historical building permit activity and new home sales from 2003 to 2014 provided by Metrostudy, a third party information provider.

- **Building permits.** From 2000 to 2014, an average of 85 housing units per year have been permitted in Canby. Building permit activity has been well below that average since 2008 with only 12 units (all single family) permitted in 2014.
- **New home sales.** Like many communities throughout the nation, Canby experienced a housing boom from 2005 to 2007 with nearly 150 new homes sold during the peak in 2006, with an average sales price of \$332,000. Average sales prices continued to climb into 2007 when they topped \$352,000 but have fallen well below that average since then, except for 2010 when there was only one new home sold.
- **Market Cycles.** The impact of the housing boom and great recession is shown in Table 2 at Darcy's Country Estates, one of Canby's larger new residential neighborhoods. In 2006, at the peak of the housing boom, 68 homes were sold at Darcy's. In 2008, only one home sold. In each of the last three years, four homes sold. If only four homes sold at Darcy's each year over the life time of the project, it would



Source: US Department of Housing and Urban Development SOCDs, City of Canby, Leland Consulting Group

Figure 2. Building Permits, City of Canby

take 34 years for the project to sell out—far too long. The “velocity” of home sales is important, since developers need to recoup their upfront infrastructure costs relatively quickly. Home sales in Canby will need to pick up again before large scale developments such as North Redwood are possible.

- **Single family.** Seventy percent of the new homes sold in Canby since 2003 are single family detached, mostly two-story. Overall homes average \$149 per square foot for a one story and \$112 per square foot for a two story detached home. The average sales price of new single family homes is around \$350,000. This average new home price would require an annual household income in the \$75,000 to \$100,000 range.
- **Duplexes and Townhomes.** Duplexes and townhomes make up roughly 30 percent of the new home sales in Canby. These attached housing products have a lower average sales price, ranging from \$173,000 for a duplex to \$204,000 for a townhome, than detached housing. A two story townhome had the lowest sale price of all of the ownership housing products at \$125,000. A household with an annual income of close to \$35,000 could meet the threshold to purchase a home at this minimum price range. Therefore, duplexes and townhomes have the potential to be more affordable housing types.

- **Home and lot size.** The size of new homes in Canby average as much as 2,400 square feet for a two story detached home to as little as 1,400 square feet for a two story townhome. Lot sizes average less than 3,000 square feet for duplexes and townhomes and as much as 8,000 for detached single family homes. The largest lot size for a new home sold since 2003 was just over an acre. The smallest lot size was just under 1,150 square feet for a townhome and just over 1,200 square feet for a single family detached lot.
- **Only three developments with active sales since 2012.** Since 2012, only 23 new homes have been sold in only three different housing developments: Darcy’s Country Estates, Dinsmore Estates West and Northwood Estates Phase 1. Northwood estates is closest in proximity to the study area. Average sales price ranged between \$340,000 and \$355,000. For a complete set of tables on new home sales, see Tables 3 through 5 and Figure 3.

Table 2. Home Sales by Year, Darcy's Country Estates

Year	Number of Sales
2005	1
2006	68
2007	18
2008	1
2012	4
2013	4
2014	4
Total	100

Total Lots 136

Source: Metrostudy, Leland Consulting Group

Table 3. New Home Sales by Housing Type, Number Sold and Sales Price, City of Canby

Housing Type	Number Sold 2003-2014	Percent of Total	Max Sale Price	Average Sales Price	Minimum Sale Price	Average Price per sf
One Story Detached	39	10%	\$728,144	\$355,662	\$190,008	\$149
Two Story Detached	224	60%	\$274,950	\$349,908	\$146,175	\$112
Duplex	38	10%	\$482,869	\$172,668	\$194,900	\$176
Townhome - 2 Story	68	18%	\$270,000	\$204,001	\$125,000	\$141
Townhome - 3 Story	4	1%	\$203,600	\$202,550	\$200,000	\$96
Total	373			\$305,171		\$146

Source: Metrostudy, Leland Consulting Group

Table 4. New Home Sales by Home Size and Lot Size, City of Canby

Housing Type	Home Size (sf)			Lot Size (sf)		
	Min	Avg	Max	Min	Avg	Max
One Story Detached	1,371	2,038	3,226	5,062	7,925	9,673
Two Story Detached	1,211	2,399	4,373	3,168	6,979	46,912
Duplex	1,505	1,505	1,505	1,740	2,315	3,442
Townhome - 2 Story	1,146	1,434	2,030	1,606	2,325	4,619
Townhome - 3 Story	2,101	2,101	2,101	2,578	2,854	3,129

Source: Metrostudy, Leland Consulting Group

Table 5. New Home Sales by Development, Number Sold, and Average Sales Price, City of Canby

Development	Total Number Sold 2012-2014	Average Annual Sales	Average Sale Price	Housing Type
Darcys Country Estates	12	4	\$340,084	Townhomes - 2 & 3 Story
Dinsmore Estates West	6	2	\$340,084	One & Two Story Detached
Northwood Estates 1	5	1.7	\$355,251	One & Two Story Detached

Source: Metrostudy, Leland Consulting Group

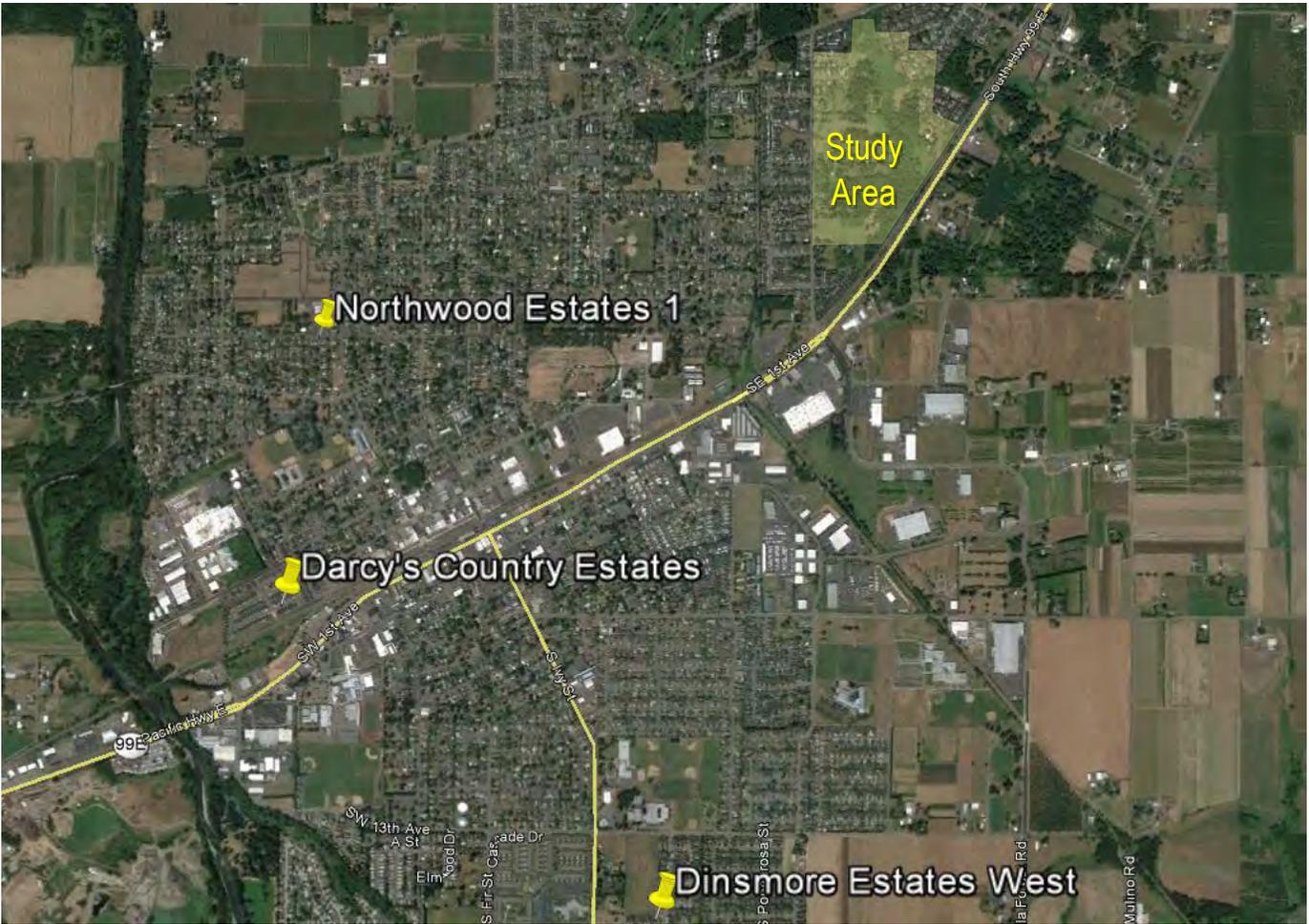


Figure 3. Developments with New Home Sales, 2012-2014

Source: Metrostudy, Google Earth, Leland Consulting Group

Base Case Vested Development Rights Analysis

The project study area currently lies outside the city limits of Canby (Figure 1). As a result, rural residential County zoning is currently applied to the area. Until the area is annexed to the City, the area can only be developed consistent with County zoning requirements (Figure 4). Once a Development Concept Plan is prepared and adopted and the area is annexed, urban zoning - consistent with the City's Comprehensive Plan designations - can be applied, and development can occur at urban densities. Current County zoning requires a minimum lot size of five (5) acres for each dwelling. However, existing lots smaller than five acres in size ("lots of record") also are allowed to include a single dwelling. These development rights apply to each tax parcel, even in cases where multiple parcels are under the same ownership.

Table 6 (below) summarizes the amount of development possible (or "vested") for each parcel in the study area. As the table (and Figure 5) indicates, all but two of the properties currently include a dwelling. None of the properties are large enough to subdivide into two or more 5-acre lots (since all are less than 10 acres in size). As a result, there is no additional vested capacity on any of the parcels that currently include an existing dwelling. The only additional vested capacity in the area is represented by the two properties without structures, each of which could be developed with one dwelling as lots of record even though they are smaller than the five-acre minimum lot size threshold.

Table 6. Vested Development per Parcel

Taxlot	Size (acres)	Existing dwellings	Total dwellings vested
31E27C 00200	2	1	1
31E27C 00300	0.7	1	1
31E27C 00301	2.7	1	1
31E27C 00500	2.7	1	1
31E27C 00600	4.9	1	1
31E27C 01000	1.2	0	1
31E27C 01001	1.8	1	1
31E27C 01100	0.9	1	1
31E27C 01101	0.9	1	1
31E27C 01200	9.8	1	1
31E27C 01300	0.9	1	1
31E27C 01301	2.1	1	1
31E27C 01302	2.4	1	1
31E27CA02800	2.3	1	1
31E34B 00100	6.8	1	1
31E34B 00300	2.2	1	1
31E34B 00301	1	1	1
31E34B 00302	1.4	1	1
31E34B 00400	4.8	1	1
31E34B 00500	2.4	1	1
31E34B 00600	2.4	1	1
31E34B 00700	5.2	1	1
31E34B 00701	4.7	0	1
Total	66.2	21	23

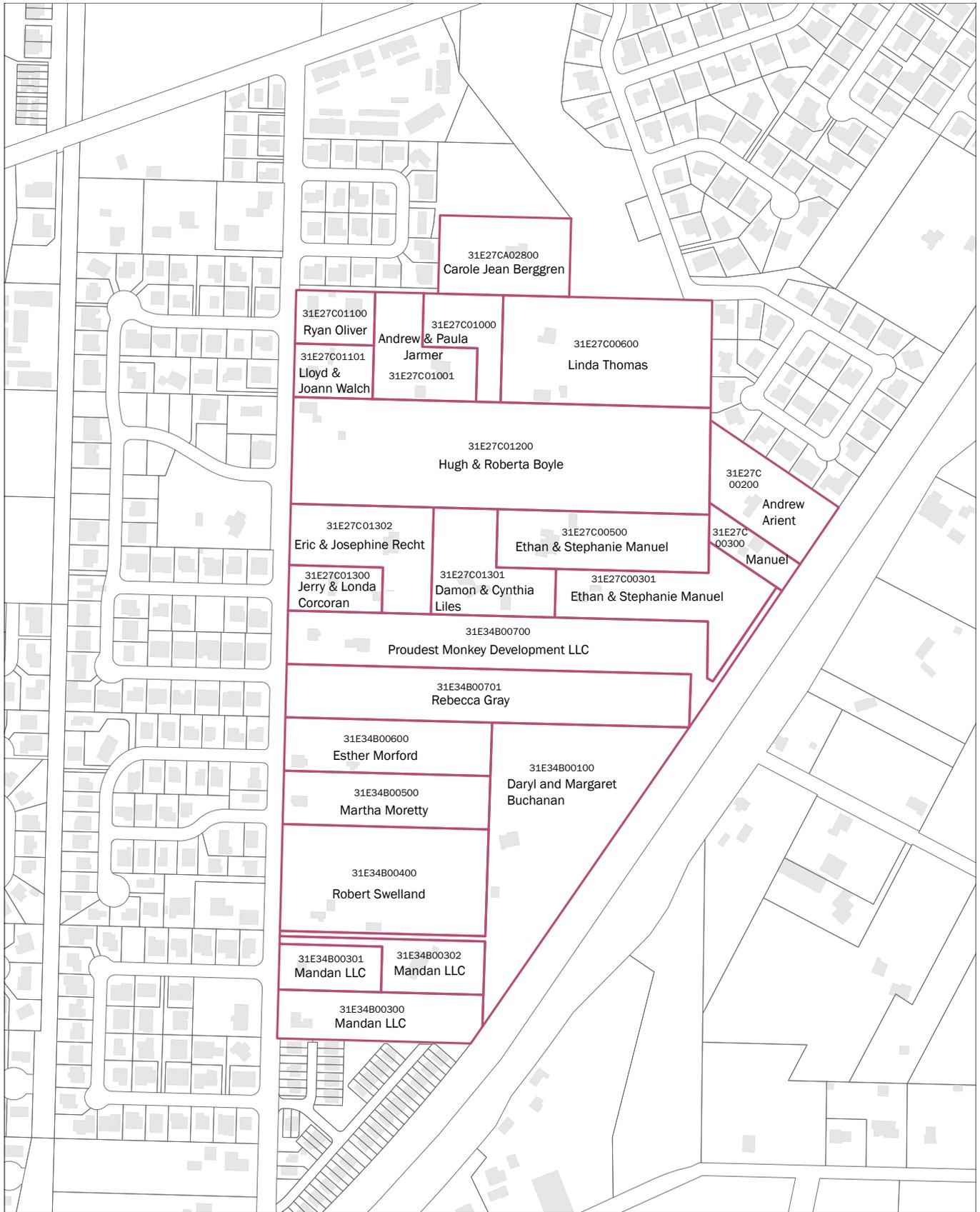
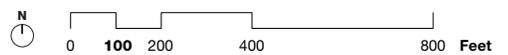


Figure 5. Taxlot Map

NORTH REDWOOD DEVELOPMENT CONCEPT
TAXLOT MAP



Base Development Practices

A variety of best development practices could be implemented in this area to ensure that development meets the project and community goals and is both sustainable and efficient. A number of practices also could result in greater value for property owners and a more equitable cost-sharing arrangement.

Transfer of Development Rights. This strategy is used in different parts of the United States to transfer the potential for development from one property to another. Transfer of Development Rights (TDR) programs have been used primarily to transfer development rights from areas with development constraints or where preservation of natural or other resources is a key policy objective, into areas where a higher level of density is desired. For example, TDRs have been used as part of farmland preservation programs in Maryland, and to protect natural areas in King County, Washington, Fort Collins, Colorado and Lake Tahoe, California, among other locations. Theoretically, a TDR program could be used here to transfer development rights from individual properties within this area either to other properties in the study area or to properties in a “receiving area” outside of the study area.

TDR programs are only successful under certain conditions. In general, these conditions include the following:

- TDRs are authorized by state law
- The governing jurisdiction has the administrative capacity to manage a TDR program
- The jurisdiction can map both sending and receiving areas
- There is a financial market for increased development rights
- There are identified receiving area where greater density is desired and viable

While some of the above conditions would be met here, others would be challenging at best, and we foresee a number of potential roadblocks to use of this strategy in Canby, including:

- **Establishment of receiving areas.** To date, the City has not identified any receiving areas outside the study area where additional residential density is desired. Within the study area, there may be locations where additional development capacity or density could be provided - however, it is likely that this would be inconsistent with the current set of Comprehensive Plan designations or could result in something of a patchwork development pattern.
- **Administrative capacity and cost-effectiveness.** While the City may have the capacity to administer a TDR program, it will take a significant amount of work to establish such a program and a certain amount of work to administer it. Given that the study area is relatively small, this may not be a cost-effective approach for the City. TDR programs are typically applied to very large areas. For example, King County’s TDR program has been used to transfer development rights for several thousand dwellings and several hundred acres of land.
- **Lack of Oregon precedent.** To date, there has been very little application of TDR in an urban setting. Recent pilot programs by the state have focused on transferring development rights from rural areas outside urban growth boundaries to areas targeted for higher density within urban areas.

As a result of these potential obstacles, implementation of a TDR program is not recommended for the North Redwood area in Canby.

Density Bonuses or Transfers. Density transfers or bonuses are another possibly simpler way to transfer density from constrained or other areas within the study area to areas where more development could occur. For example, within a given parcel, the City could allow property owners or developers to transfer density from a constrained portion of the property (e.g., within riparian, steeply sloped or wetland area) to the unconstrained portion of the site. In doing so, the City could allow for a denser level of development on the unconstrained portion of the property while ensuring that the overall density of development for the entire property does not change. The City's existing code currently allows this to some degree through lot size averaging and alternative lot layout provisions (16.16.030 B). This also could be done through targeted amendments to the City's development code or through use of a planned unit development (PUD) process, as described further below.

Density bonuses also can be used to essentially transfer or allow more dense development in certain portions of the study area while limiting development in constrained areas. Density bonuses are provided in exchange for other development practices that meet community or project goals, such as protecting additional open space or implementing low impact development practices (16.64.80 D). Clustering of density is already allowed as part of the City's PUD provisions.

Parcel Consolidation and/or Planned Unit Developments. As discussed above, Planned Unit Development (PUD) provisions could be used for a variety of purposes in the North Redwood area. They would allow for lot size averaging, alternative lot layouts, and protection of natural areas, with the development potential in those areas captured in the developable portion of a site. While use of the City's PUD process would provide opportunities for more development flexibility, such processes are most effective when applied to larger properties or developments. As a result, they would be most applicable on larger properties in the study area and/or in areas where property ownership can be consolidated.

Consolidation of individual properties would be very advantageous to meeting future development objectives in the North Redwood area. The relatively small average parcel size in this area – coupled with the varying sizes, shapes and configurations of lots and locations of dwellings – can make efficient, logical development of homes, roads, pathways and open spaces a challenge in this area. Consolidating properties would remove existing parcel lines as a constraint to planning and development and allow property owners and developers to apply development provisions to one or more larger areas. This can increase the number of options for how future development can be configured, providing opportunities for a more cohesive, logical development pattern. As a result, it also would allow property owners to spread costs of infrastructure over one or more larger areas and likely reduce the average cost per unit, due to lower costs for a more efficient system and the ability to develop a somewhat larger number of homes.

However, in the absence of parcel consolidation, the property owners have the opportunity to work together through the DCP process to share the costs and benefits of development and locate new development and associated public facilities in a way that results in more cohesive, logical and efficient development. This in turn will enhance the value of the area for the community as a whole and for individual property owners. However, this will require crafting and implementing a set of cost-sharing and development coordination arrangements.

Best Development Practices

A number of principles, strategies, and best practices in neighborhood planning and design can be employed to increase long-term sustainability and viability of development projects. Four key principles are outlined in the following pages.



Houses with their front doors and porches directly facing the street provide a pleasant pedestrian experience and a safe and friendly environment for children to play. Garages should be set back or accessed from rear alleys.

1 walkable neighborhoods



Tree-lined streets and wide sidewalks help create an attractive, walkable neighborhood.



Disconnected streets create challenging routes to schools and other neighborhood amenities, reducing neighborhood walkability.



A connected grid of streets allows multiple direct routes for residents to safely walk or bike to schools, parks or natural areas.

2 low impact development (LID)



Bioswales not only treat stormwater, but also provide a pleasant edge to residential streets and give a neighborhood distinctive character (Image from Low Impact Development Handbook, University of Arkansas)



Bioswales in a residential development treat stormwater runoff from the street and sidewalk.



Stormwater treatment planters should be integrated in street and parking lot design wherever possible to reduce utility infrastructure costs and improve the aesthetic appeal of these public areas.



Street trees help intercept rainwater and reduce and delay the amount of rainfall reaching stormwater facilities.



Protected site natural areas can contribute to reducing the impacts of stormwater runoff



Preserving existing trees where possible can significantly enhance the value of new development.



The integration of small “pocket parks” and other flexible open spaces into neighborhoods allows for recreation close to home.



The design and siting of parks and open spaces should complement and give character to the surrounding development and help to create desirable urban form.



Community gardens can provide a greenspace near housing that serves diverse needs and takes advantage of fertile soils.

3 integrating natural resources

4 housing types



Example of existing small lot single-family development in Canby



“Cottage”-style housing is an attractive option for single-family development, allowing shared open spaces.



Small lot single-family development with garage tucked behind the unit creates a more attractive street frontage.



Example of large-lot single family development (10,000 sf).



Example of medium-density single-family development with reduced size garage and front porch directly facing the street.

Infrastructure Funding Tools

This section presents a preliminary list of infrastructure funding tools that could be considered for the study area. These tools are important, since it will be challenging to equitably distribute the costs and benefits of development in the study area, given the number of property owners and the wide range of property sizes and levels of access to existing infrastructure.

Reimbursement District. One or more capital improvements are identified by the City or developers, along with the district (area) within which properties benefit from the improvement. All property owners are assessed a pro rata fee that corresponds to the benefits they will enjoy from the improvement(s), typically on a per unit or square foot basis. These “latecomer” reimbursement fees are paid by later developers to the party that initiated the district at the time of project permitting, and are typically in addition to any SDCs owed. Districts can be initiated by either developers or the City.

In this way, a structure can be devised whereby both early- and later-phase developers pay the same amount. The City or early-phase developers pay directly by building and paying for the infrastructure, and later-phase developers reimburse the initial builder.

One drawback to developer-initiated reimbursement districts is that they typically close or “sunset” after 10 to 15 years, after which no further fees can be received, and therefore the entities that pay for the capital improvement cannot be certain that they will be paid back in full; repayment depends on how fast the district develops. Cities can extend reimbursement districts beyond this time frame, and can extend developer-initiated districts.

Models for this type of arrangement is the Coffee Lake Drive Sewer Improvements Reimbursement District formed by the City of Wilsonville in 2012; and a reimbursement district that was formed in advance of the Woodburn Outlet Mall. In the latter case, any development that followed the outlet mall’s construction owed a portion of the I-5 interchange improvement costs to the outlet mall’s developer.

Local Improvement District (LID). Property owners within a defined district are assessed a fee based on the proportional benefits they receive from the district. This fee is established at inception of the district and may be paid upfront or financed over time. In contrast to a Reimbursement District, property owners must begin paying the fee at the time of district creation, not at the time they permit their property for development. The advantage of this method is considerable additional security such bonds can be issued against future LID revenues; whereas Reimbursement District revenues are too uncertain to support bonds.

LIDs (not to be confused with low impact development) typically require the approval of a majority of the affected property owners in the district via a vote; however, exact implementation procedures are based on City ordinance. Owners benefit from paying costs over time and the City’s access to a lower interest rate. See ORS 223.387 for details on LIDs.

Advance Finance District. Similar to LIDs in that the district distributes the cost of infrastructure commensurate with benefit to individual properties. A critical difference is that developer/property owner payments are due at the time of service connection rather than immediately at the time of district formation. According to the City, an Advance Finance District was implemented by the City in order to fund a sewer line in North Redwood Street.

Development Agreements. An agreement between the City, one or more developers, and sometimes other parties, that can define a range of roles and responsibilities, including responsibility for infrastructure funding. Development Agreements can address complicated situations in which a series of actions is required from multiple parties. Examples of this type of arrangement include the City of Wilsonville’s agreements with the developers of the Villebois Community. The Portland Development Commission (PDC) has used development agreements in numerous projects including Hoyt Street Yards/The Pearl District and South Waterfront. A development agreement could make use of one or more of the other funding tools described here.

Capital Improvement Program. Cities typically maintain multi-year capital improvement programs (CIP), which include prioritized, multi-year list of the transportation, sanitary sewer, water, stormwater, parks, and potentially other infrastructure that will be funded and built. Typically, the CIP includes projects that have a citywide benefit, or a benefit beyond a single local development. CIPs are typically funded from Systems Development Charges (SDCs), as well as General Fund sources, grants and loans, intergovernmental transfers, and other sources. It is possible that one or more improvements in the North Redwood Area could be included in the City's CIP; however, the consultant team is not aware of any improvements within the study area that will have significant benefits beyond the study area itself.

Systems Development Charges. SDCs are assessments made by local governments on new real estate development. SDCs provide a mechanism for local governments to pay for infrastructure needs associated with growth without raising taxes or fees for services. Government entities levy impact fees against developers at the time of development to cover the additional costs to serve the new development. Impact fees typically cannot be used to correct existing deficiencies in public facilities.

While SDCs are important and would be collected as the area develops, they are likely to be directed to the City's CIP and the projects of citywide importance that the CIP funds, rather than projects in the North Redwood area. In most cases, developers would pay SDCs in addition to any of the other district fees described above, if one of those funding districts were implemented.

Other Funding Tools. Other funding tools may be available to the City, but are not believed to be well suited for the North Redwood Area. These include:

- **Additional Government Grants and Loans.** No known grant or loan programs are suitable for the infrastructure required in the North Redwood area.
- **Urban Renewal/Tax Increment Financing.** The creation of a new urban renewal district is time consuming; may require support from

other taxing jurisdictions such as the County and School District; and is usually associated with special areas where development serves a larger public goal, such as downtowns and waterfront areas.

- **County Service District (e.g. Road District).** An area-specific tax levy can be assigned to an area in order to fund needed infrastructure. This has been used in large areas that are planned for new residential and commercial development, particularly the North Bethany area in Washington County. However, a service district requires voter approval, and the creation of a new political body to manage the district. Such a new taxing district may have an impact on the funds generated by other overlapping taxing districts, if all levies combined exceed Measure 5 limits. This issue would need to be analyzed in more detail if this funding option is selected.

end



North Redwood

Development Concept Plan

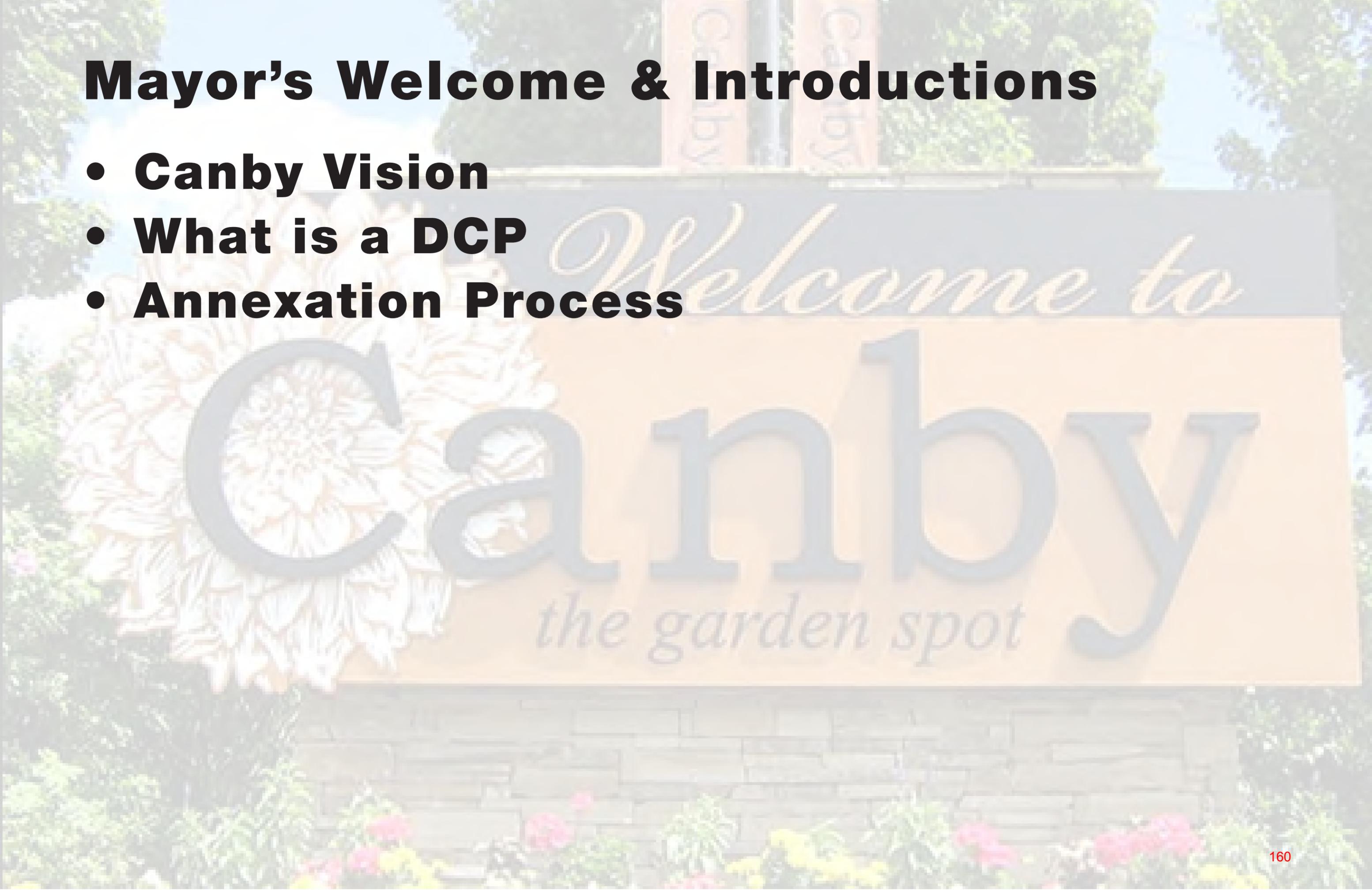
Public Event #1

April 14, 2015



Mayor's Welcome & Introductions

- **Canby Vision**
- **What is a DCP**
- **Annexation Process**



Welcome to
Canby
the garden spot

Project Schedule

North Redwood

Development Concept Plan

Canby, OR

2014

NOV

DEC

JAN

FEB

MAR

APR

2015

MAY

JUN

JUL

AUG

SEP

I. Project Kickoff



II. Develop Project Foundation



Tonight



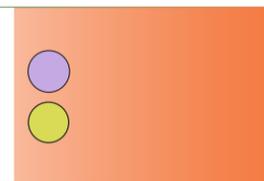
III. Confirm DCP Framework



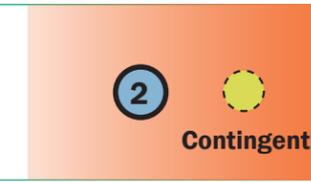
Milestone



IV. Develop Alternative DCPs

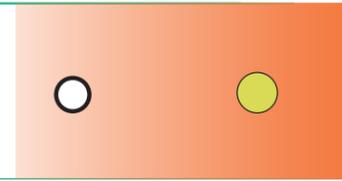


V. Present Alternative DCPs

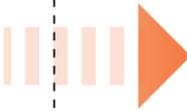
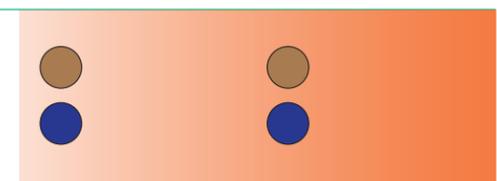


Contingent

VI. Recommended DCP



VII. Adoption



-  Public Events
-  SAC
-  TAC
-  Stakeholder Interviews
-  Planning Commission
-  City Council
-  Project Management Team

Concept Plan Criteria

- 1. Integrated with existing city fabric of Canby**
- 2. A walkable, cohesive neighborhood**
- 3. All parcels integrated in plan**
- 4. Distribute impacts equitably to individual parcels**
- 5. Allow for different owners' timing of development**
- 6. Reasonable costs of infrastructure and roads**
- 7. Clear, connected and safe streets**
- 8. Transit-friendly**
- 9. Emergency access**
- 10. Connect trails to natural areas**
- 11. Protect Willow Creek**
- 12. Public, accessible parks**
- 13. Innovative land planning**
- 14. Meet regulations**

NEIGHBORHOOD DESIGN PRINCIPLES



Walkable



NEIGHBORHOOD DESIGN PRINCIPLES



Disconnected



Connected and Safe

NEIGHBORHOOD DESIGN PRINCIPLES



Integrated Stormwater Treatment



Access to Open Space & Nature

NEIGHBORHOOD DESIGN PRINCIPLES



Trees Enhance Livability



Sense of Community

NEIGHBORHOOD DESIGN PRINCIPLES



Integrated Parks



Provide Housing Choices

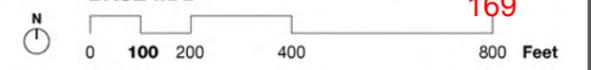
Context



Study Area



NORTH REDWOOD DEVELOPMENT CONCEPT
BASE MAP





Eco-Park

NE Territorial Road

N Redwood Street

NE 19th Loop

19th Ave Loop
Natural Area

Willow Creek

NE 21st Ave

NE 20th Ave

NE 19th Ave

N Teakwood Street

N Vine Street

N Walnut Street

NE 18th

Low
Point=86'

N Ponderosa Street

NE 17th Ave

N Teakwood Circle



N Ponderosa Street

NE 16th Ave

NE 15th Ave

NE 14th PI

NE 13th PI

NE 12th Ave

NE 11th Ave

N Redwood Street

N Redwood Street

N Ponderosa Street

N Ponderosa Street

Spruce Ct

NE 11th Ave

NE 10th PI

High Point=136'

100'

Union Pacific RR

Hwy 99E

Otto Road

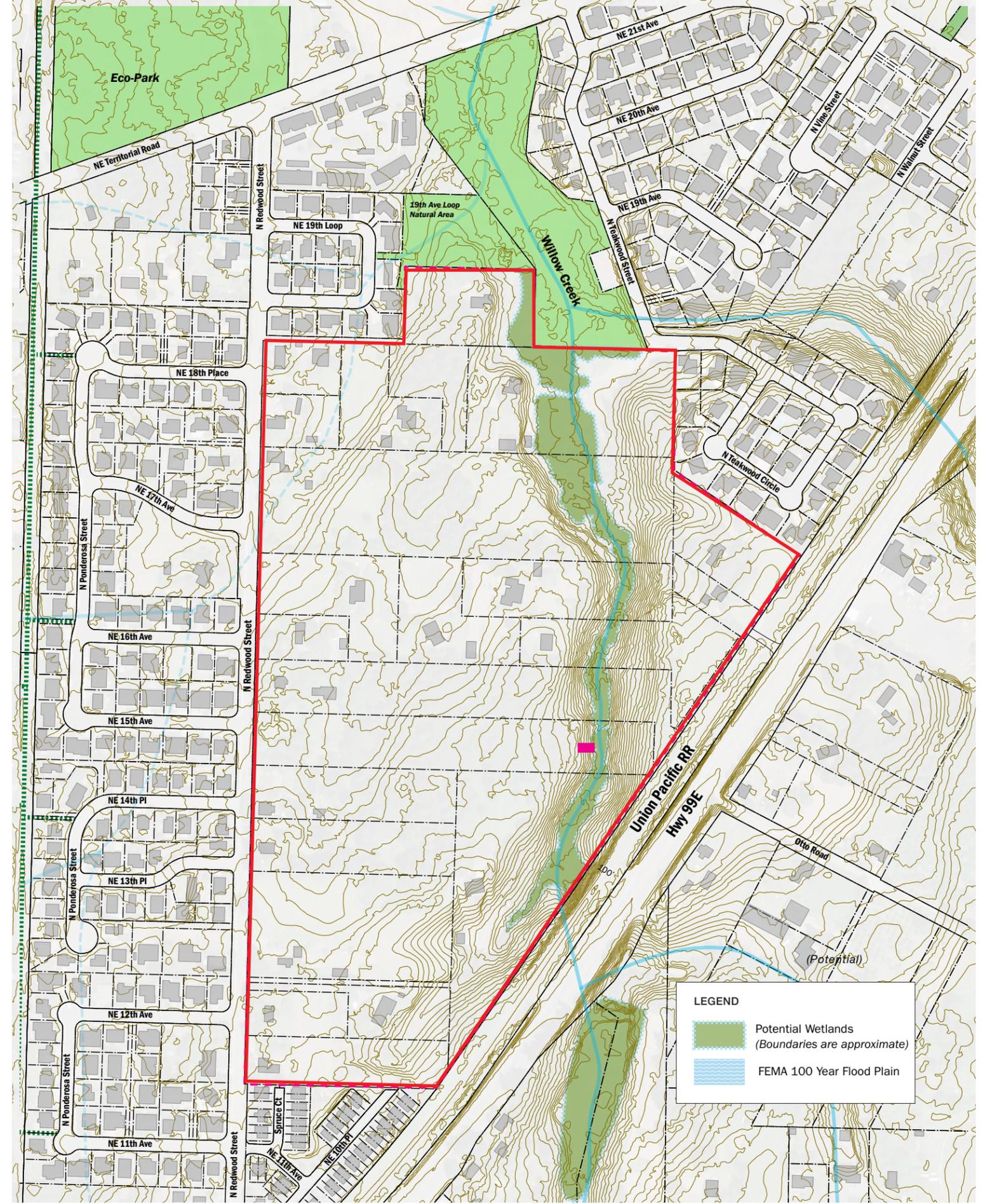
Site Character



Natural Conditions

Reconnaissance-level review

- Willow Creek ponding, poorly-defined channel
- Springs and seeps
- Well-drained soils
- Water quality relatively high, well vegetated slopes in the watershed
- Habitat quality moderately high
- Riparian understory infested with ivy, threat to habitat and trees
- Reed canarygrass in wetlands



NORTH REDWOOD DEVELOPMENT CONCEPT

Natural Conditions



Invasive Ivy in Willow Creek area



Willow Creek



Mixed Forest next to Willow Creek

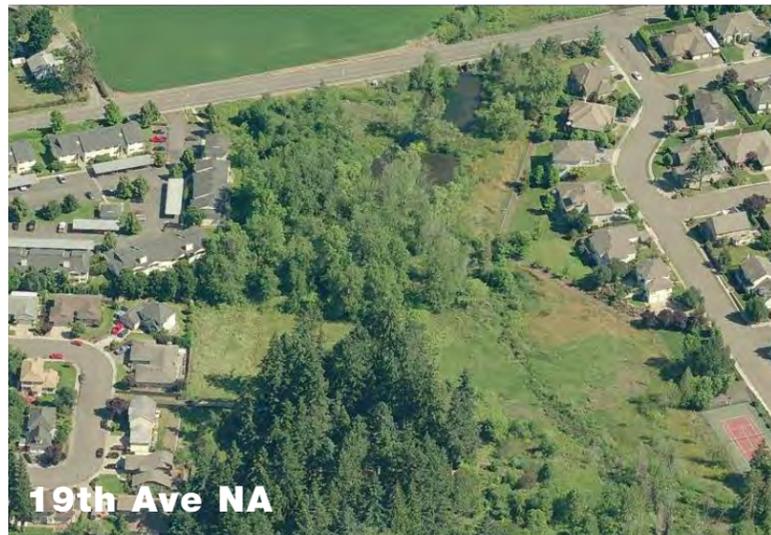


19th Avenue Natural Area (with invasive canarygrass)

Parks & Trails



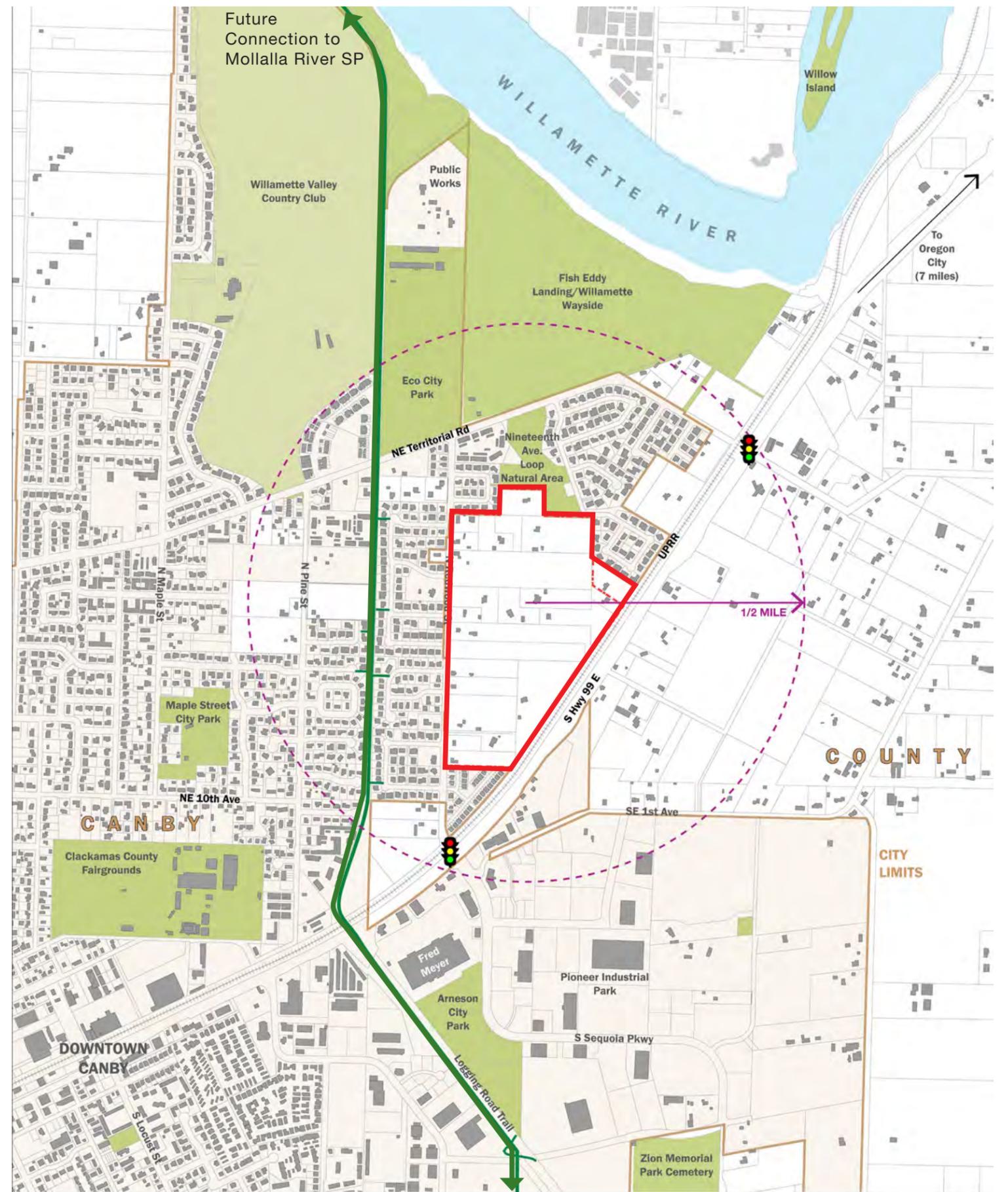
Eco-Park



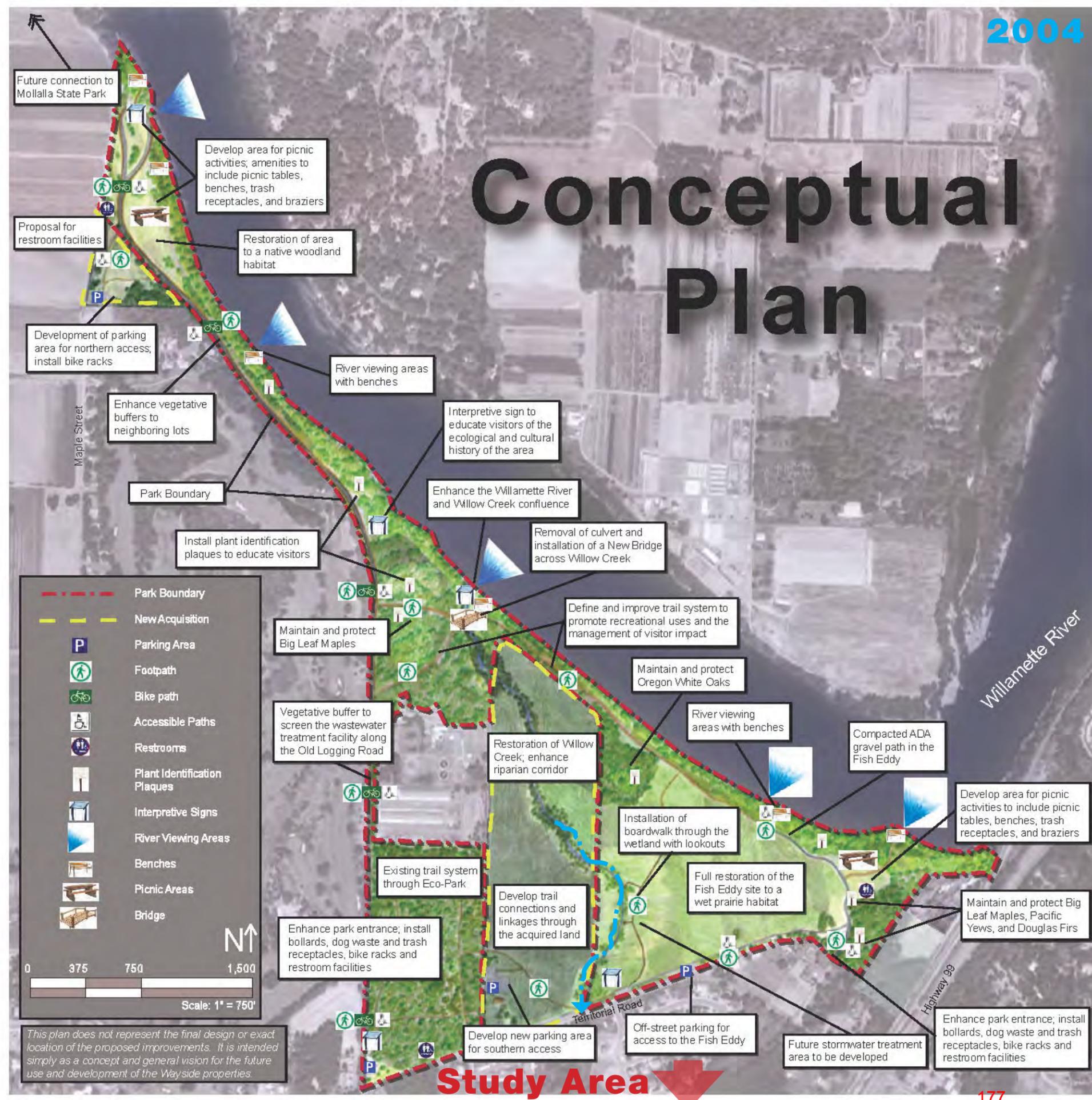
19th Ave NA



Logging Road Trail



Willamette Wayside



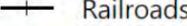
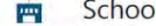
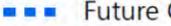
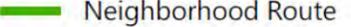
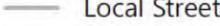
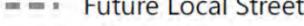
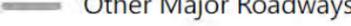
This plan does not represent the final design or exact location of the proposed improvements. It is intended simply as a concept and general vision for the future use and development of the Wayside properties.

Transportation

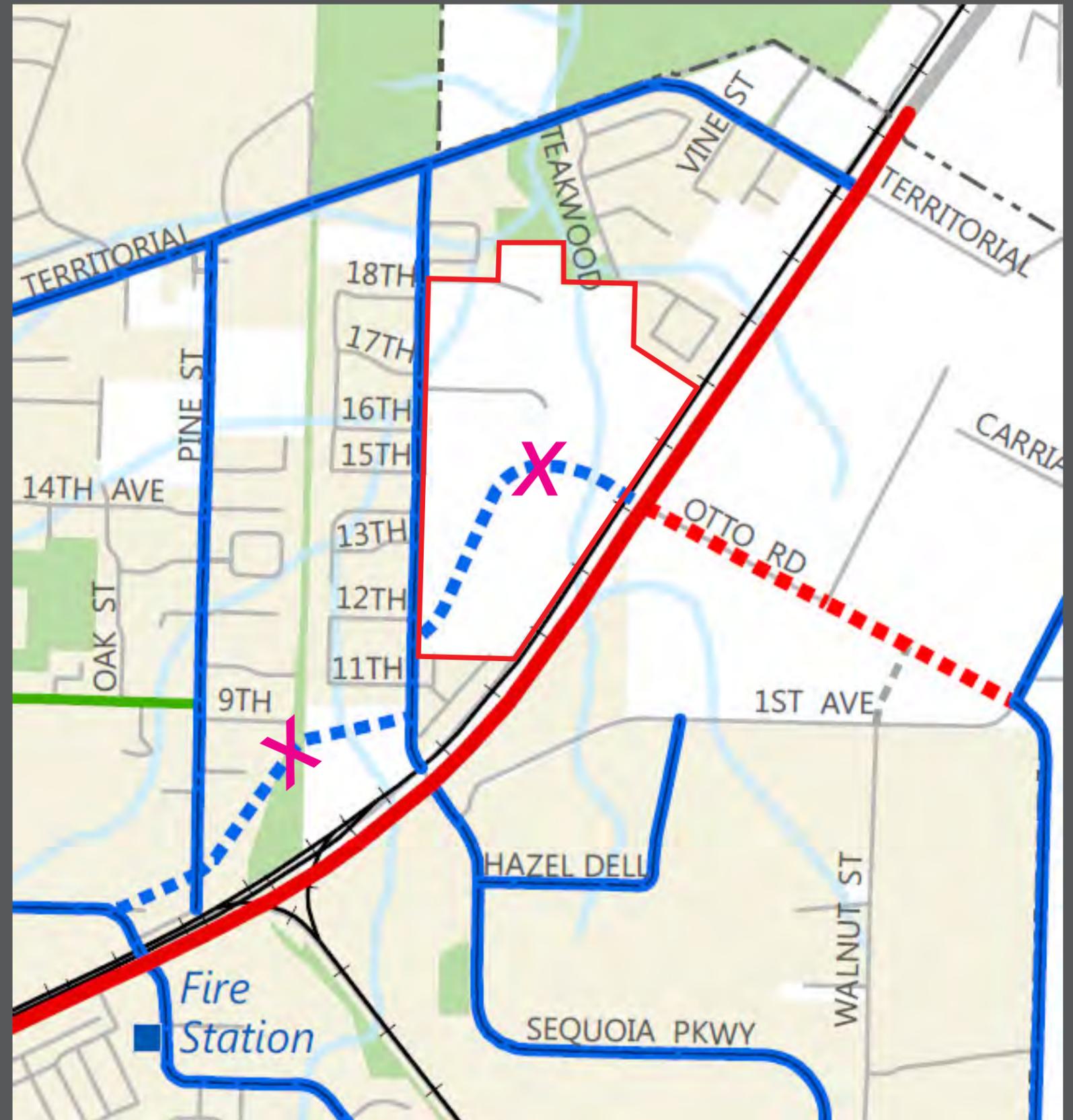
2010 Transportation System Plan

Legend

Functional Classification

	Arterial		Special Transportation Area (STA)
	Future Arterial		Railroads
	Collector		Schools
	Future Collector		Civic/Government
	Neighborhood Route		Urban Growth Boundary
	Future Neighborhood Route		City Limits
	Local Street		Parks
	Future Local Street		Streams
	Other Major Roadways		

Otto Road



Bike/Ped Transportation

Legend

- | | | | |
|--------------------------------|------------------------------|--|------------------------|
| | Existing Sidewalk | | Improvement Breakpoint |
| | Existing Sidewalk, one side | | Schools |
| | No Existing Sidewalk | | Civic/Government |
| | Multi-Use Trail | | Urban Growth Boundary |
| <i>Pedestrian Improvements</i> | | | |
| | Sidewalk, Existing Roadway | | City Limits |
| | Sidewalk, New Roadway | | Parks |
| | New Multi-Use Trail | | Streams |
| | Enhanced Pedestrian Crossing | | Railroads |
| | Multi-Use Trail Connection | | Roadways |



Potential Connections

Connections to existing grid. Not all connections will be required. TSP suggests minimum spacing of pedestrian and bicycle connections at roughly 300', and of vehicle connections at 600', depending on site conditions.



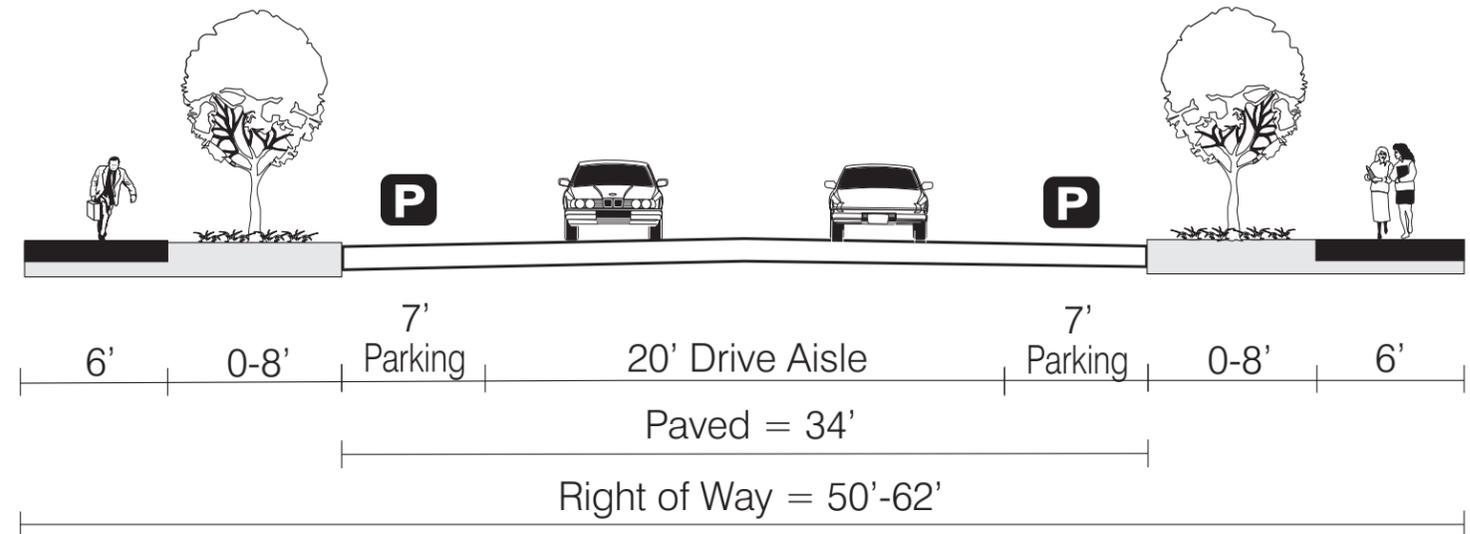
Street Design

N Redwood St Sidewalks (Collector)

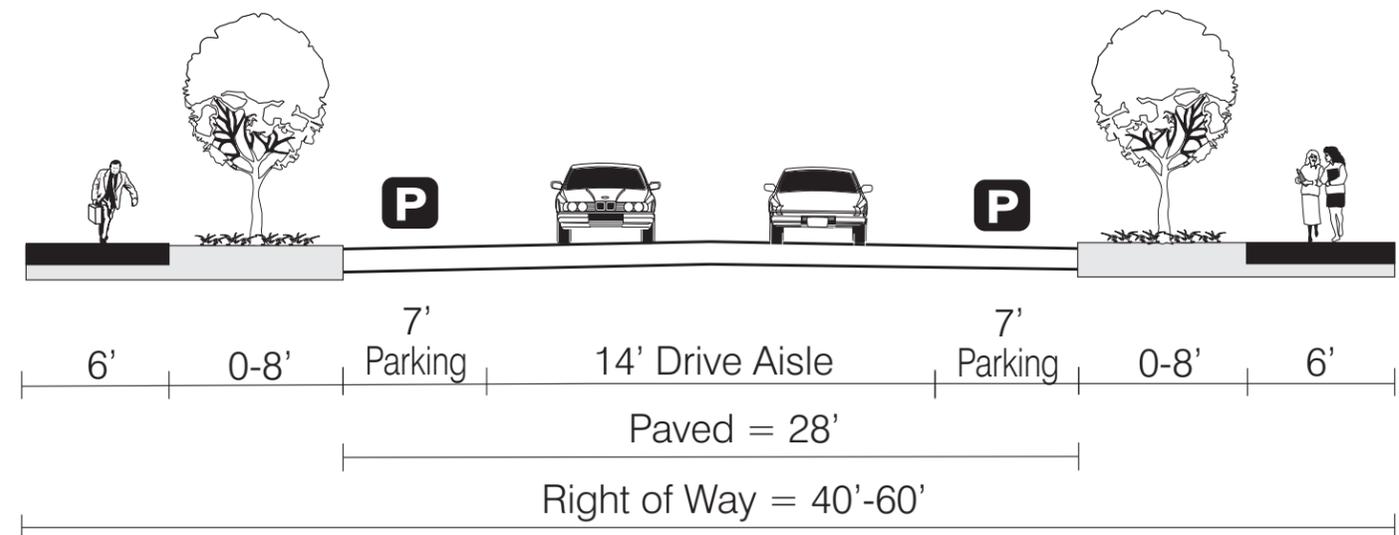


- N Redwood: collector street standards apply
- Internal streets: local street standards apply

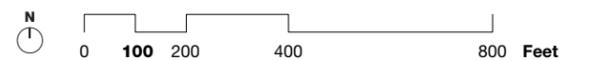
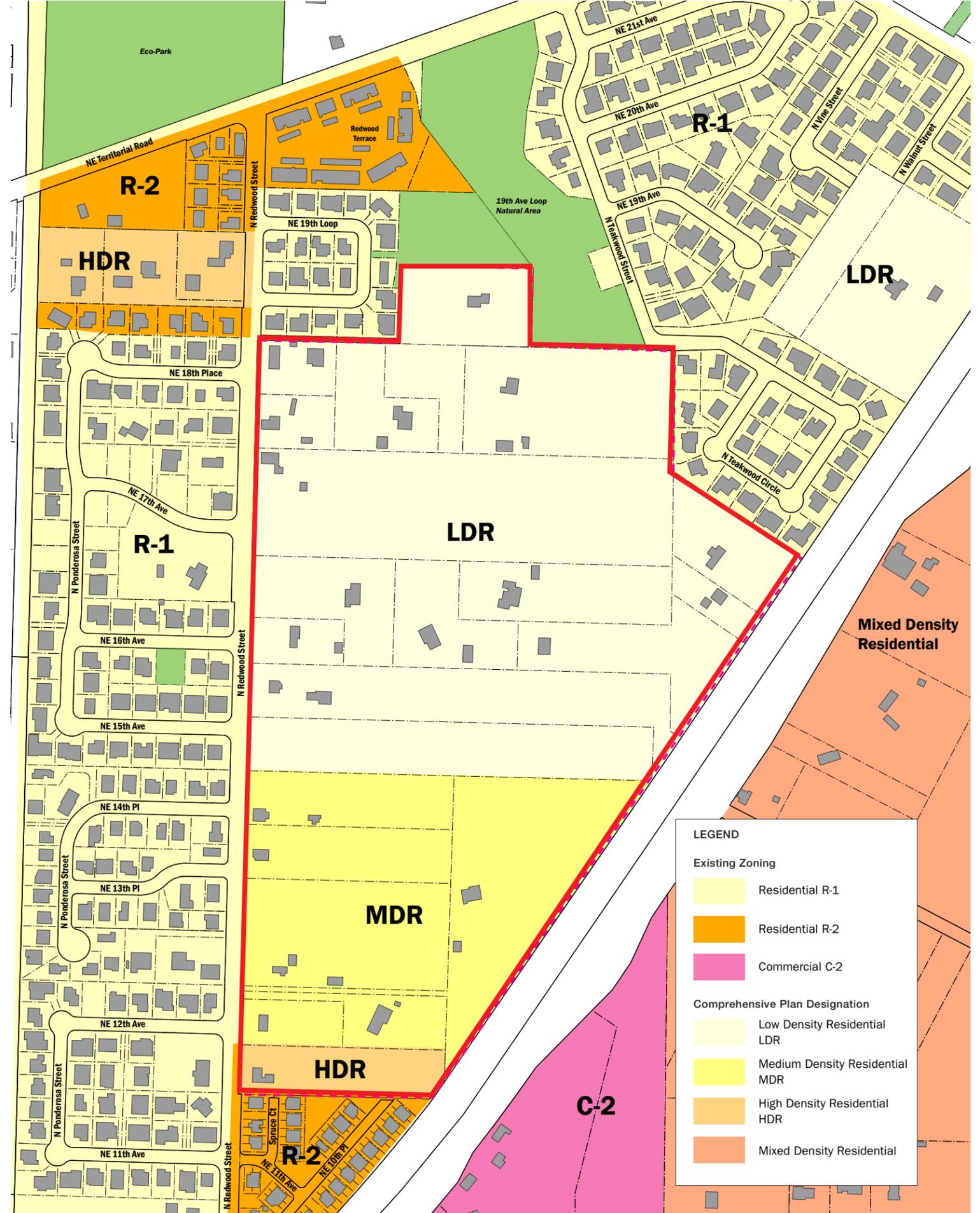
STANDARD LOCAL STREET



LOW-VOLUME LOCAL STREET (<500 Vehicles Per Day)



Zoning



Potential Funding Mechanisms

How to equitably distribute the costs and benefits, so that no single property owner bears too much of the burden without receiving some of the benefits?

Potential funding mechanisms to be explored:

- Reimbursement District
- Advance Finance District
- SDCs and SDC credits
- Capital Improvement Program (CIP)
- Local Improvement District (LID)
- Transfer of Development Rights (TDR)

OPEN HOUSE

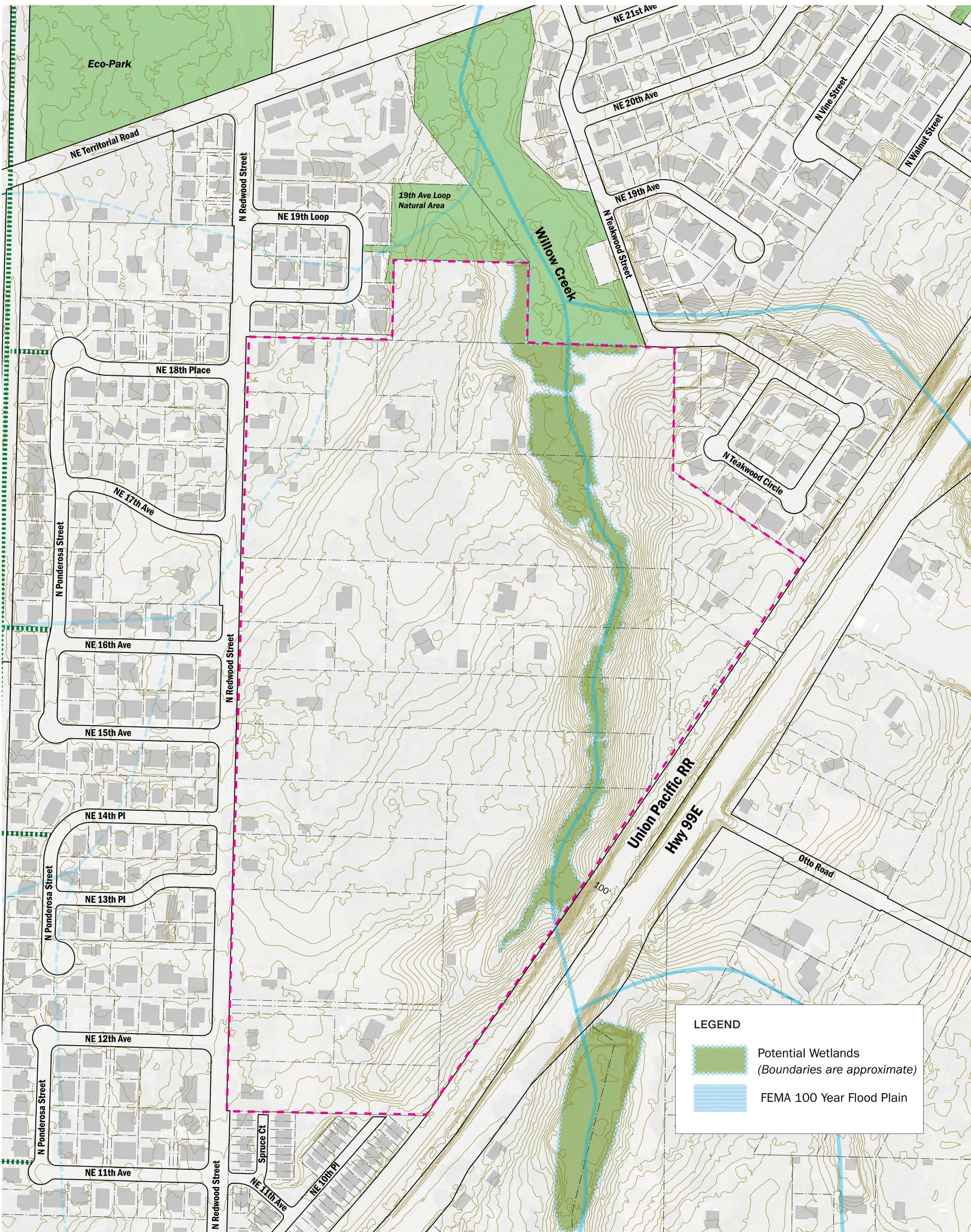


http://www.ci.canby.or.us/N_Redwood/north_redwood_plan.htm

CONTACT:

Senior Planner Matilda Deas

503-266-0723

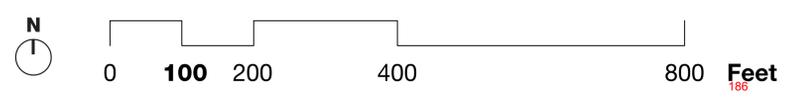


LEGEND

-  Potential Wetlands (Boundaries are approximate)
-  FEMA 100 Year Flood Plain

NORTH REDWOOD DEVELOPMENT CONCEPT

WILLOW CREEK

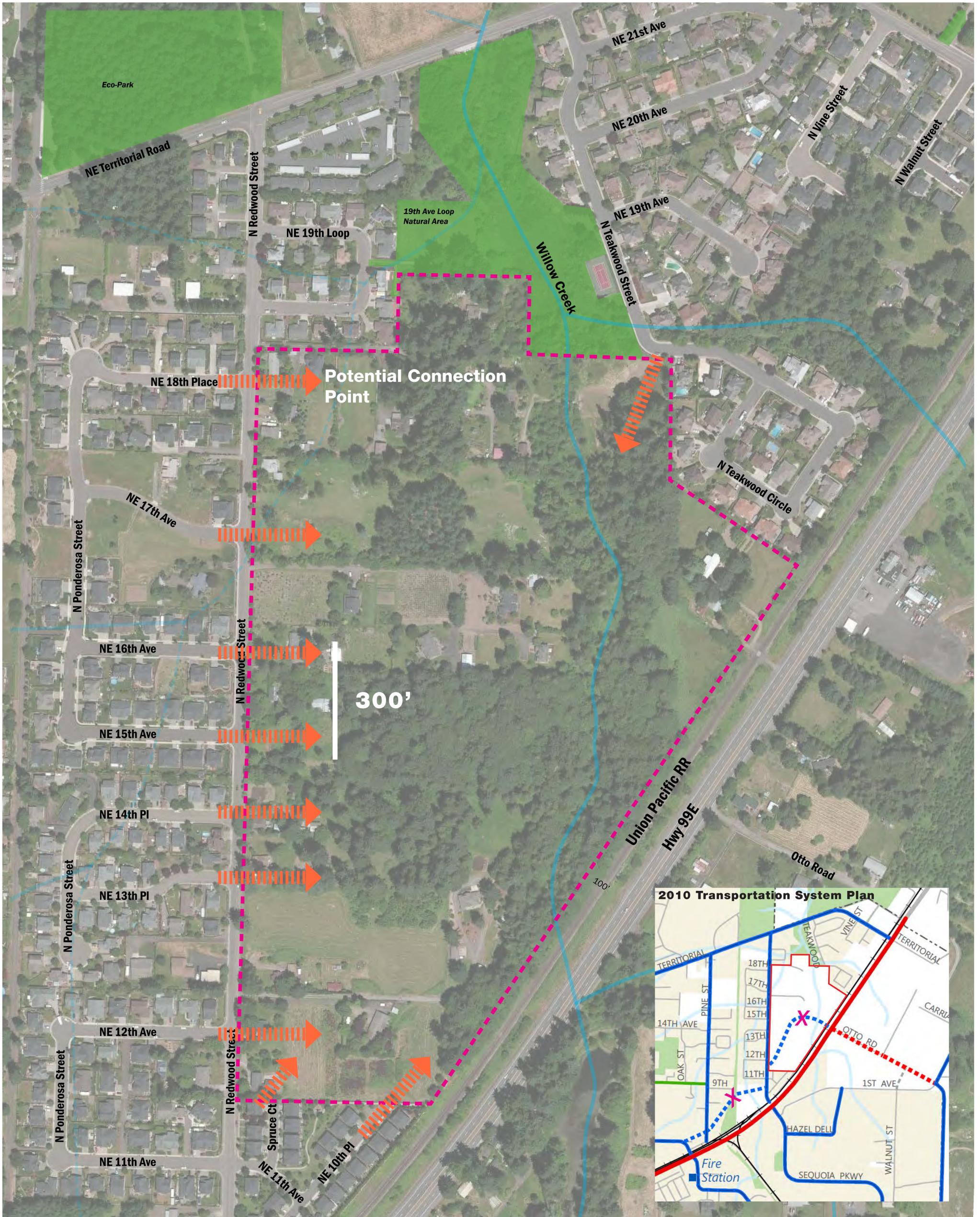




WILLOW CREEK



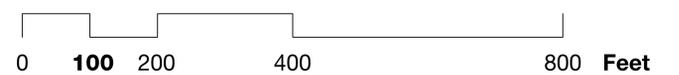
PARKS



 **Connections to existing grid. Not all connections will be required. TSP suggests minimum spacing of pedestrian connections at roughly 300', and of vehicle connections at 600', depending on site conditions.**

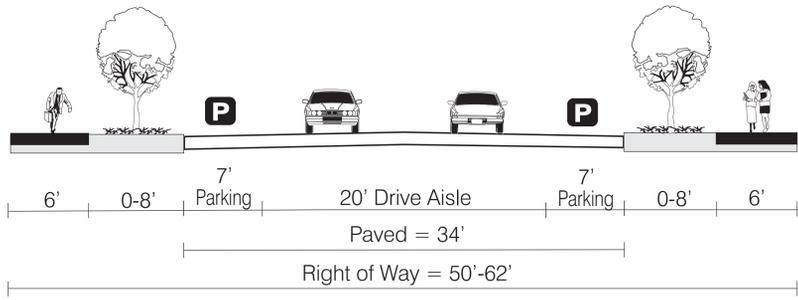


**NORTH REDWOOD DEVELOPMENT CONCEPT
BASE MAP**

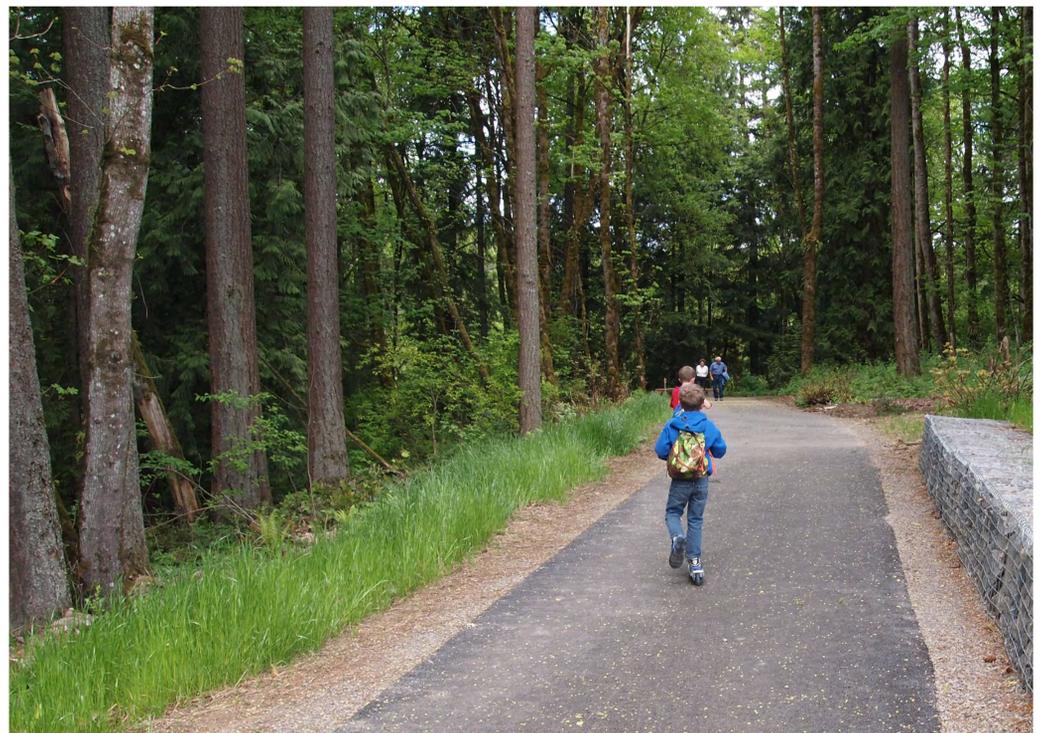
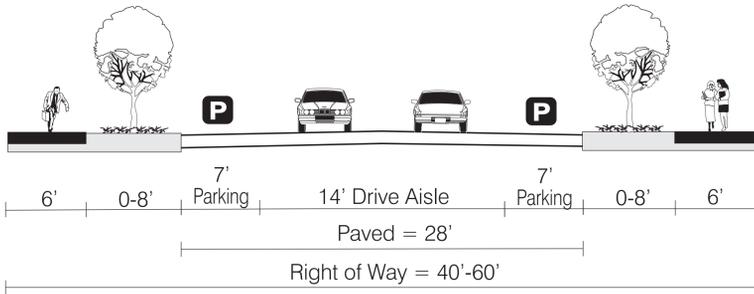


TRANSPORTATION

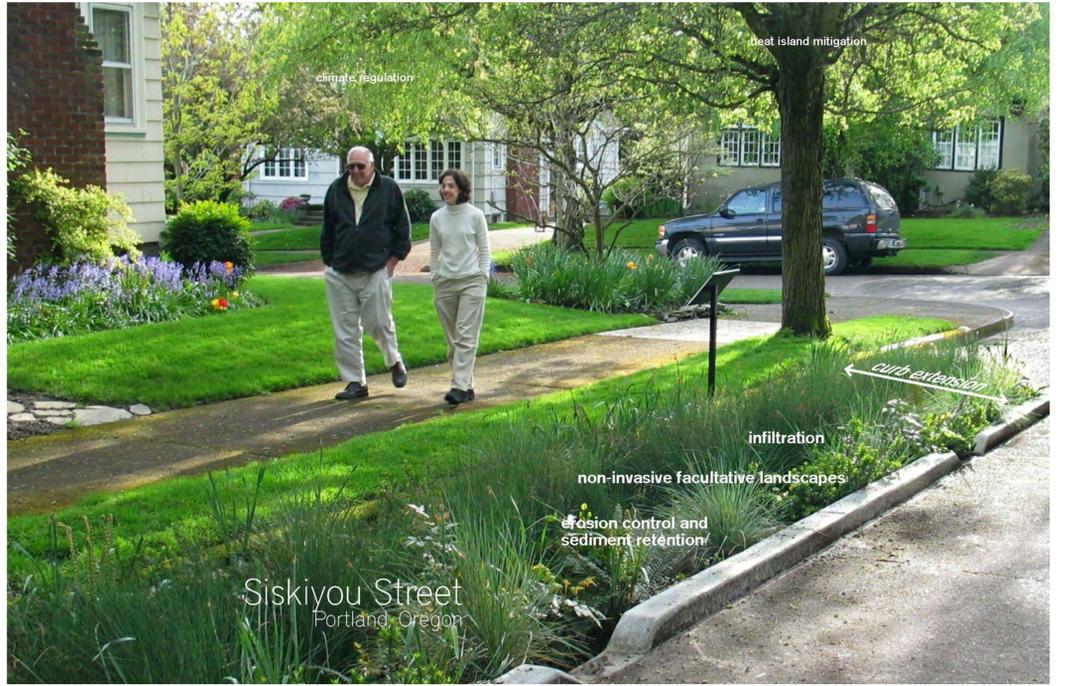
STANDARD LOCAL STREET



LOW-VOLUME LOCAL STREET (<500 Vehicles Per Day)



STREETS & TRAILS



LOW IMPACT DEVELOPMENT

North Redwood

Development Concept Plan

TAC & SAC Meetings

April 27, 2015



Project Schedule

North Redwood

Development Concept Plan

Canby, OR

2014

NOV

DEC

JAN

FEB

MAR

APR

2015

MAY

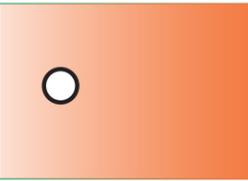
JUN

JUL

AUG

SEP

I. Project Kickoff



II. Develop Project Foundation



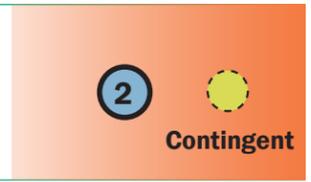
III. Confirm DCP Framework



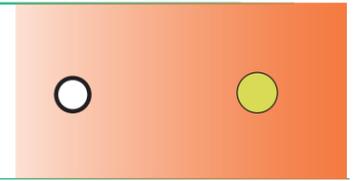
IV. Develop Alternative DCPs



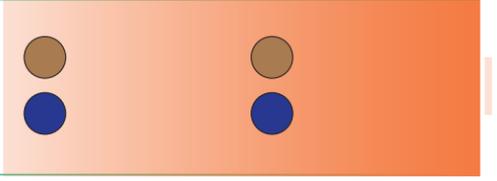
V. Present Alternative DCPs



VI. Recommended DCP



VII. Adoption



-  Public Events
-  SAC
-  TAC
-  Stakeholder Interviews
-  Planning Commission
-  City Council
-  Project Management Team

Committee Rules

SAC members:

- **Share the available speaking time so that all SAC members can be heard**
- **Be respectful of a range of opinions**
- **Focus on successfully completing the agenda**
- **Avoid side discussions when others are speaking**
- **Strive for consensus**

Study Area



NORTH REDWOOD DEVELOPMENT CONCEPT
CONTEXT MAP
 N
 0 300 600 1200 195 2400 Feet

What's Happened So Far

- **Existing Conditions Inventory**
- **Best Development Practice Analysis**
- **Stakeholder Interviews**
- **TAC and SAC #1** (Feb 9)
- **Public Event #1** (Apr 14)
- **City Council/Planning Commission** (Apr 15)

What We've Heard

- **Stormwater**
- **Parks funding**
- **Sequence of development**
- **Annexation questions**
- **Teakwood and RR connections**

Concept Plan Criteria

- 1. Integrated with existing city fabric of Canby**
- 2. A walkable, cohesive neighborhood**
- 3. All parcels integrated in plan**
- 4. Distribute impacts equitably to individual parcels**
- 5. Allow for different owners' timing of development**
- 6. Reasonable costs of infrastructure and roads**
- 7. Clear, connected and safe streets**
- 8. Transit-friendly**
- 9. Emergency access**
- 10. Connect trails to natural areas**
- 11. Protect Willow Creek**
- 12. Public, accessible parks**
- 13. Innovative land planning**
- 14. Meet regulations**

NEIGHBORHOOD DESIGN PRINCIPLES



Walkable

