

Figure 7: Small/Duplex Lots (alley is optional)



Duplex (HDR) Lot



Cottage/Cluster Housing

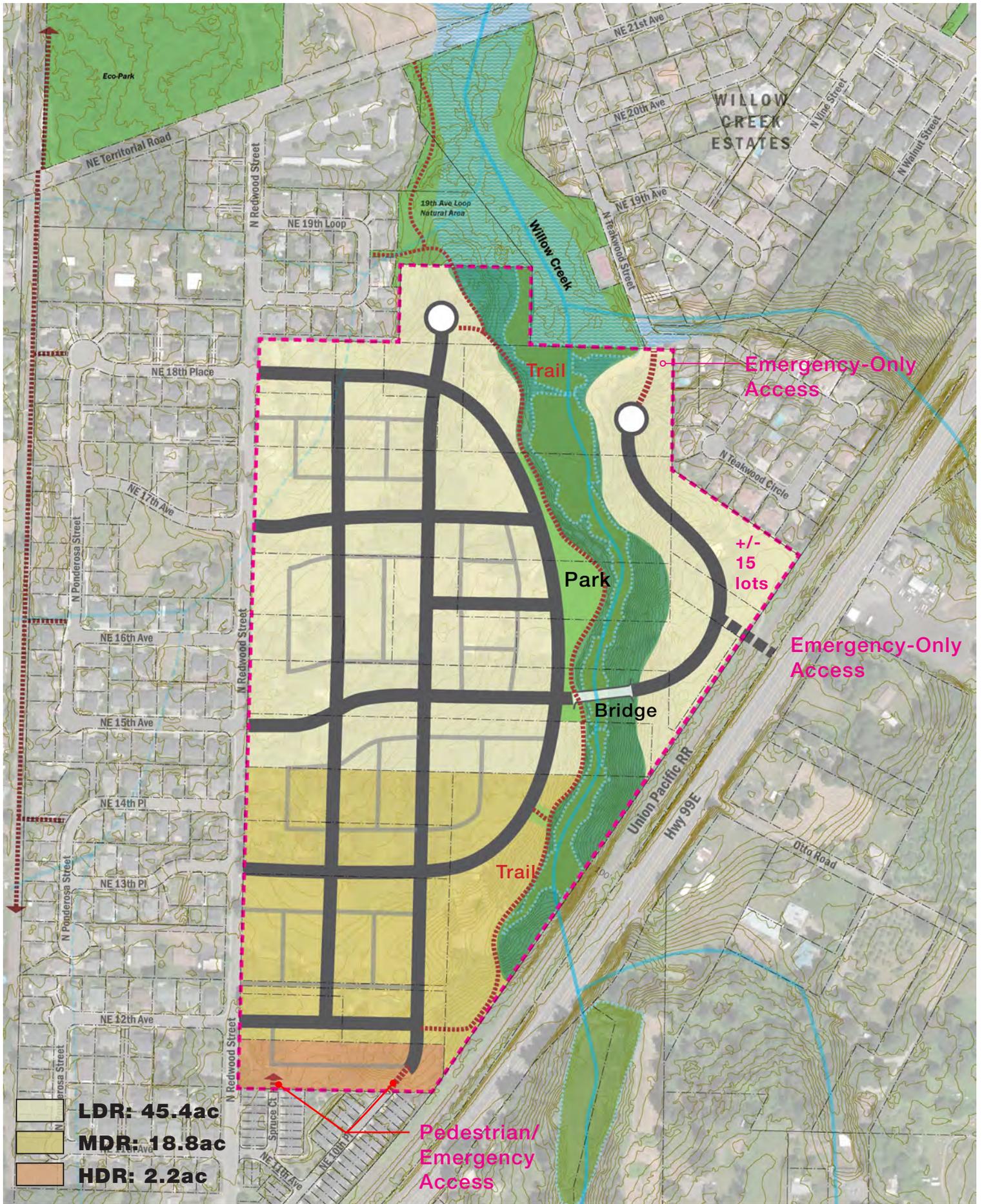
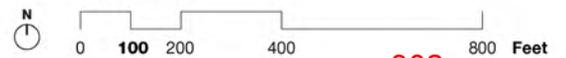


Figure 8: Alternative DCP 1: Grid

NORTH REDWOOD DEVELOPMENT CONCEPT
BASE MAP



Alternative DCP 1: Grid

This Alternative concept, which is based on the preceding block structure, is intended to be a seamless addition to Canby's existing city fabric, with extensions to existing streets on the west side of North Redwood in 5 locations (NE 18th, NE 17th, NE 15th, NE 13th and NE 12th). One of those connections, NE 15th Avenue, is envisioned as a Neighborhood Route, which links through the heart of the community and across a proposed bridge across Willow Creek, which connects to the lots on the east side of the creek. Access to Willow Creek Estates to the north will be for emergency vehicles only, using a gate similar to the one shown at right in Wilsonville. Another emergency route, without pedestrian or bicycle access, would be desirable across the UP rail line to access Hwy 99E, closing the existing driveway.

An internal loop road is also a key component, looping from NE 18th Place, along the edge of the Willow Creek open space, crossing the NE 15th connector then continuing south to NE 13th. Other internal streets shown are advisory and will be located according to future individual development plans.

This steel or concrete arch bridge would require significant further design and will be an expensive investment, costing roughly \$1.2 million. It will require environmental permits due to likely wetland and riparian impacts. Figure 9b below is a conceptual sketch of the bridge crossing Willow Creek.

A trail is proposed, along the Willow Creek open space, connecting to a small neighborhood park and to existing and future natural areas to the north, as well as to Fred Meyer and downtown Canby to the south via NE 12th.



Emergency Access at a new neighborhood

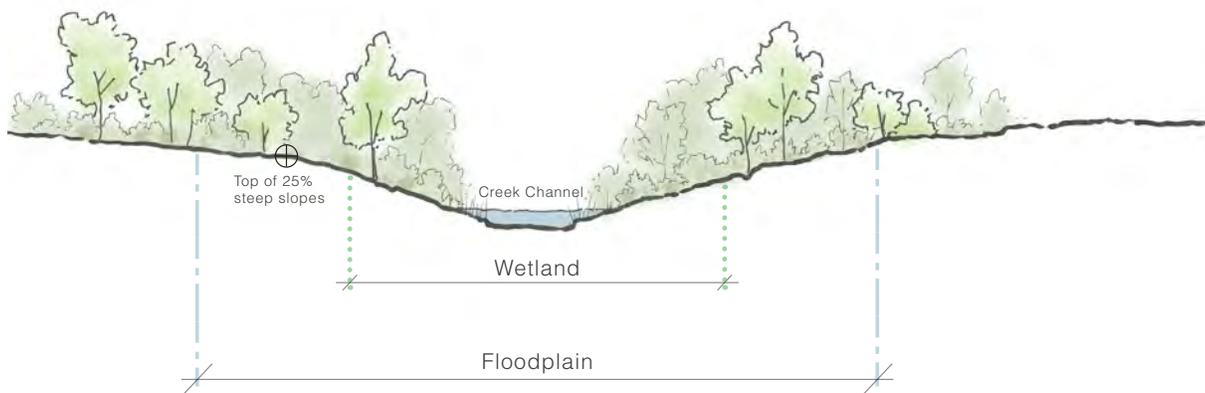


Figure 9a: Willow Creek Cross-section

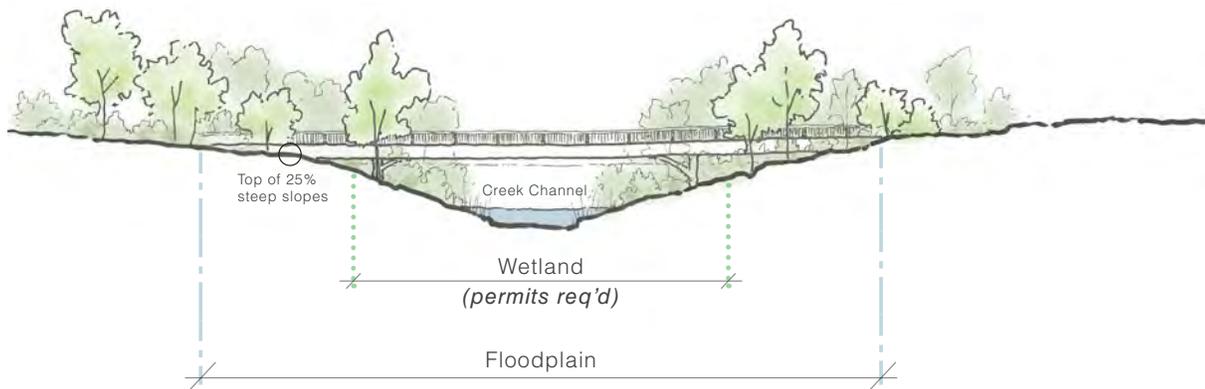


Figure 9b: Willow Creek Cross-section with proposed bridge

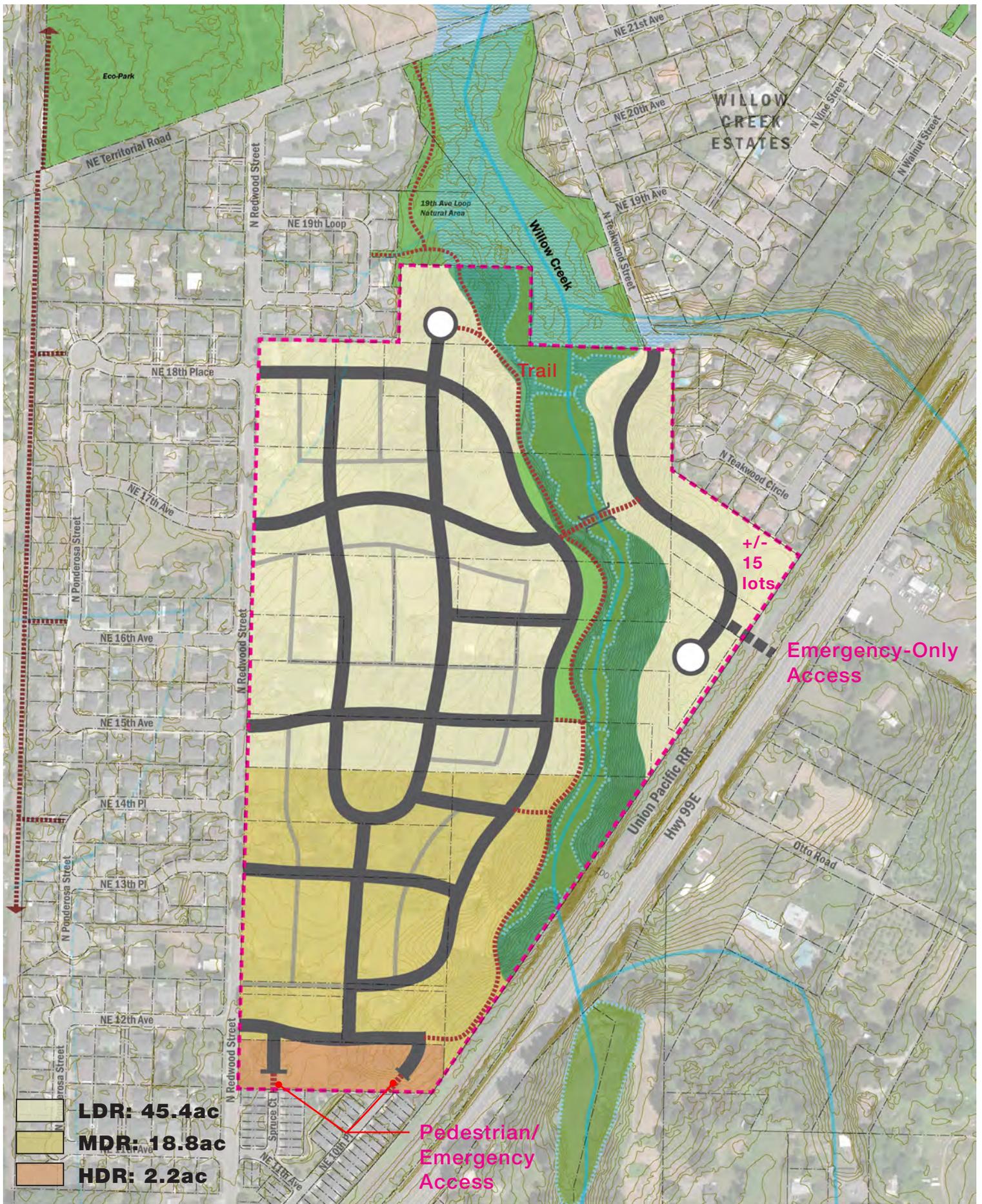
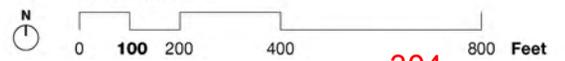


Figure 10: Alternative DCP 2: Relaxed Grid

NORTH REDWOOD DEVELOPMENT CONCEPT
BASE MAP





Pedestrian and bicycle bridge over Willow Creek



Typical neighborhood street, with mature street trees.



The plan presents some single-sided streets along Willow Creek, which provide significant value to homes with a frontal view of the open space. This arrangement also has public safety benefits, as the open space and associated trail can be monitored from street users and nearby homes.

Alternative DCP 2: Relaxed Grid

This Alternative concept, which is based on the block structure described earlier, still provides several connections to Canby's existing city fabric, with extensions to existing streets on the west side of North Redwood in 4 locations (NE 18th, NE 17th, NE 15th and NE 13th). An internal loop road is a key component, looping from NE 18th Place, along the edge of the Willow Creek open space, then continuing south to North Redwood between NE 13th and NE 12th. *Other internal streets shown are advisory and will be located according to future individual development plans.*

Approximately 15 large lots on the east side of Willow Creek will be connected to Teakwood Street and Willow Creek Estates to the north. An emergency route, without pedestrian or bicycle access, would be desirable across the UP rail line to access Hwy 99E, closing the existing driveway.

A trail is proposed, along the Willow Creek open space, connecting to a small neighborhood park and to existing and future natural areas to the north, as well as to Fred Meyer and downtown Canby to the south.

Roadways in both this and Alternative DCP 1 will be neighborhood routes and local streets, described in the TSP and shown below. These streets are intended to be relatively narrow, to reduce speeds while also reducing development costs. The eastward extension of NE 15th, as a main entrance into the area and the road along the edge of Willow Creek would be considered Neighborhood Routes, reflecting their important role as wayfinding circulators.

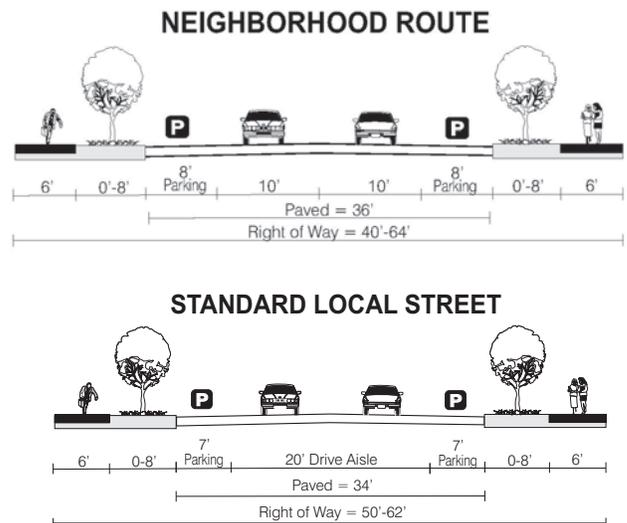


Figure 11: Canby Transportation System Plan street sections

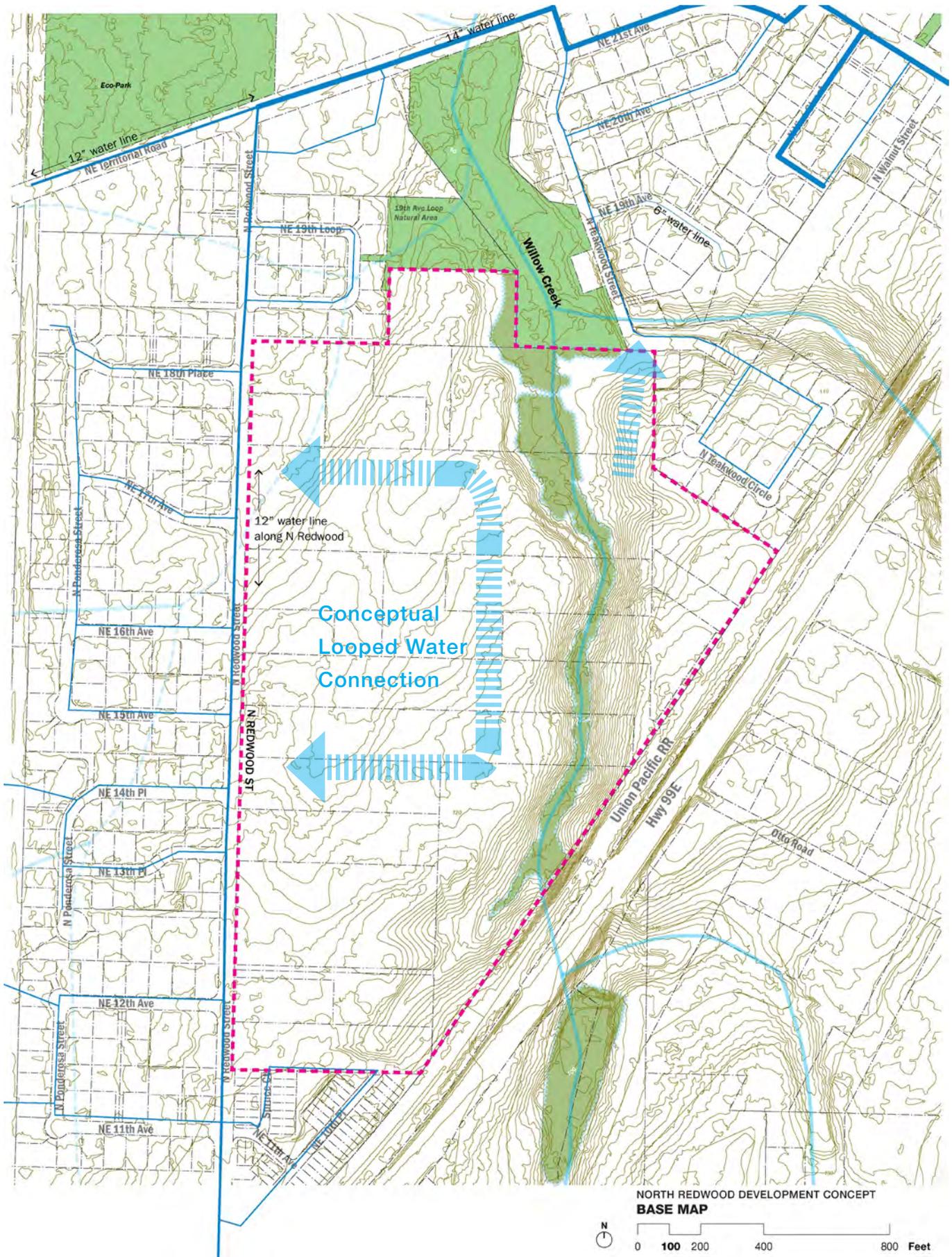


Figure 12: Existing Water Lines near study area

Infrastructure: Water

Water within the City of Canby is provided by Canby Utility. Canby Utility completed a Water System Master Plan in 2010. The system analysis in the master plan included all areas within the Urban Growth Boundary, which includes the North Redwood site.

Waterlines adjacent to the project include an existing 12-inch waterline in N. Redwood Street and an 8-inch line in N. Teakwood Street. A 14-inch transmission line is located in NE Territorial Road to the North.

The North Redwood site can be served by Canby Utility via connections to the existing waterlines in N. Redwood Street and N. Teakwood Street. The project site is bisected by Willow Creek. Areas west and east of Willow Creek would be served via separate connections to the existing water system.

Proposed development west of Willow Creek can be served by connections to the existing 12-inch line in N. Redwood Street. A minimum of two connections to the N. Redwood Street waterline is recommended in order to provide a looped water system. In addition, looping of waterlines within the proposed development is recommended.

Proposed development east of Willow Creek can be served by a connection to the existing water line in N. Teakwood Street. Based on the existing development adjacent to the North Redwood site, there will likely not be an opportunity to loop the water lines east of Willow Creek.

Figure 12 shows existing waterlines in the vicinity of the North Redwood site along with proposed connections to serve the site.

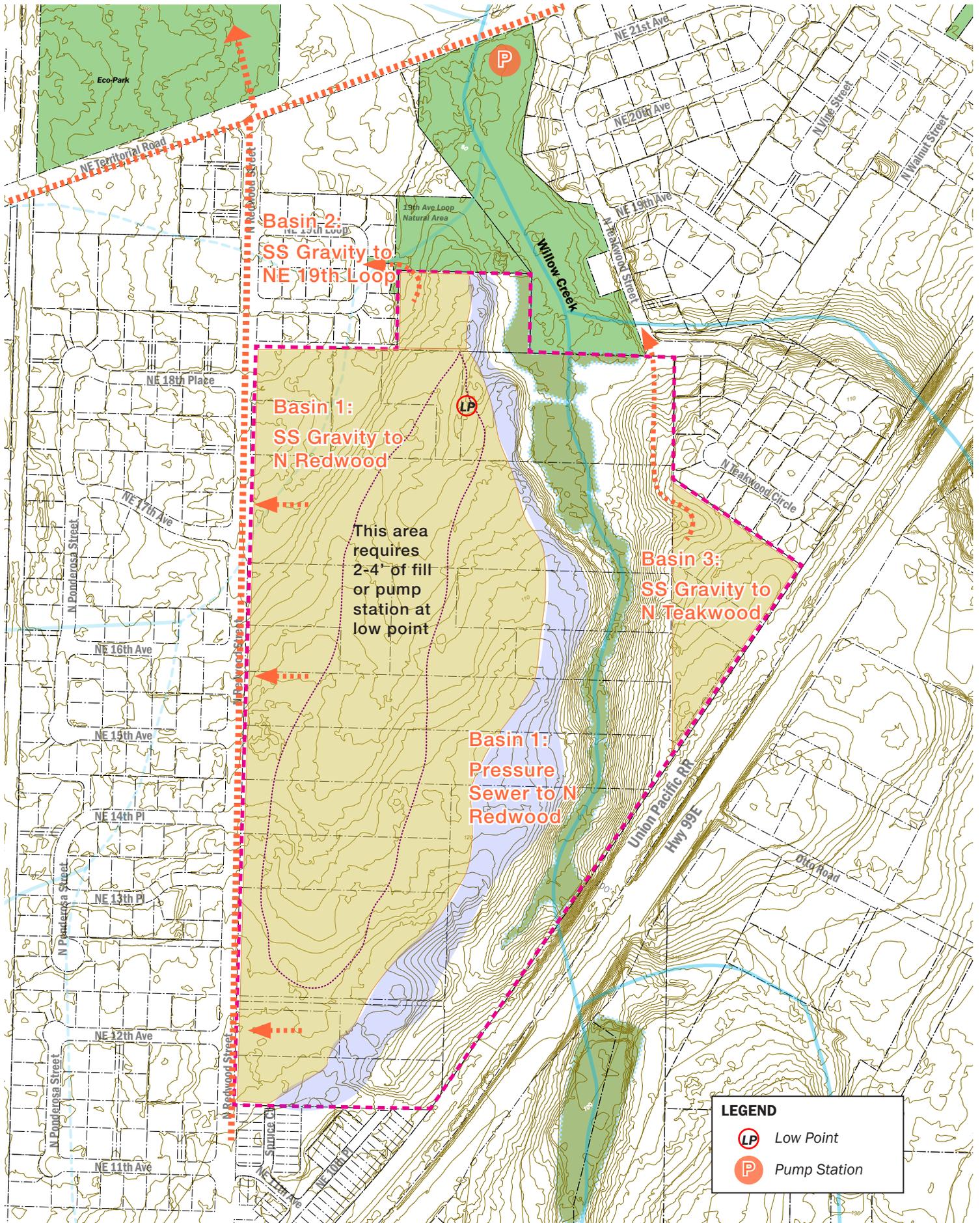


Figure 13: Sanitary Sewer Approach

NORTH REDWOOD DEVELOPMENT CONCEPT
BASE MAP



Infrastructure: Sewer

Sanitary sewer service is provided by the City of Canby. Systems are required to be approved by and to comply with the requirements of Oregon Department of Environmental Quality.

The North Redwood Site can be delineated into three sanitary sewer basins:

- Basin 1: West of Willow Creek
- Basin 2: Northern most parcel adjacent to 19th Ave Natural Area
- Basin 3: East of Willow Creek

Basin 1

Basin 1 contains the area east of North Redwood street and west of Willow Creek, excluding the northern most parcel within the project site. An existing 15-inch sanitary sewer line located N. Redwood Street will serve this basin. According to as-built records, the existing sewer line is approximately 8-feet deep. Any areas uphill of N. Redwood Street can feed into this line via gravity. Based on GIS contour information, the ground within the project sight generally slopes from the ridge above Willow Creek to North Redwood Street at approximately 1.5 percent. There is a sizeable area within Basin 1 that has a 2 to 4 foot depression, which would need to be filled in order to provide gravity sewer service to the area. Developable areas immediately adjacent to Willow Creek would likely require a pressure sewer and a small lift station in order to provide service to the area.

Capacity of the existing line in N. Redwood Street should be verified prior to development.

Basin 2

Basin 2 is the northernmost parcel in project site. This site is lower in elevation than Basin 1 and it is unlikely that this site could be served via gravity to the existing N. Redwood line. There is an existing sewer in NE 19th Loop that could be accessed via a new sewer line extending from Basin 2 into the 19th Avenue Natural Area. If a gravity connection cannot be made to this line, an alternative option is a pressure sewer system that connects to Basin 1.

The elevation and capacity of the existing 19th Loop line should be verified prior to development.

Basin 3

Basin 3 contains the area within the North Redwood project site that lies east of Willow Creek. This area will be served via a connection to an existing sanitary sewer line in N Teakwood Street. Flow from the Teakwood Street sewer line flows to the Willow Creek Pump Station located at NE Territorial Road at Willow Creek.

The elevation and capacity of the existing sewer lines should be verified prior to development. In addition, the existing Willow Creek Pump Station should be evaluated to determine if it has capacity for the additional flow.

Figure 13 shows each of the three basins and describes how they will be served.

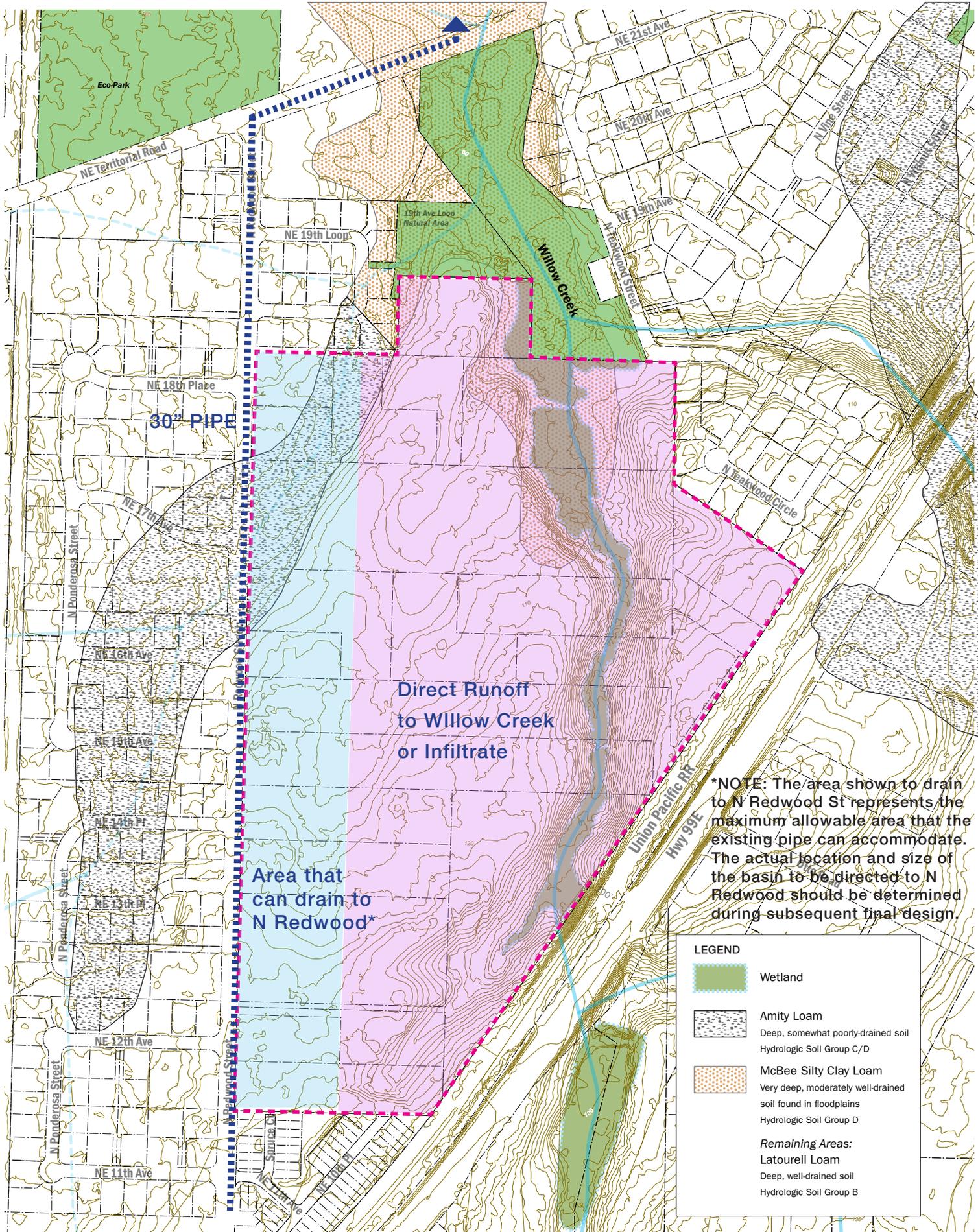
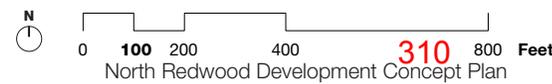


Figure 14: Stormwater Approach

NORTH REDWOOD DEVELOPMENT CONCEPT
BASE MAP



Infrastructure: Stormwater

City of Canby Design Standards

One of the Concept Plan Criteria, as developed by the project team, is to protect Willow Creek. As such, all runoff from the development of the North Redwood Concept Plan area to be discharged into Willow Creek should be treated for stormwater quality prior to discharge. The City of Canby Public Works Design Standards (Sections 4.109, 4.309, and 4.310) provides criteria for the design of water quality treatment facilities for storm water runoff.

The City of Canby Public Works Design Standards follows the requirements of the Clean Water Services (CWS) Design and Construction Standards, Chapter 4 for water quality treatment. Acceptable methods of treatment include vegetated swales, extended dry ponds, constructed wetlands, Low Impact Development Approaches (LIDA), or proprietary treatment devices. Although all of these methods are acceptable forms of treatment, the City encourages the use of LIDA facilities for water quality treatment of stormwater.

In addition, Stormwater quantity management will be required for all runoff from the development of the North Redwood Concept Plan area unless it can be demonstrated that there are no adverse downstream impacts. Prior to development, a downstream analysis should be performed to determine if water quantity treatment is required, per the City of Canby Public Works Design Standards, Section 4.205. If water quantity treatment is necessary, the volume to be detained will be the volume necessary to limit the developed site peak discharge to pre-developed rates for all storm events with a recurrence interval less than or equal to 25 years (2, 5, 10, and 25-year storm events). Detention and retention facilities are both acceptable methods of water quantity treatment. In accordance with City of Canby Standards, facilities shall be designed in per CWS Design and Construction Standards, Chapter 4.

Storm sewer conveyance facilities shall be designed for the 10-year design storm event. According to the City of Canby Design Standards (section 4.206), peak design flows for conveyance can be calculated using the rational method, the SCS Curve Number method, or the Santa Barbara Urban Hydrograph method.

Other Potential Design Standards

Many development projects result in impacts to jurisdictional wetlands or waterways. The impacts trigger a State and Federal permitting process with the Oregon Department of State Lands and U.S Army Corps of Engineers, respectively.

The federal wetland permitting process for impacts to jurisdictional wetlands or waterways (i.e.-Willow Creek) in the North Redwood Concept Plan area will likely require Endangered Species Act (ESA) consultation as part of the permitting process.

Through the ESA Consultation process, the National Marine Fisheries Service (NMFS) will expect that stormwater management will be provided to a higher level of stormwater management than would be required by the City of Canby and the Clean Water Services Design & Construction Standards.

Based upon current information from NMFS, they would expect:

- Stormwater quality facilities are sized to treat the volume of water equal to 50% of the cumulative rainfall from the 2-year, 24-hour precipitation falling on all contributing impervious areas from the development.
- Stormwater quantity facilities are designed to maintain the frequency and duration of flows generated by storms falling between the lower discharge endpoint (42% of 2-year event) and the upper discharge endpoint (10-year event).

Existing Topography and Soils

West of Willow Creek, the site topography generally slopes from the ridge above Willow Creek west to N. Redwood Street. In addition, the site generally slopes from south to north. East of Willow Creek, the site generally slopes from east to west, toward Willow Creek, and also from south to north.

According to the NRCS Soil Survey, the majority of the site is Latourell Loam soils, which is in Hydrologic Soils Group B. Group B soils are generally well draining and are suitable for infiltration. Smaller portions of the site in are Amity Silt Loam (Hydrologic Group C/D) and McBee Silty Clay Loam (Hydrologic Group C). Hydrologic Group C and D soils are moderately to poorly drained soils and generally aren't suitable for infiltration. Information from the NRCS Soil Survey can is shown on Figure 14.

Although the NRCS data shows that the majority of the site is well draining, staff at the City has received reports from neighboring property owners noting that the soils in this area do not drain well. Before infiltration is chosen as an option for this site, a geotechnical investigation and infiltration testing should be conducted.

Existing Facilities

There is an existing storm drain pipe in N. Redwood Street which has excess capacity equivalent to approximately 11.8 acres of impervious surface. This storm drain was constructed as part of an advanced financing district for the neighborhood east of N. Redwood Street. Utilization of this storm drain by the North Redwood project site may require that developers contribute to the cost that was incurred by the neighboring property owners for the construction of this line.

The N. Redwood storm drain discharges to the Fish Eddy site. According to the City's stormwater master plan, a treatment wetland will be constructed as part of the restoration of the Fish Eddy property. The treatment wetland will provide water quality treatment and detention for runoff that utilizes the N. Redwood storm drain line and future Willow Creek Drainage.

Existing pipes in N Redwood Street should be surveyed to determine the elevation of the existing storm sewer in order to evaluate the extent to which the North redwood Concept Plan area can drain to the existing N Redwood Street storm sewer conveyance system.

Willow Creek bisects the site approximately 1,000 feet east of N Redwood Street. Willow Creek flows north through the 19th Avenue Natural Area and discharges through a weir structure to two 36-inch culverts under NE Territorial Road. North of Territorial Road, Willow Creek enters the Fish Eddy site on its way to the Willamette River. In accordance with City standards, storm water treatment is required prior to discharging runoff into Willow Creek.

Proposed Storm Water Alternatives

East of Willow Creek

Stormwater runoff east of Willow Creek will be conveyed and discharged into Willow Creek. Runoff should be treated for water quality prior to discharging into Willow Creek. Alternatives for types of water quality treatment are described in the design standards section above. If the downstream analysis deems it necessary, water quantity treatment shall also be provided prior to discharging to the creek.



Typical LIDA facilities: Planter

West of Willow Creek

The existing storm drain in N. Redwood Street should be utilized for areas of the site that, for topographic reasons, cannot be conveyed to Willow Creek. A maximum of 11.8 acres of impervious area or street rights-of-ways can be conveyed to N. Redwood Street. If only right-of-way is conveyed to N. Redwood Street, runoff from individual lots would need to be retained and infiltrated on site. Conversely, if the drainage area directed to N. Redwood Street contained both right-of-way and lot runoff, then an equivalent area of approximately 18 acres (assuming 60% impervious) could be conveyed to N. Redwood Street. Treatment of this runoff would occur at the Fish Eddy site as part of the treatment wetland capital improvement project.

The remaining area west of Willow Creek, approximately 37 acres, would be conveyed and discharged into Willow Creek. Runoff should be treated for water quality prior to discharging into Willow Creek. Alternatives for types of water quality treatment are described in the design standards section above. If the downstream analysis deems it necessary, water quantity treatment shall also be provided prior to discharging to the creek.

Infiltration

If a geotechnical analysis concludes that infiltration is appropriate for this site, it can be used as a method of storm water disposal. Individual lot drainage can be disposed of on site. Right-of-way runoff could be infiltrated through a combination of LIDA facilities and drywells or retention ponds. If the geotechnical analysis concludes that infiltration is not appropriate for this site, stormwater would need to be conveyed to Willow Creek for disposal. The use of infiltration to dispose of stormwater will trigger a different permitting process. Stormwater infiltration is considered an underground injection control (UIC) and is regulated by the Safe Drinking Water Act. DEQ administers a permitting process for UICs.

Stormwater Quality Treatment

The City of Canby encourages the use of Low Impact Development Approaches (LIDA) storm water facilities. The City of Canby references the CWS design standards for facility design. LIDA facilities that would be appropriate for this site include, but are not limited to, infiltration planters/rain gardens and/or flow through planters. LIDA facilities are typically smaller facilities dispersed throughout the development. For instance, a rain garden could collect runoff at each street intersection. The runoff is treated in the

rain garden, and if existing soils are suitable, runoff infiltrates into the ground. If necessary, an overflow is provided that collects runoff that is unable to infiltrate. The treated water would then be conveyed to its discharge point at Willow Creek.

Traditional stormwater treatment methods such as water quality swales or extended dry ponds could also be utilized for this site. In this case, stormwater would be collected and conveyed in a piped system to a single treatment facility located near Willow Creek. At least one facility would be needed on either side of Willow Creek.

Based upon the project criteria of protecting Willow Creek, and the City of Canby's requirement to provide stormwater treatment, all runoff should be treated prior to entering Willow Creek.



Typical LIDA facilities: Swale



Typical LIDA facilities: Water Quality Pond

Planning Level Rough Infrastructure Costs

Below are conceptual level unit costs for many of the elements that will be required for the development of this site.

Item	Unit Cost	Assumptions
Streets	\$490/LF	This cost includes base rock, AC pavement, curb and gutter, and sidewalks as well as grading of both streets and lots. The cost does not include street trees, landscaping, or retaining walls. Cost is based on dollars per linear foot of street.
Storm Drain Conveyance	\$150/LF	This cost includes pipe, inlets, and manholes. The cost does not include water quality or quantity management facilities.
Stormwater Management Facilities	\$15,000/acre	This cost is based on dollars per acre of overall development. It includes water quality and water quantity facilities.
Sanitary Sewer Conveyance	\$130/LF	This cost includes pipe, manholes, and laterals for gravity and pressure sewer conveyance. The cost does not include pump stations.
Sanitary Sewer Pump Station	\$150,000/each	This cost includes a small sanitary sewer pump station.
Waterline	\$100/LF	This cost includes pipe, fittings, and fire hydrants. The cost does not include water services and meters.
Franchise Utilities and Street Lights	\$130/LF	This cost includes conduit for franchise utilities, vaults and street lights.
Vehicular Bridge over Willow Creek	\$1,000,000 - \$1,200,000/each	Cost is for a 44 ft wide single span bridge. Costs vary with length of structure. The low end is for a 110' long bridge; high end is for a 150' long structure.
Pedestrian Bridge over Willow Creek	\$65,000 - \$265,000/each	Cost is for a 10 ft wide weathering steel truss type bridge with a concrete deck. Costs vary with length of structure, which depends on where the pedestrian bridge will be located. The low end is for a 40' long structure; high end is for a 120' long structure.

Tools to Share Costs and Benefits of Growth

The project team has studied a number of approaches that could be used to more equitably allocate the costs and benefits of development within the North Redwood area. These tools will be assessed in more detail during the next phase of the project and a more specific set of recommendations will be provided. Following is a brief summary of the tools.

Transfer of Development Rights

This approach allows for density to be transferred from a “sending area” to a “receiving area.” It has been used in other part of the United States and was studied for potentially application in Canby. However, its use here is not recommended for the following reasons:

- There is a relative lack of precedent and experience implementing this tool in Oregon for this purpose.
- Designating sending receiving areas for development rights would be challenging.
- These programs are typically costly and somewhat complicated to administer and the relative cost/benefit to implement a program for a single area is relatively low.

Density Transfers

Density could be transferred within a specific property or development. Most often, density would be transferred out of constrained areas (e.g., riparian, floodplain, wetland or sloped areas in the Willow Creek corridor) and onto the developable portions of the site. The City’s existing development code already allows lot size averaging and alternative lot layouts allowed which help meet these objectives. Additional code provisions could be adopted to increase the ability to transfer density.

Density Bonuses

Density bonuses could be used to transfer or allow more dense development in certain portions of the study area, such as in exchange for protecting additional open space, implementing low impact development practices or meeting other project goals. The City currently allows for height bonuses in some areas but does not allow for density bonuses. Implementing density bonuses would require amendments to the City’s development code.

Planned Unit Developments

This tool is used now and allows 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 good tool. It is most effective when used for larger developments and would work best if combined with consolidating multiple properties in the study area. Only minor changes, if any, to existing code requirements would be needed for this approach. Master Planning for specific sites would be a similar approach.

Local Improvement District

Property owners within a defined district are assessed a fee based on the proportional benefits they receive from the district. The 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.

Advance Financing or Reimbursement Districts

With this approach, 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.

Calculated “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 system development charges (SDCs) owed. Districts can be initiated by either developers or the City.

This approach is similar to LIDs in that the costs of infrastructure are distributed relative to the benefit to individual properties. This approach has previously been implemented by the City in order to fund a sewer line in North Redwood Street.

Developer Agreements

This is 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. This approach has been used by a number of other cities in the region, including Portland, Wilsonville and Hillsboro.



North Redwood

Development Concept Plan

TAC & SAC #3

July 14, 2015



Project Schedule
North Redwood
Development Concept Plan
 Canby, OR

2014

2015

NOV

DEC

JAN

FEB

MAR

APR

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

 **Today**

Key Topics Today

- **Proposed Plan**
- **Utilities**
- **Connections**
- **Funding**
- **Next Steps and Implementation**

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**

What's Happened So Far

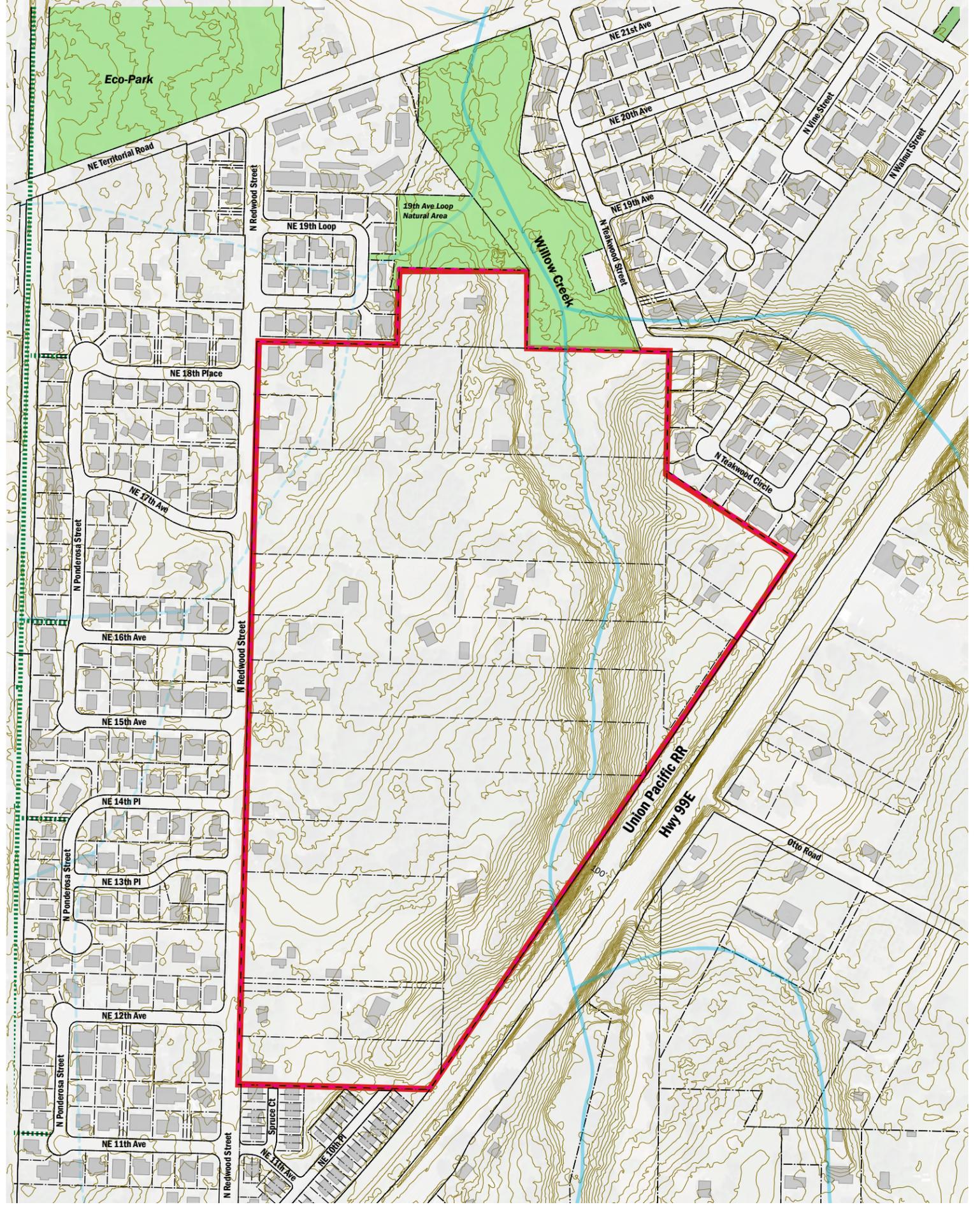
- **Existing Conditions Inventory**
- **Best Development Practice Analysis**
- **Stakeholder Interviews**
- **TAC and SAC #1** (Feb 9)
- **Public Event #1** (Apr 14)
- **City Council/Planning Commission** (Apr 15)
- **TAC and SAC #2** (April 27)
- **Public Event #2** (Jun 23)
- **Draft DCP** (Jun 30)

Study Area



Property Ownership

23 taxlots
18 owners
66 acres

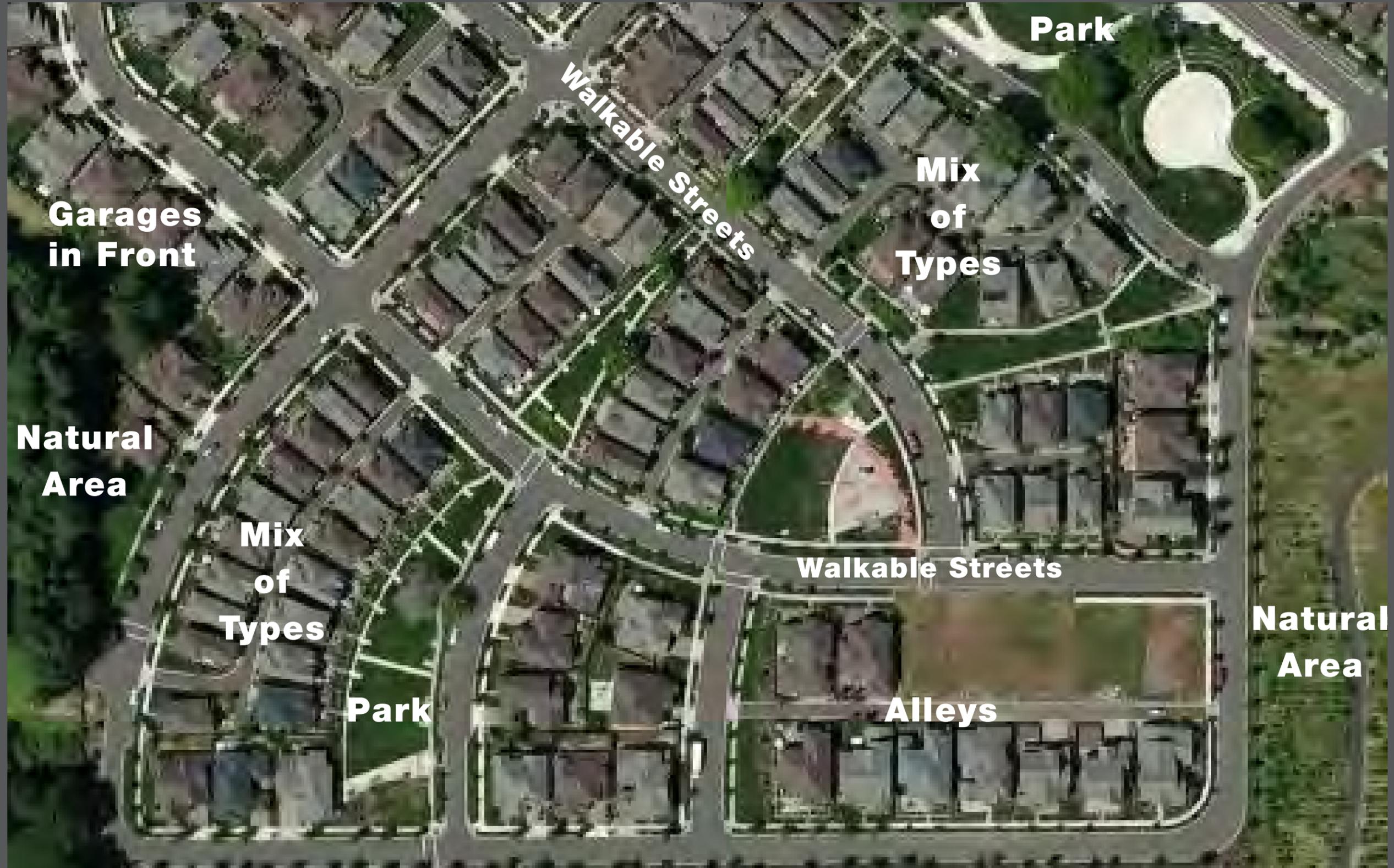


NORTH REDWOOD DEVELOPMENT CONCEPT

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



Environmental Areas



Combined
Willow Creek
Environmental Areas
(9.3ac)

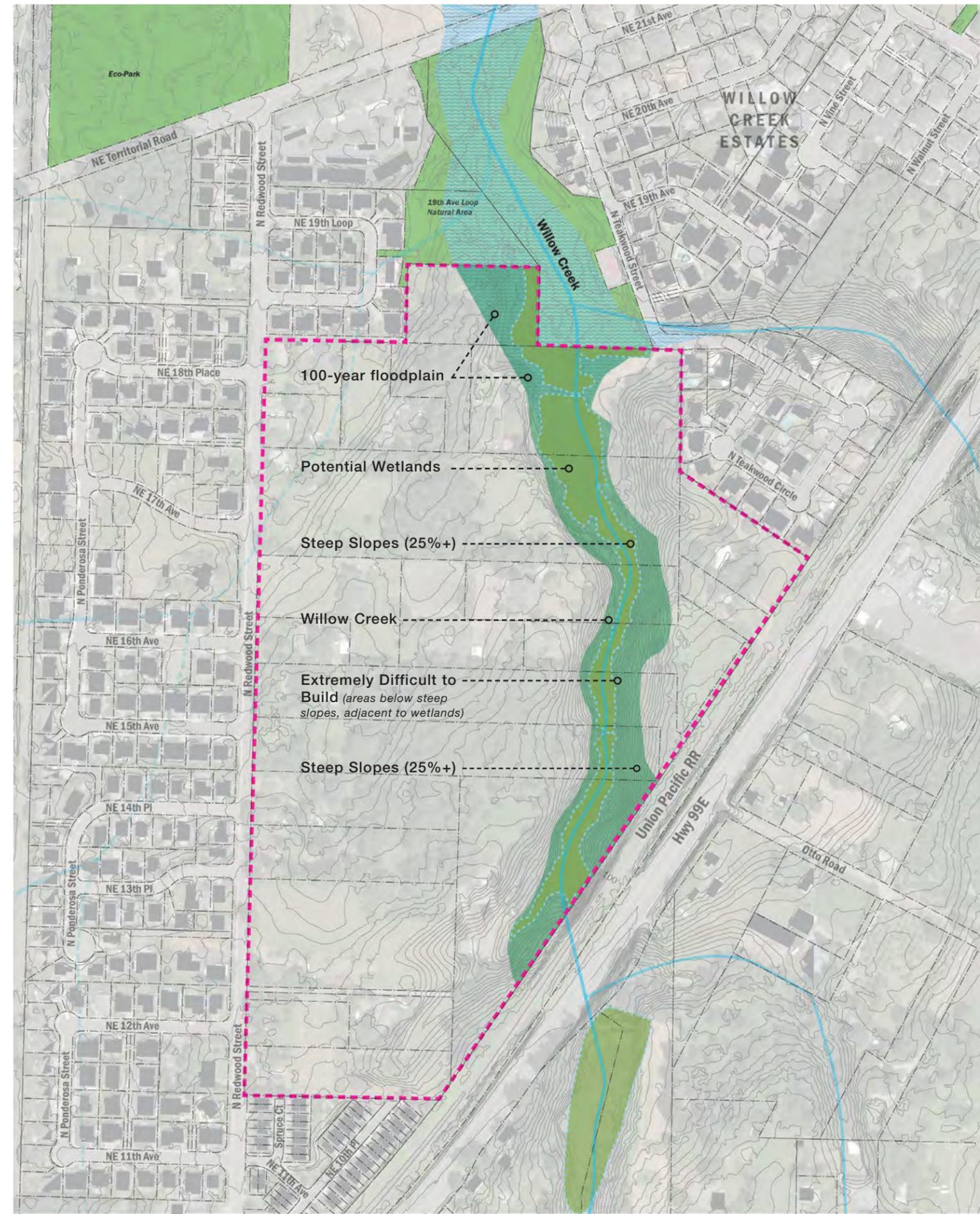
*(No setbacks assumed yet but
this area is approx 50' setback)*

>25% Slope:
~2.6 ac

Potential Wetland
~3 ac

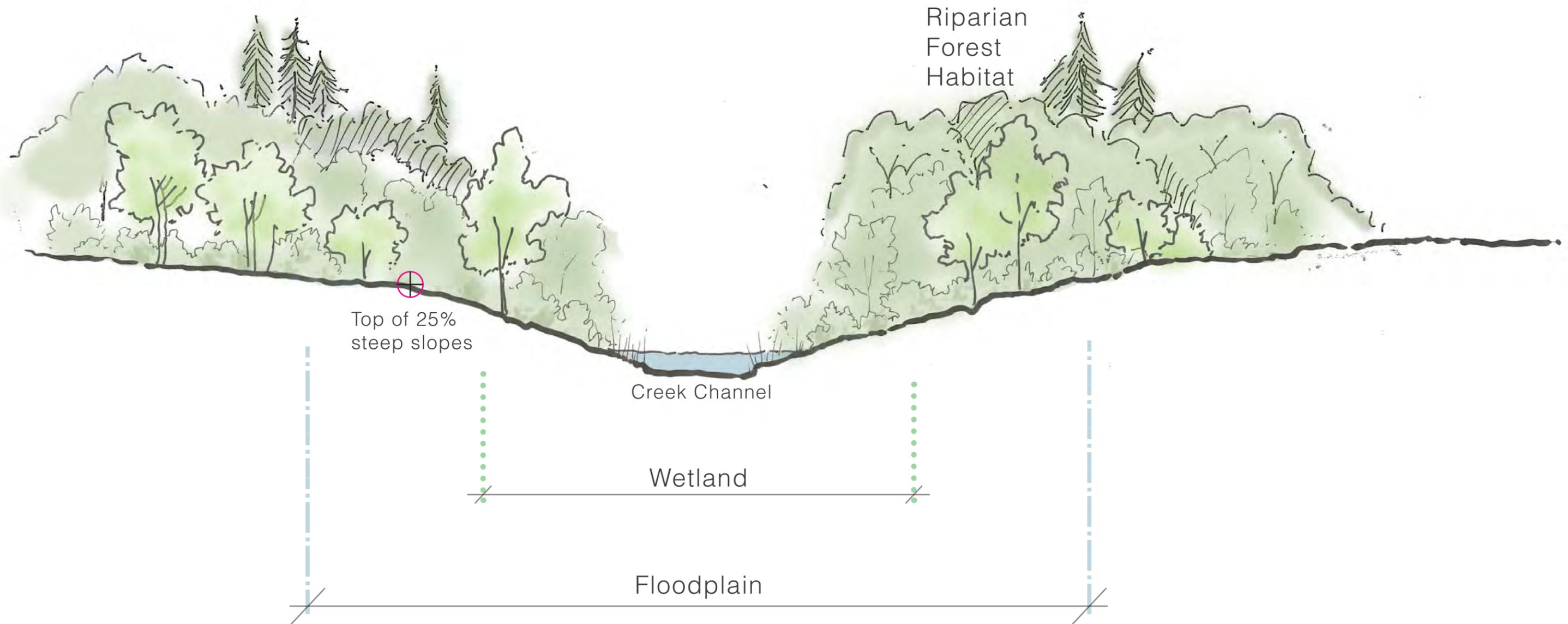
FEMA 100-yr Flood
(not incl wetland)
~1.3 ac

Additional lowlands
~2.4 ac



Willow Creek

(typical condition)

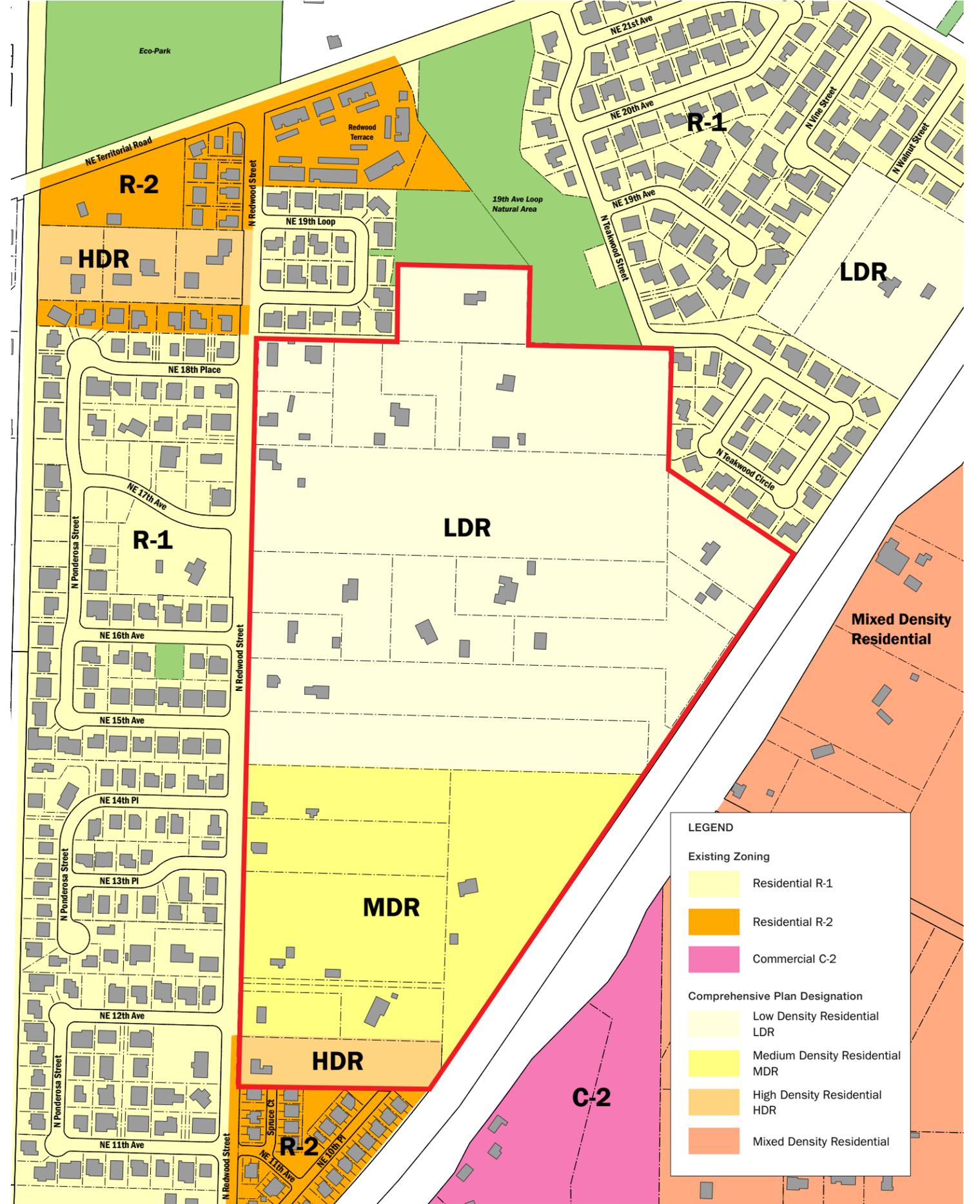


Zoning

LDR: 45.4 ac

MDR: 18.8 ac

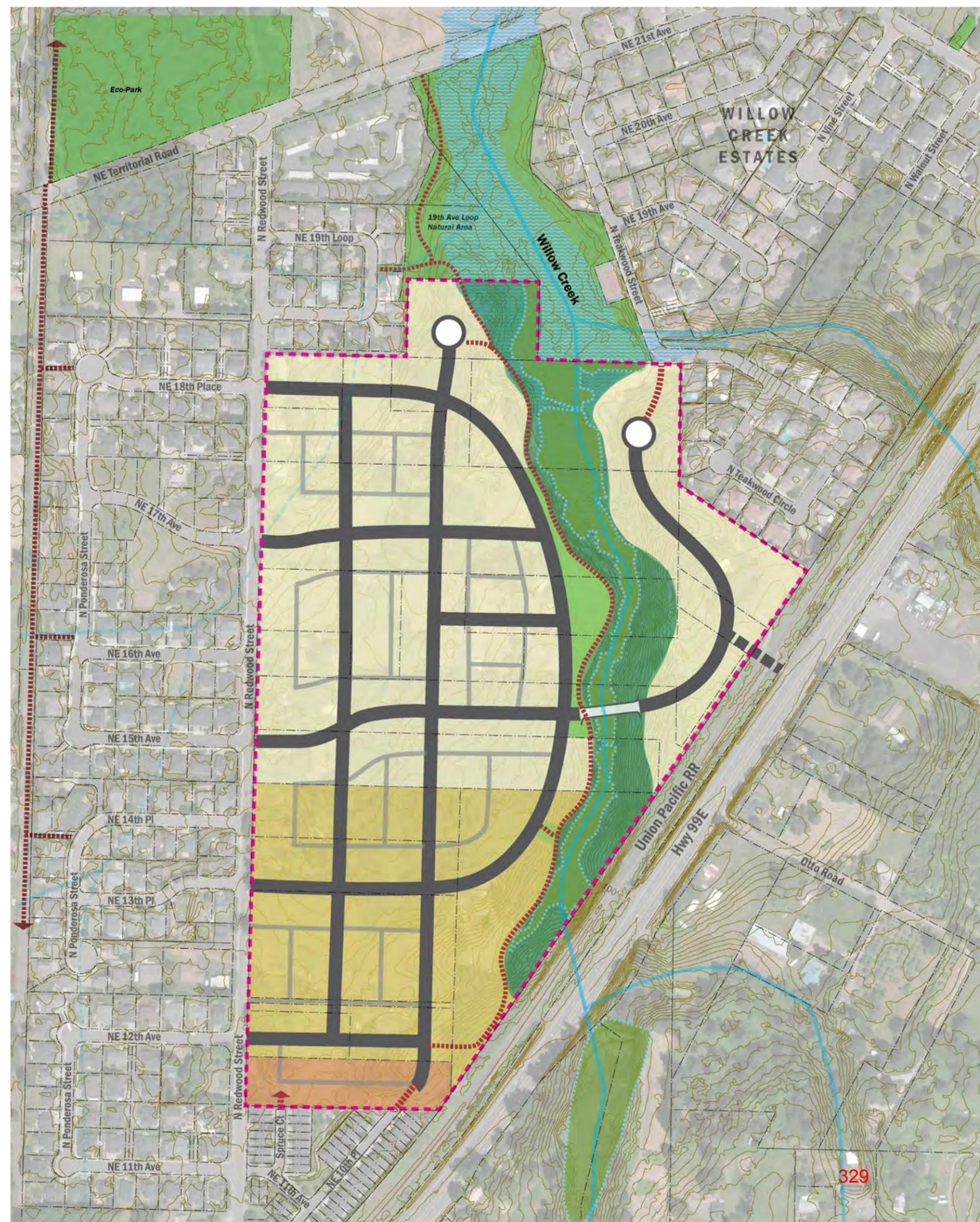
HDR: 2.2 ac



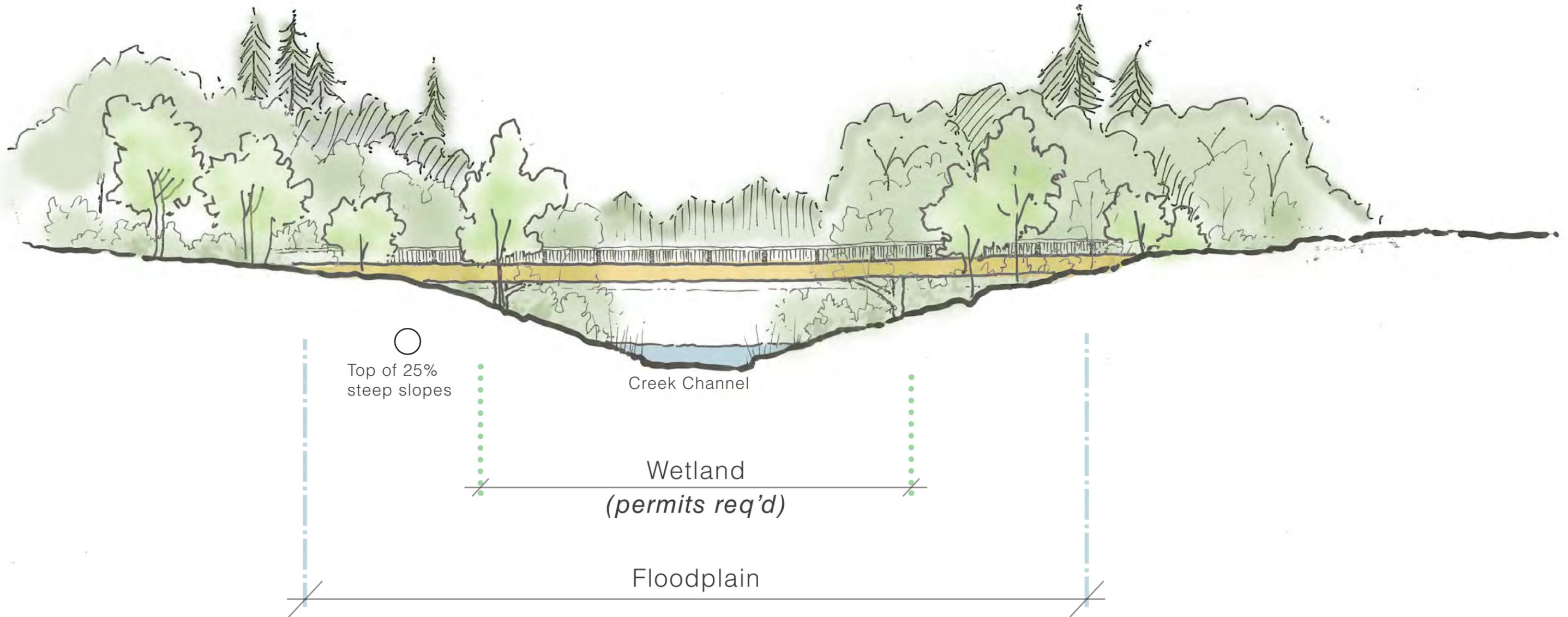
LEGEND	
Existing Zoning	
	Residential R-1
	Residential R-2
	Commercial C-2
Comprehensive Plan Designation	
	Low Density Residential LDR
	Medium Density Residential MDR
	High Density Residential HDR
	Mixed Density Residential

Alternative Concept 1

“City Grid”



Willow Creek Road Bridge



(44' wide, 110' long: Rough cost~\$1.5-\$2 million)

GENERAL PLAN
OF

RIVERSIDE

OLMSTED, VAUX & CO. LANDSCAPE ARCHITECTS

1869.

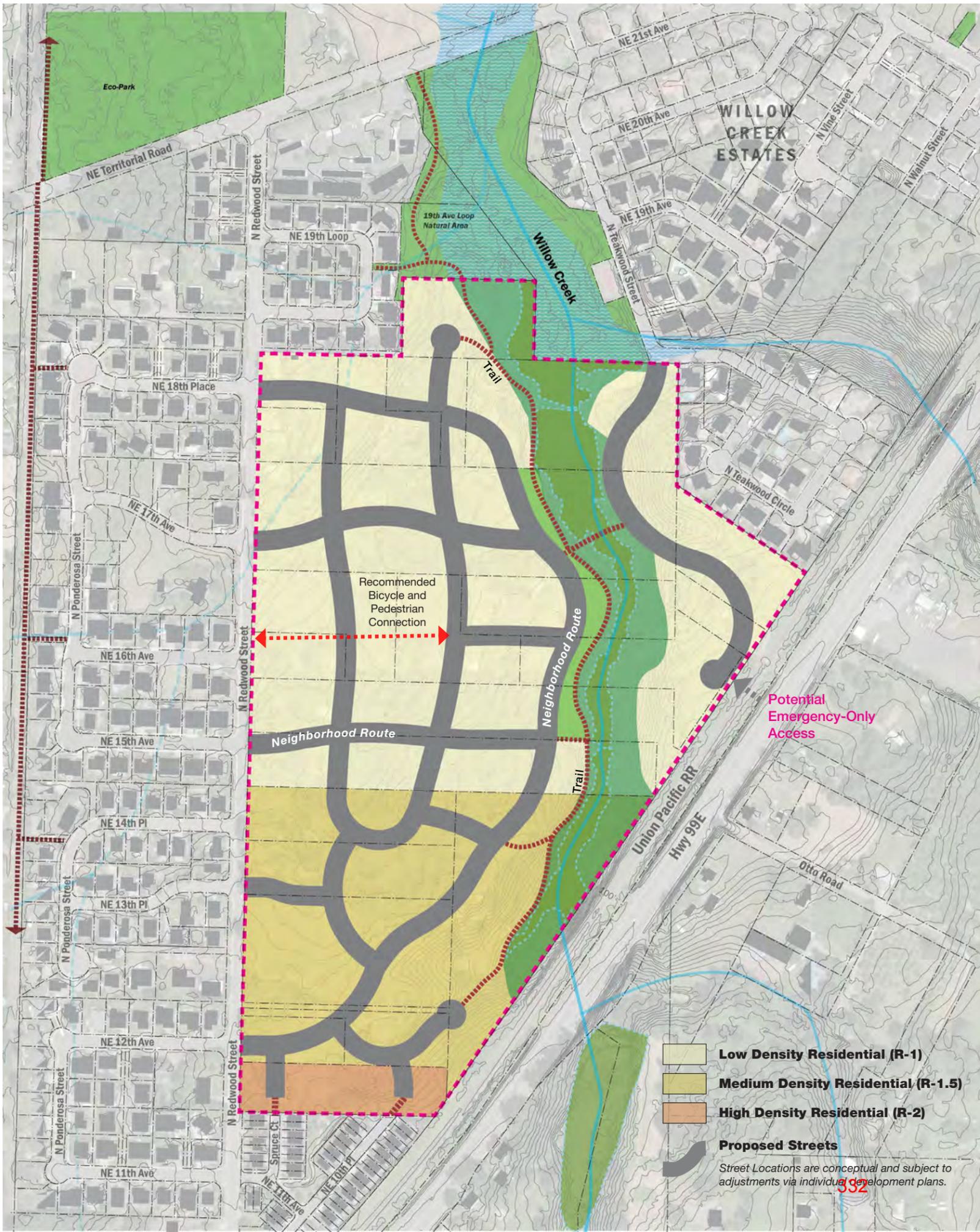
Scale 400 feet to an inch.



Recommended Concept

Element	Square Feet	Acres
Roadways *	664,414	15.42
Natural Area	412,809	9.3
Developed Park	42,906	0.98
Low-Density Residential Land	1,122,963	25.78
Medium-Density Residential Land	522,270	11.99
High-Density Residential Land	80,355	1.84
Alleys are not included		65.31ac total *

* Study Area is 66 acres. Total acreage shown reflects deduction of 20' for additional North Redwood ROW





19th Ave Loop
Natural Area

Willow Creek

NE 19th Ave

N Teakwood Street

NE 19th Loop

NE 18th Place

NE 17th Ave

Jerosa Street

Access for 15 lots
(11 trips/hr in AM, 15 PM)

N Teakwood Circle

Pedestrian
Bridge

+/- 15
lots

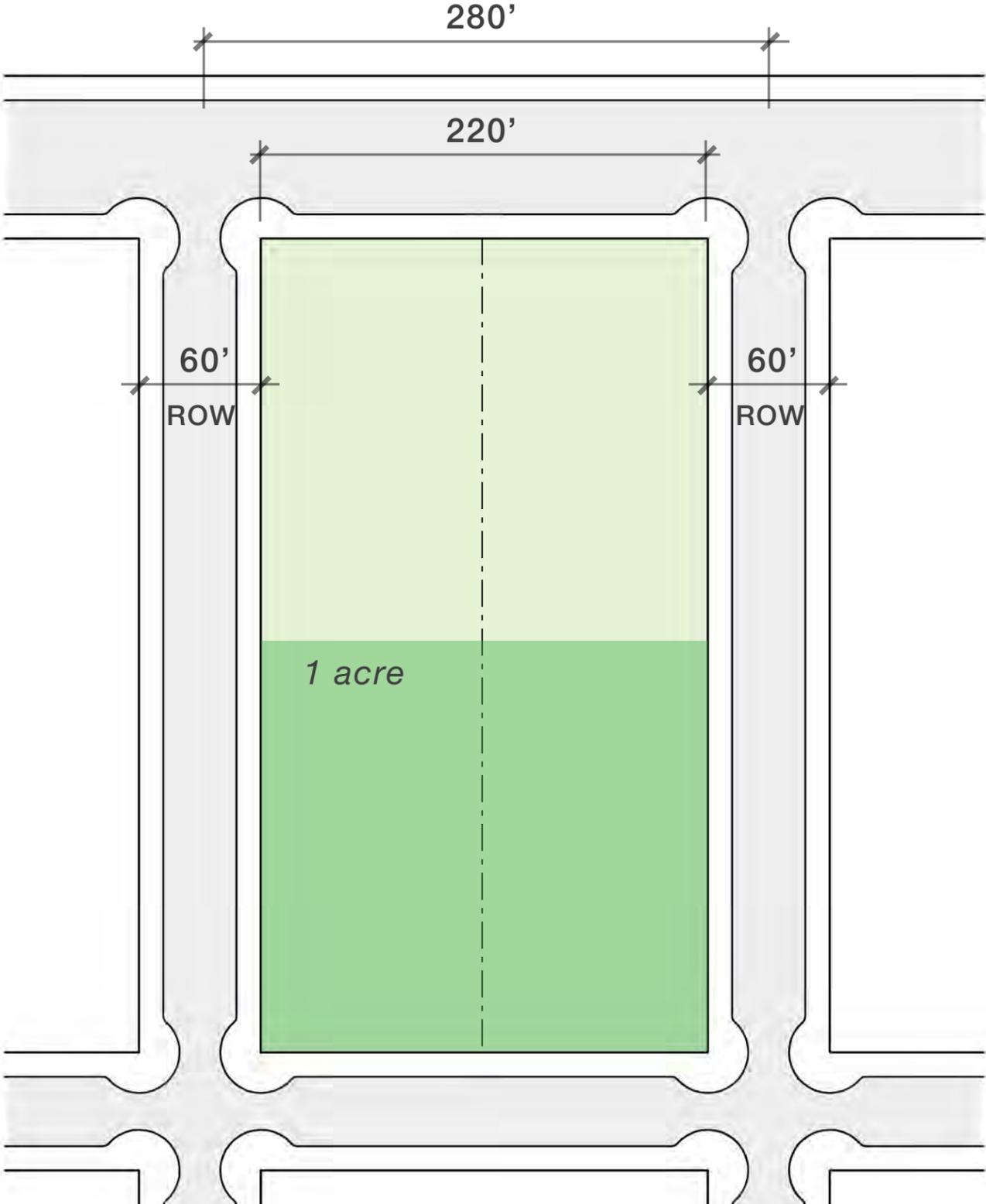
Park
(1 ac)

Potential
Emergency-Only
Access

Pacific RR



Blocks



HOUSING CHOICES *(213 - 289du)*



Large Lot (7,000-10,000sf)



Medium Lot (5,000-6,500sf)



Small Apartment or Townhouse



Large Lot (7,000-10,000sf)



Medium Lot (5,000-6,500sf)



Duplex/Small Lot (3,000sf)

**Approximately 155 units (at 6du/ac)
(Approximately 103 units at 4du/ac)**

**Approximately 108 units (at 9du/ac)
(Approximately 84 units at 7du/ac)**

Approximately 26 units

Conceptual Lot Layout

(237 Total Lots)



Large Lots

(115 R-1)

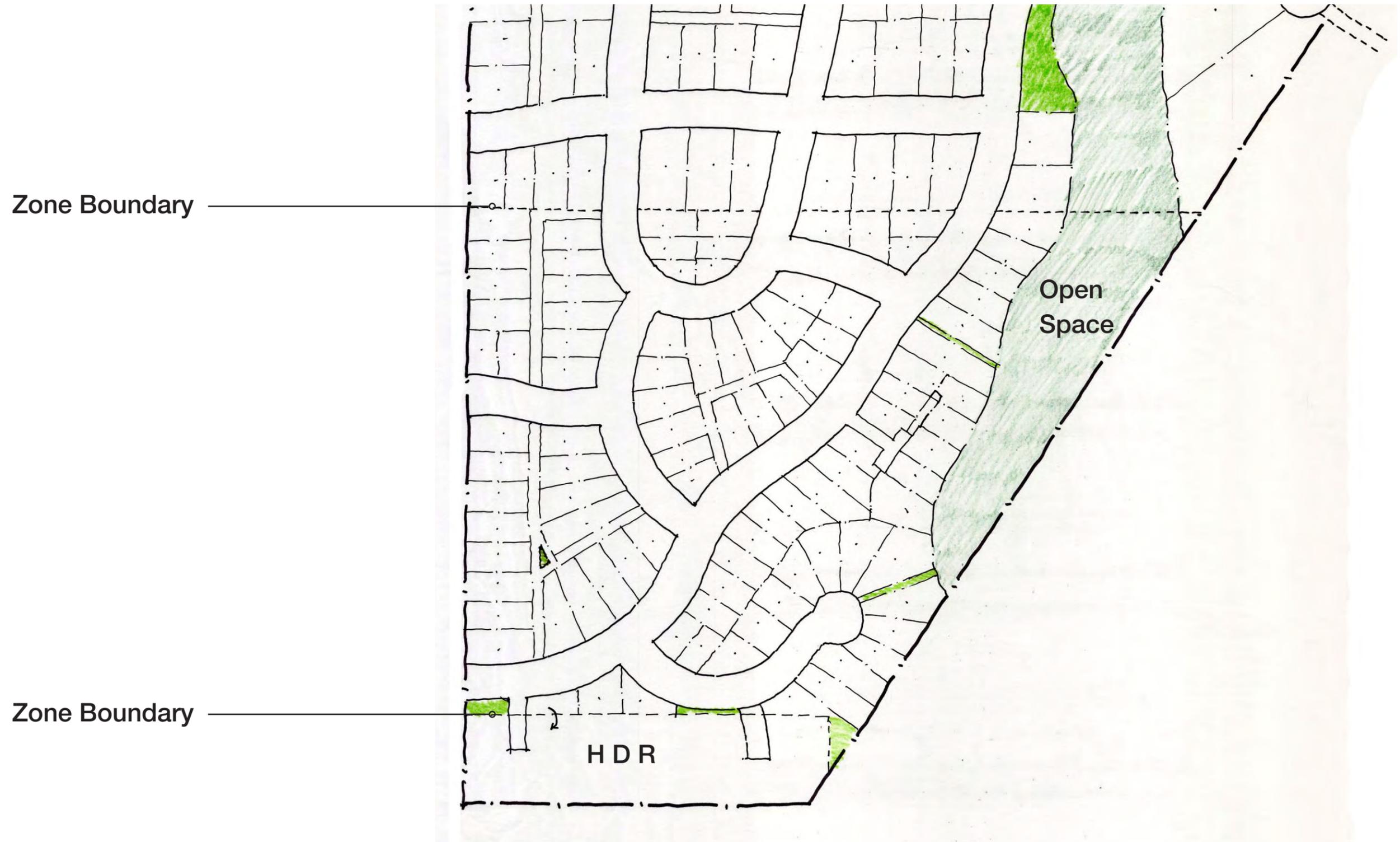
Pedestrian Connection

Zone Boundary



Medium and HDR Lots

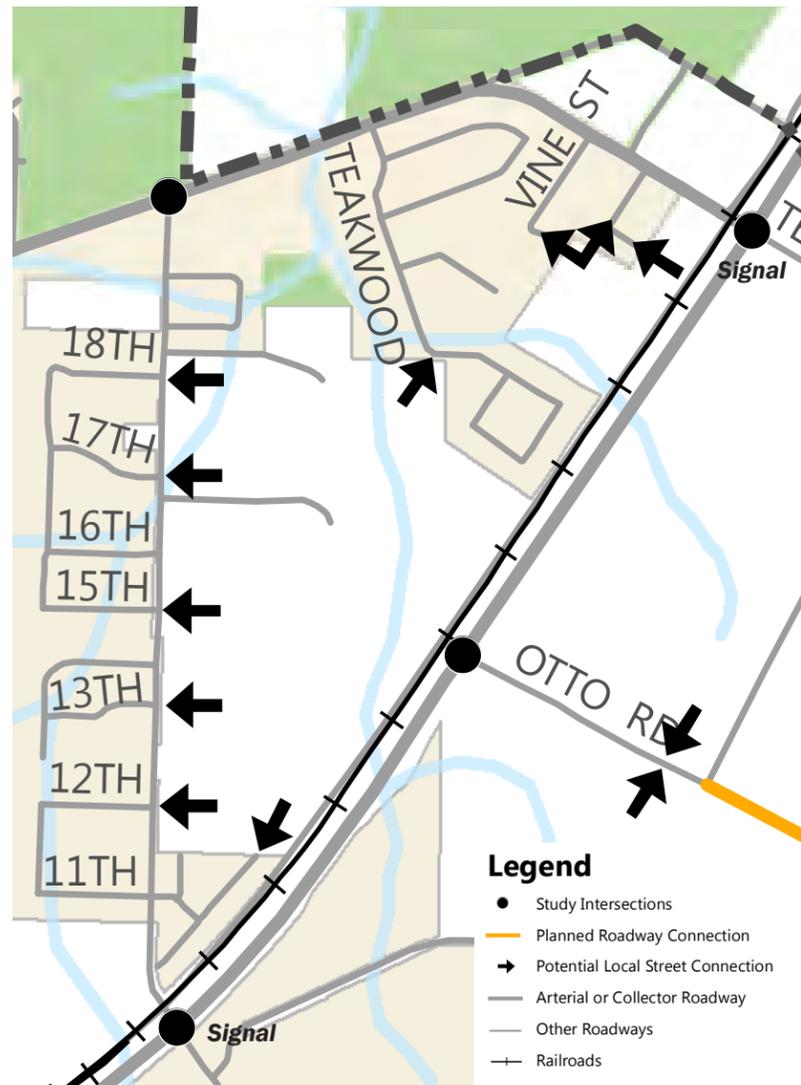
(96 R-1.5, 26 R-2)



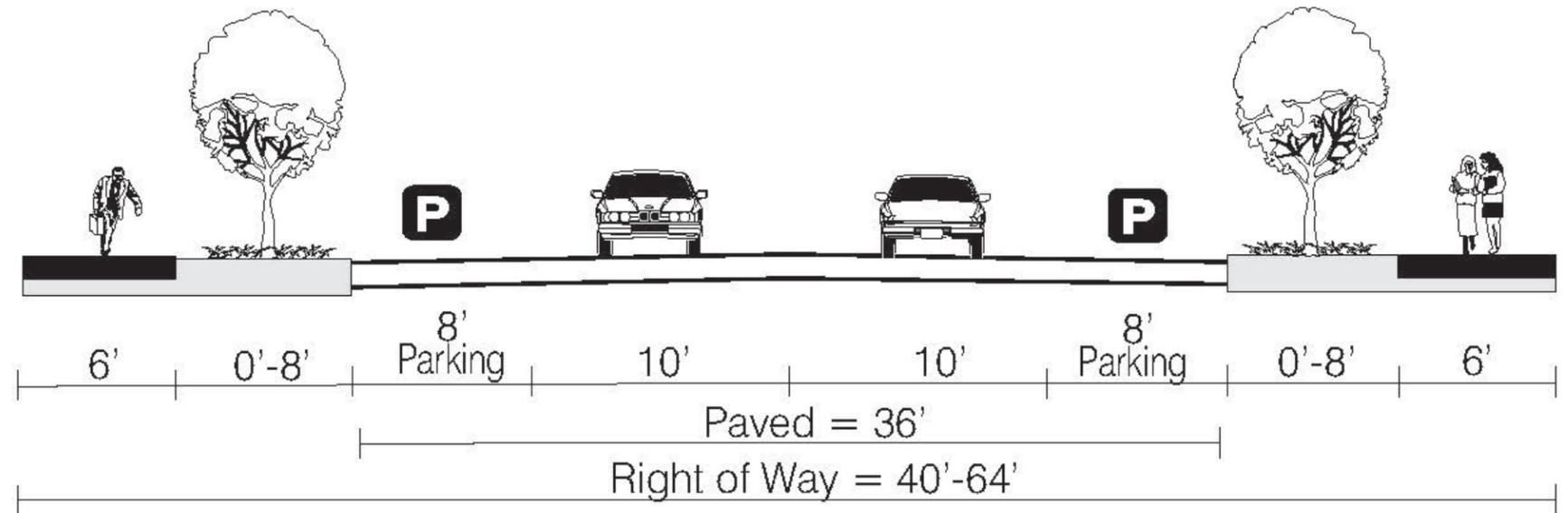
Streets



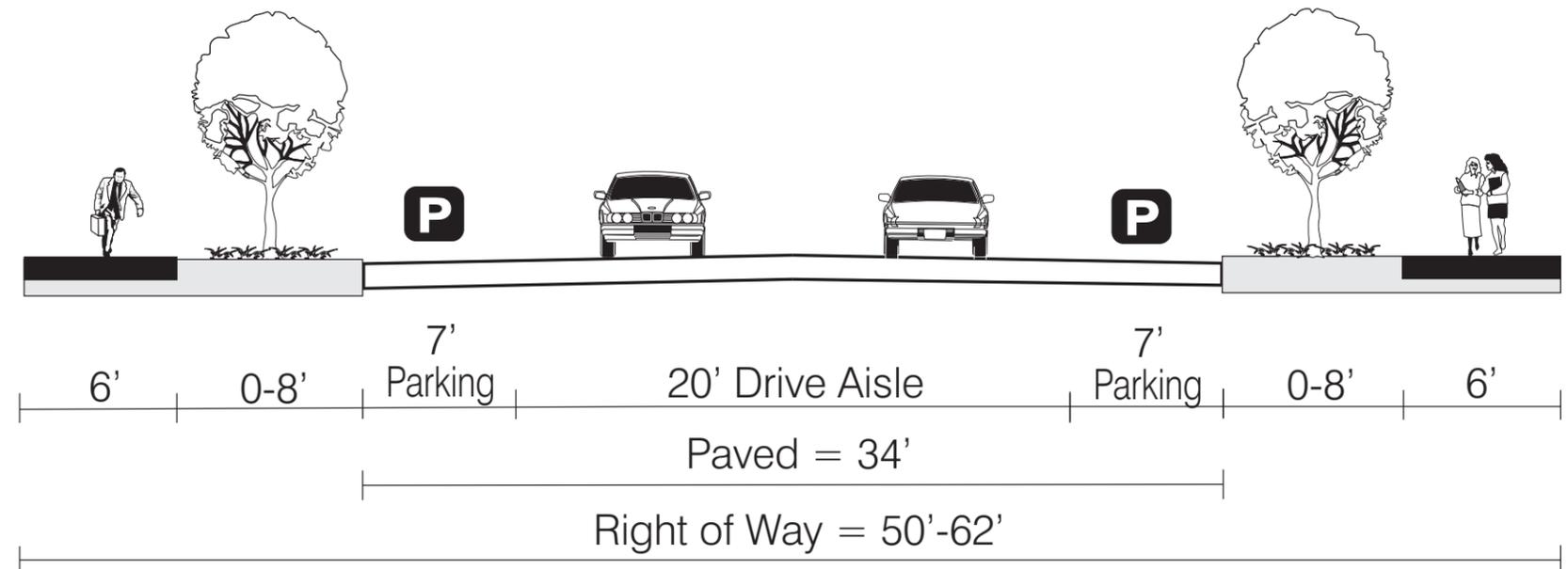
Streets



NEIGHBORHOOD ROUTE



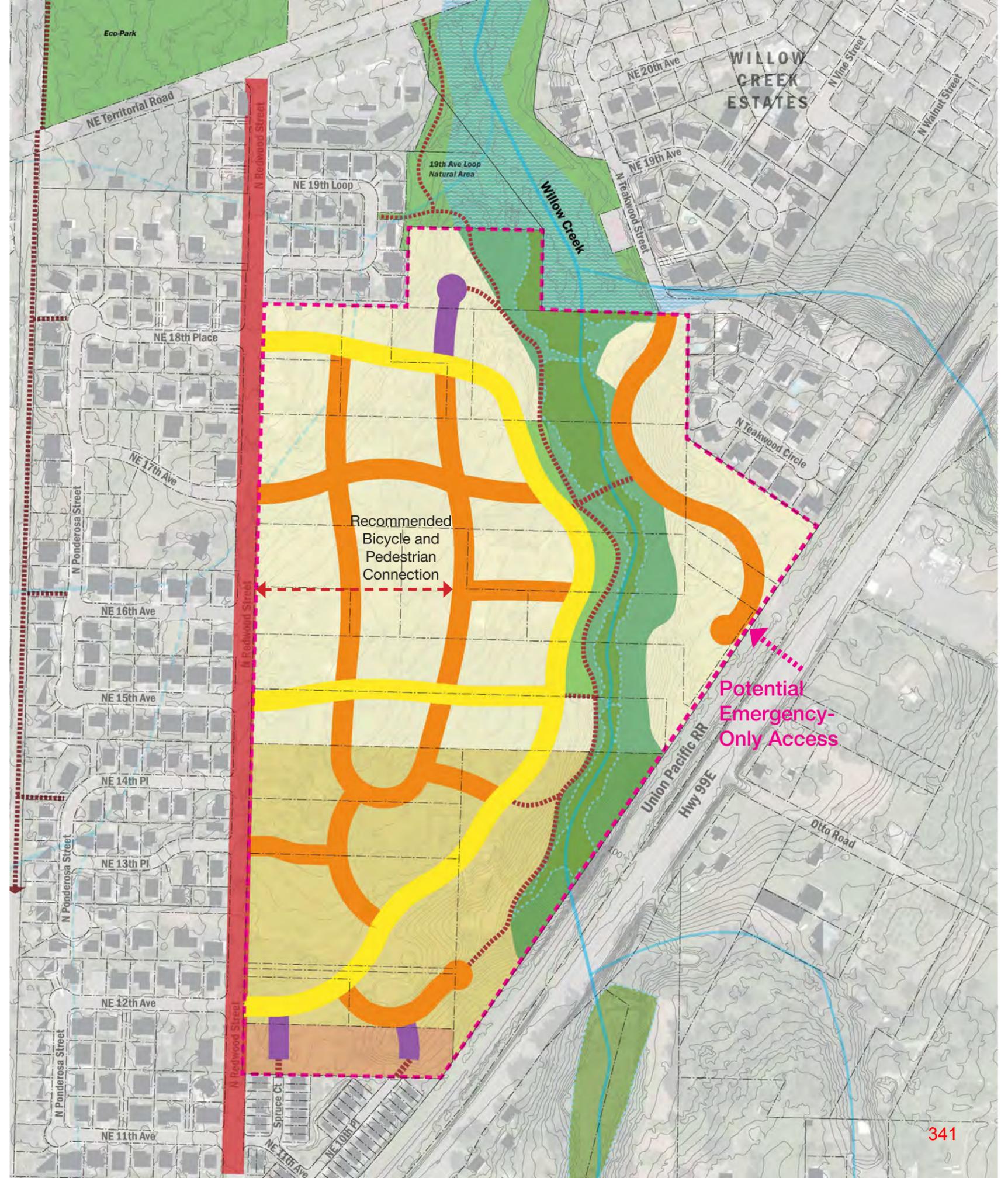
STANDARD LOCAL STREET



Streets

Legend

-  Collector
-  Neighborhood Route
-  Local Street
-  Low-Volume Local Street



Teakwood Traffic Volumes

Daily 24-hour traffic volumes were collected on Teakwood Street just south of the intersection with Territorial Road (see figure at right).

The table below lists the estimated daily traffic on Teakwood Street that would result from the new North Redwood Concept Plan Area development (which would include between 11 and 15 single-family homes). The new trip estimates are based on trip rates provided by the Institute of Transportation Engineers (ITE),¹ which assumes 9.52 trips per day per single-family residence. This is a more conservative rate than is currently being exhibited by the area (i.e., 85 homes with 550 daily vehicles = 6.47 daily trips per home, which is approximately 30% lower than the ITE daily trip rate). Therefore, if the new residences have similar traffic patterns as the existing neighborhood, then it is possible that the additional traffic from the new development area may be around 30% lower than what the table below suggests. Regardless, the total traffic on Teakwood Street following the new development is expected to only be approximately 50-60% of the City's local residential street threshold of 1,200 daily vehicles.²



Table 1: Estimated Daily Traffic on Teakwood St Resulting from New Development

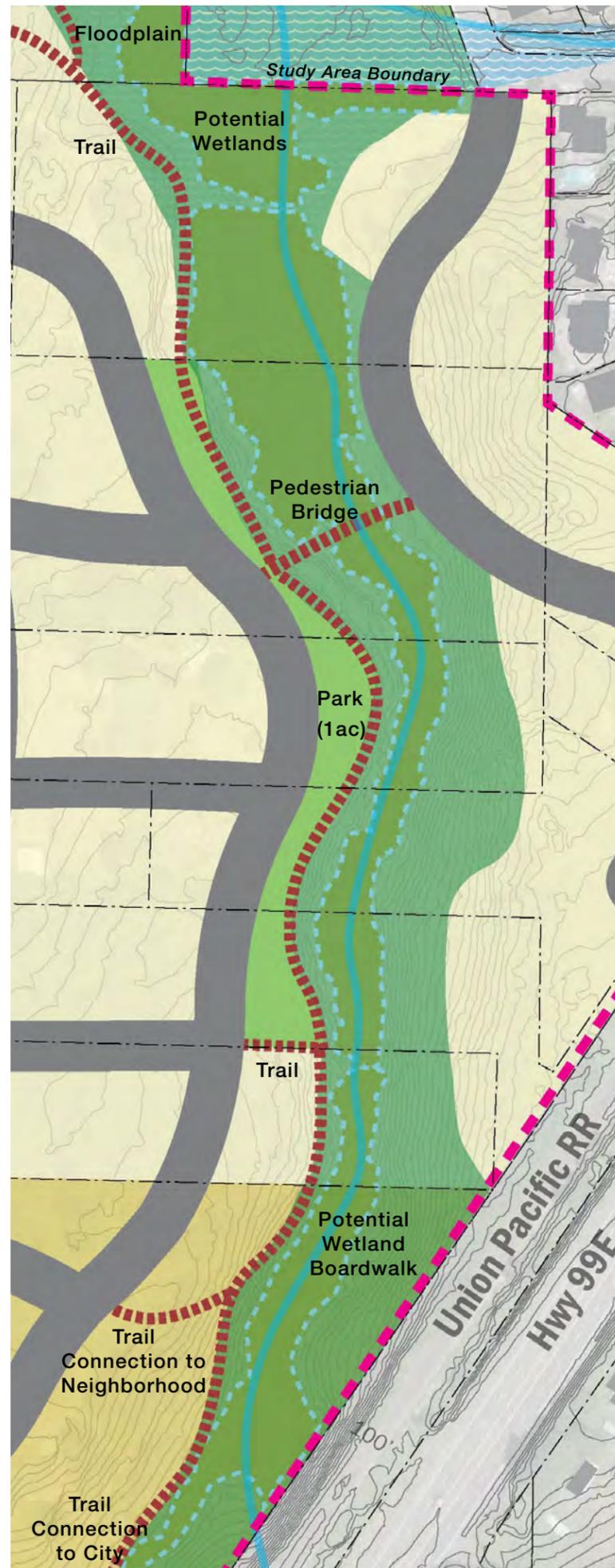
Neighborhood Area	Number of Homes	Trip Methodology	Daily Traffic Volume Estimates		
			Northbound	Southbound	Total
Existing Neighborhood	85 homes	Tube Count (June 29, 2015)	270 veh	280 veh	550 veh
New Development (Eastern Section of North Redwood Concept Plan Area)	11 - 15 homes	Estimate (ITE Daily Trip Rate of 9.52 trips/home) ^a	55 - 75 veh	55 - 75 veh	110 - 150 veh
Total	96 - 100 homes		325 - 345 veh	335 - 355 veh	660 - 700 veh

^a Daily trip rates for new development provided in *Trip Generation, 9th Edition*, Institute of Transportation Engineers (ITE), 2012. Volumes are rounded up to the nearest 10 trips.

¹ *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012.

² Local residential street threshold is identified in the *Canby Transportation System Plan (TSP)*, December 2010, Page 7-30

Parks



Water

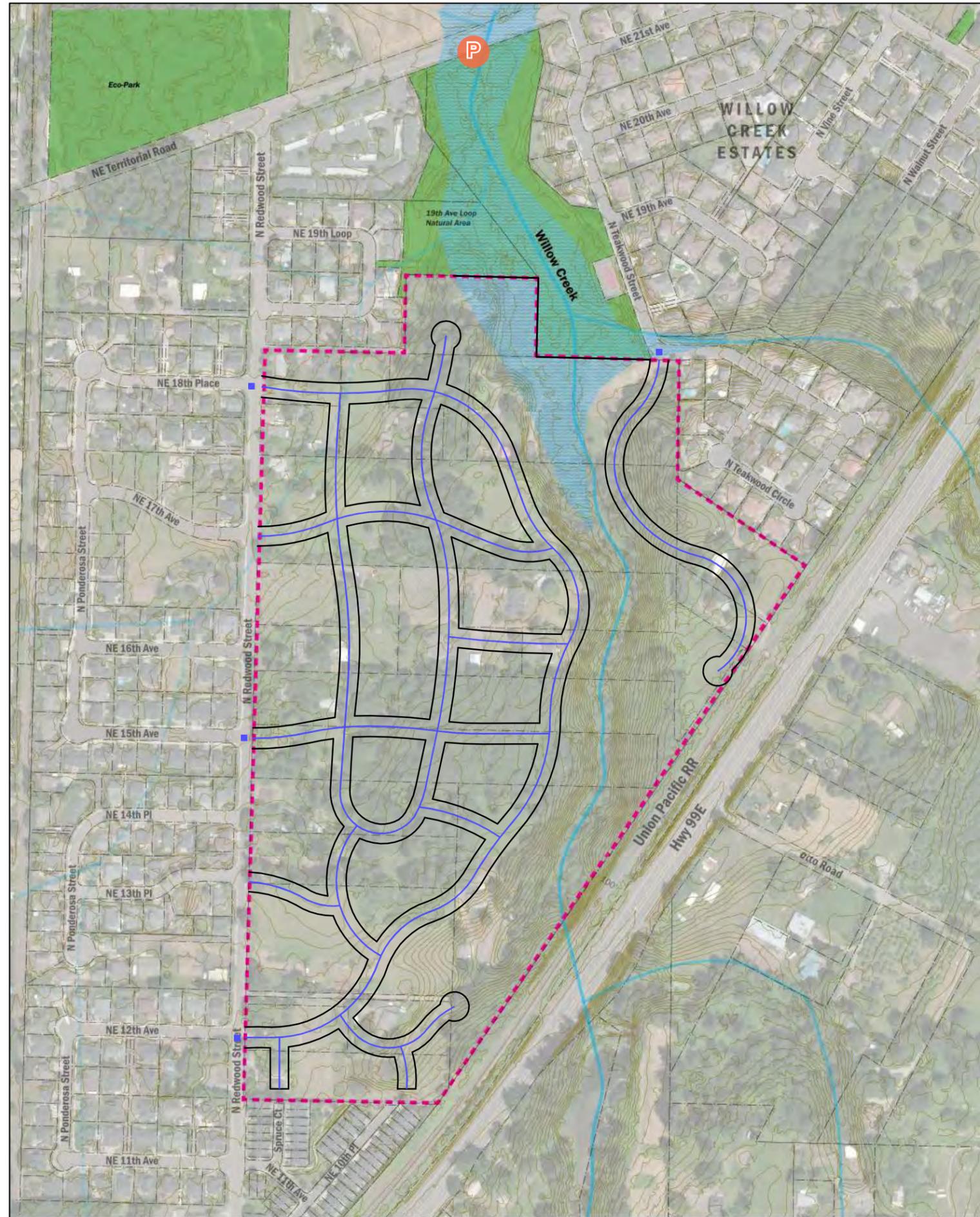


Figure 13: Water Map

LEGEND

Connect to Existing Water Main
Water Pipe



NORTH REDWOOD DEVELOPMENT CONCEPT

BASE MAP

344

0 100 200 400 800 Feet

Sewer

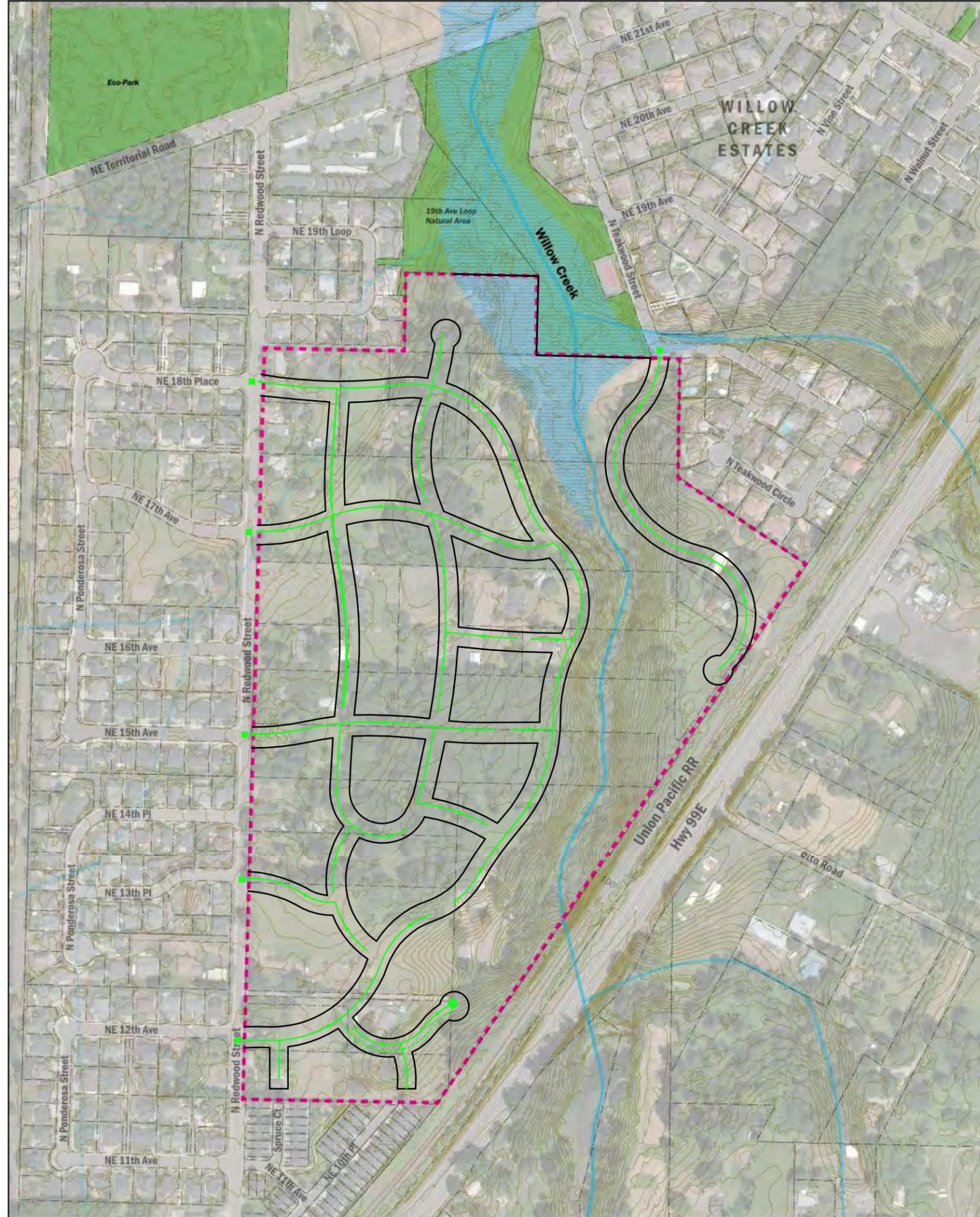


Figure 14: Sanitary Sewer Map

LEGEND

- Connect to Existing Sanitary Sanitary Pipe (Gravity)
- Pump Station
- Sanitary Pipe (Pressure)



NORTH REDWOOD DEVELOPMENT CONCEPT
BASE MAP

345



0 100 200 400 800 Feet

Stormwater

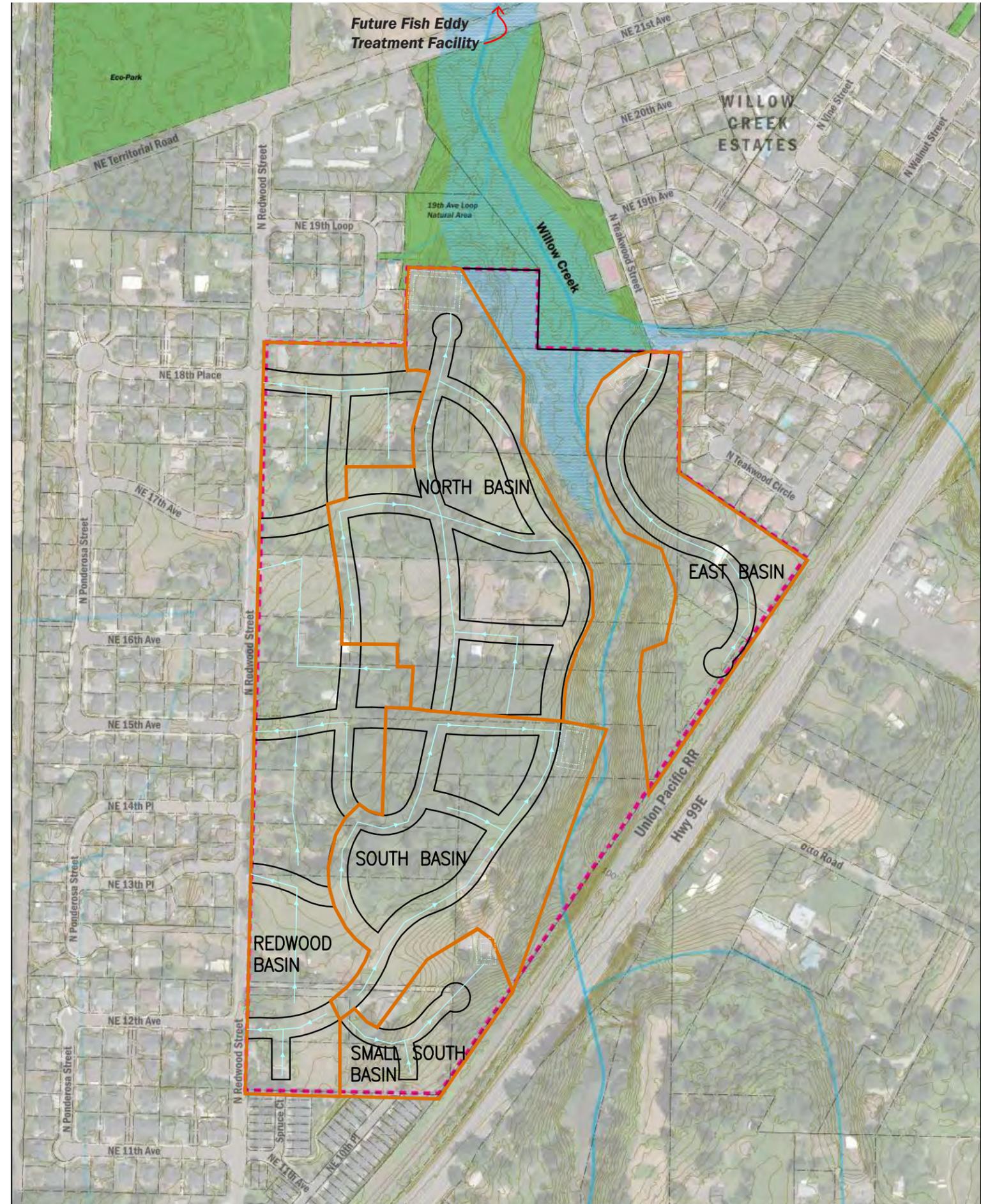


Figure 15: Stormwater Map

Note: Alleys recommended where required for stormwater conveyance.

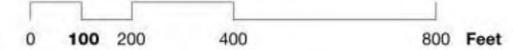
LEGEND

- Basin Boundary
- Stormwater Pipe
- Stormwater Facility



NORTH REDWOOD DEVELOPMENT CONCEPT
BASE MAP

346



Criteria	How DCP Meets Criteria
<i>Integrated with existing city fabric of Canby</i>	Plan connects to North Redwood Street in 5 locations, matching existing intersections and extending the city grid.
<i>Walkable and cohesive</i>	Streets, connected across parcels, will meet City standards, with generous sidewalks. Proposed walking trail traverses study area.
<i>A plan with all parcels integrated</i>	Plan strives to maximize development potential of all parcels, including those with natural features and access restrictions.
<i>Impacts distributed equitably</i>	Funding plan will propose how to share costs and impacts of plan elements that benefit all owners.
<i>Different owners' timing of development</i>	Plan can proceed according to the priorities of a range of owners.

Criteria	How DCP Meets Criteria
<i>Reasonable costs of infrastructure and roads</i>	Most roads are narrower local streets. Total road area is 23% of study area, which is within comparable levels of other communities.
<i>Connected with safe streets</i>	Local streets have sidewalks. Certain North Redwood intersections should consider enhanced pedestrian crossings at key locations.
<i>Transit-friendly</i>	Neighborhood Routes in plan could accommodate a future transit route.
<i>Allows emergency access</i>	Plan proposes a new emergency access across UPRR to serve area east of Willow Creek.
<i>Connects trails to natural areas</i>	A new trail system is proposed on the west edge of the Willow Creek Natural Area.



North Redwood Development Concept Plan

Funding Evaluation

PREPARED FOR



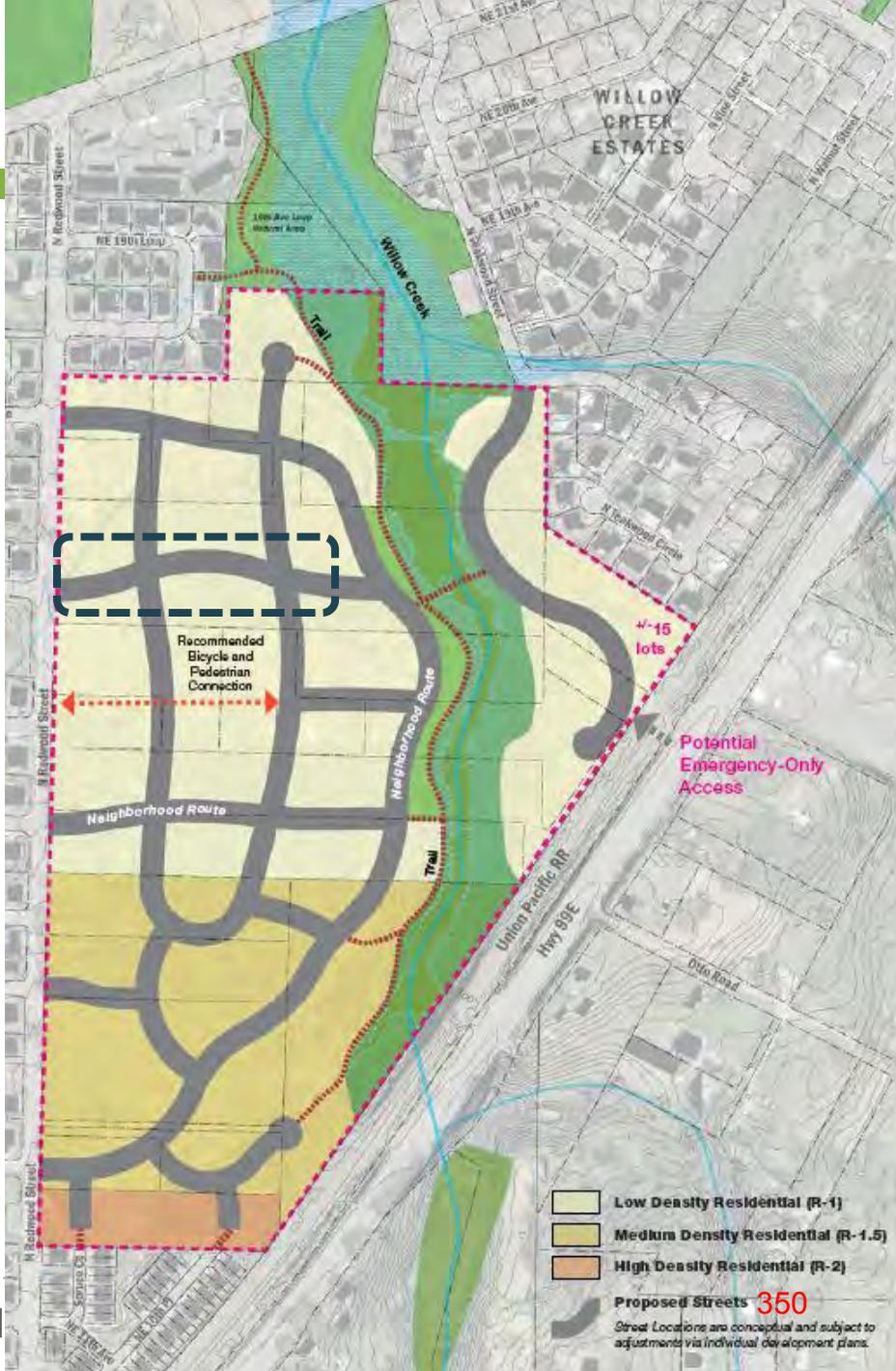
PREPARED BY



JULY 2015

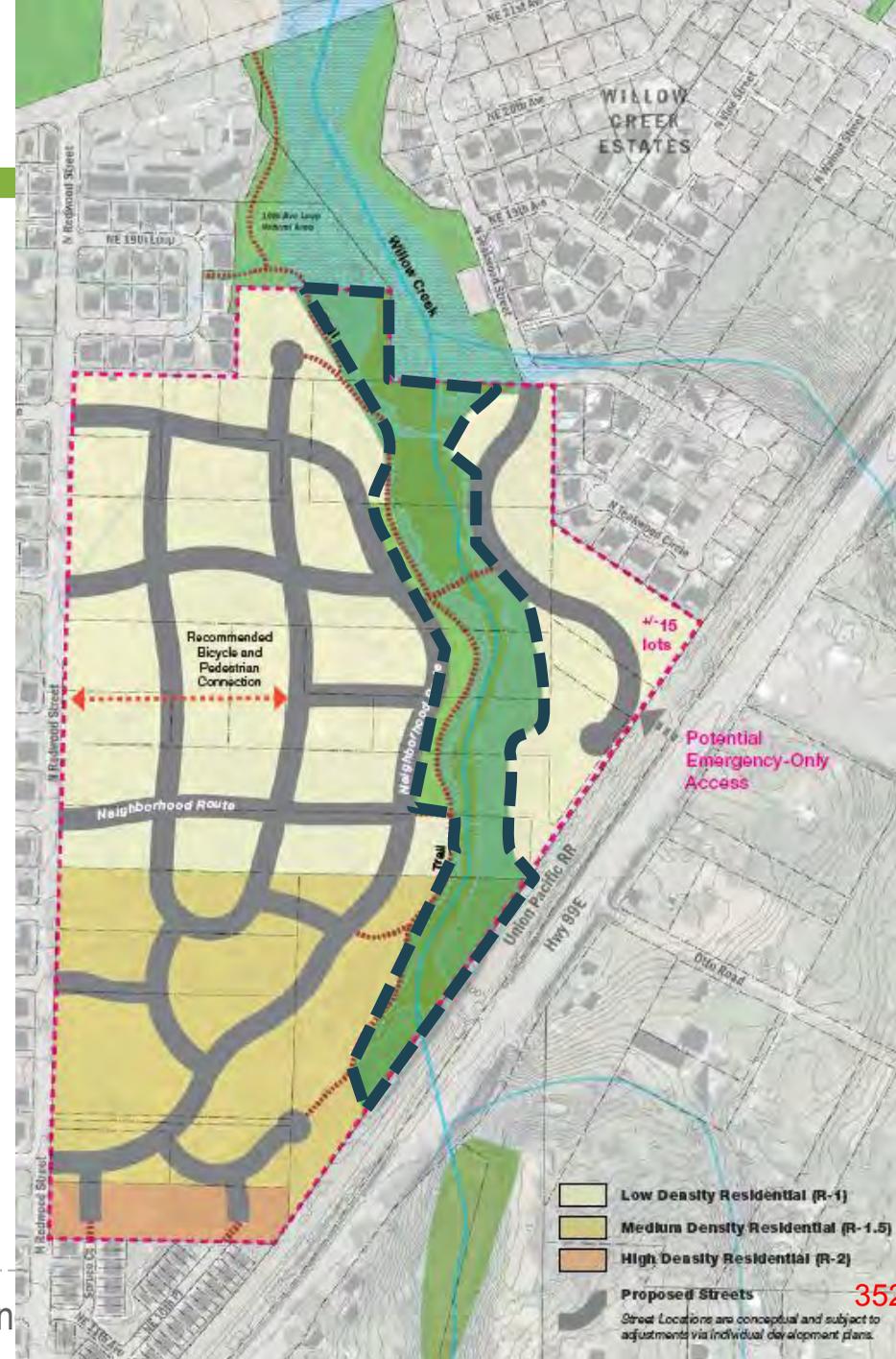
Infrastructure

- Most infrastructure paid for by developers / property owners at time of development
 - Local roads
 - Sewer
 - Water

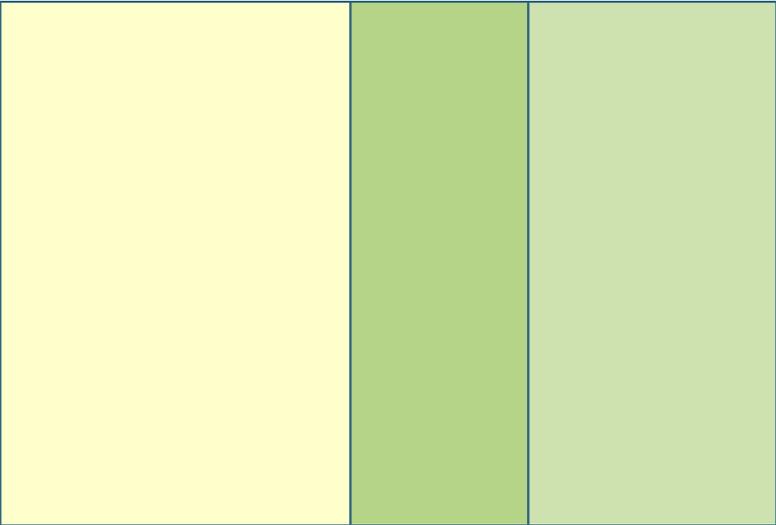


Parks

- “District” infrastructure:
 - Benefits the entire North Redwood area; costs disproportionately fall on certain sites



Parks: Illustrative Property



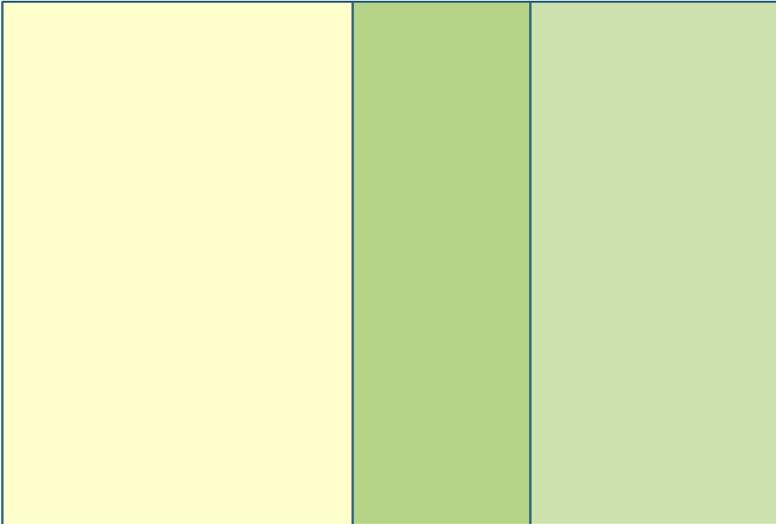
Developable
(Housing) Area

Developable
Park Area

Natural
Park Area

Parks: Illustrative Property

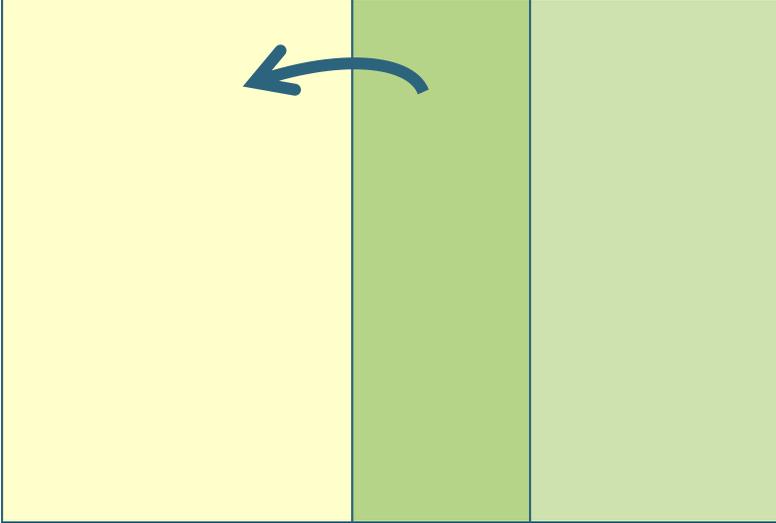
- Appraisal, delineation of:
 - Natural Park Area
 - Developed Park Area
- Value of natural & developable park area is part of property owner's required park contribution
 - Owner receives SDC/dedication credits
 - If total SDC/dedication value contributed is greater than SDCs /dedication owed, owner is compensated
- Property owner reimbursement mechanism TBD



Developable (Housing) Area Developable Park Area Natural Park Area

Parks: Illustrative Property

- Density transfer available from Developed Park to Developable area
 - City contributes provides development rights
 - Property owner contributes property



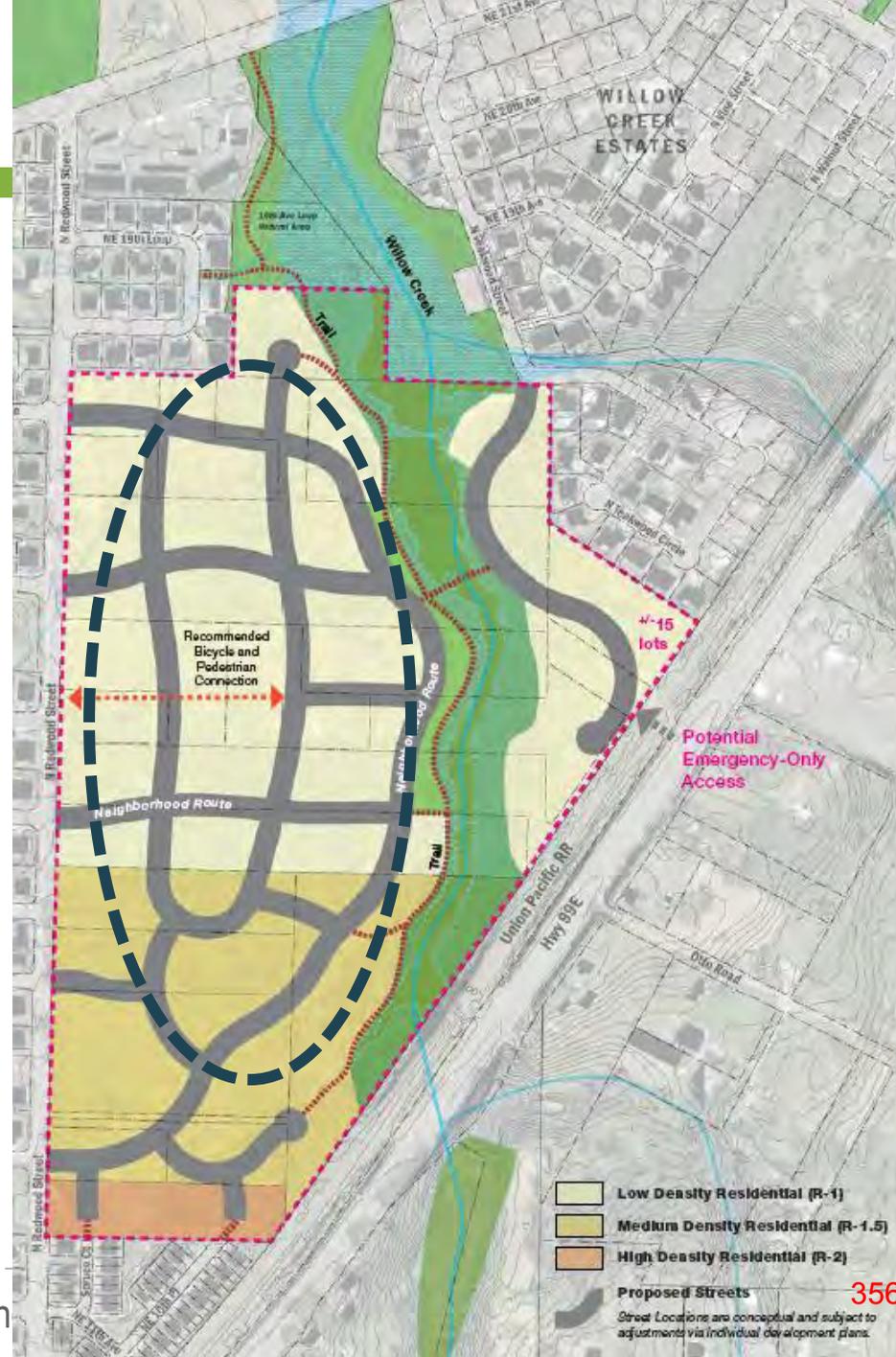
Developable (Housing) Area

Developable Park Area

Natural Park Area

Other Infrastructure

- Pump Station
 - Similar property owner reimbursement via SDC credits and latecomer payment are possible
- Reimbursement District Resources
 - Wilsonville, Section 3.116
<http://www.ci.wilsonville.or.us/DocumentCenter/View/34>
 - Clackamas County – Sewer Assessment Districts
<http://www.clackamas.us/wes/faq.html#37>
 - Grants Pass
<https://www.grantspassoregon.gov/482/Reimbursement-Districts>



Development Code Amendments

Goal: Allow for a transfer of density between constrained and unconstrained areas of a given property

Approach:

- Use existing Lot Size Averaging and Alternative Lot Layout provisions
- Amend existing requirements to:
 - Allow density transfer from required protection areas; and/or
 - Reduce allowed lot sizes for R1 zone for properties where density transfer occurs
- Incorporate density transfer in calculation of open space dedication reimbursement amount

Discussion

- ***Do you support the DCP as proposed?***
- ***What changes to the plan would you suggest?***
- ***Is the funding proposal acceptable?***
- ***Do you understand how the DCP will guide future development efforts?***

***Please attend upcoming City Council and
Planning Commission meetings***

Creating a Livable New Community



To: Matilda Deas

**Topic: Combined TAC/SAC #3 Meeting
Notes**

Date: 07/14/2015

From: Ken Pirie

Project: Canby North Redwood

Project #: 3077

Distribution:
Basecamp

North Redwood Development Concept Plan
Combined Technical and Stakeholder Advisory Committee Meeting (#3) Notes
(See consultant presentation on Basecamp)

- Has the City contacted ODFW to discuss Willow Creek? This is historically a fish-bearing streams and city should coordinate early with agencies to avoid surprises to future development efforts. *(Matilda Deas indicated that she will contact)*
- Can owners assume that stormwater will be piped to detention facilities? *(OTAK representative indicated that yes, and that LIDA facilities will help filter stormwater before detention facilities).*
- Will detention handle both private onsite water and streets? Yes
- Will there only be park SDCs or others?
- Question for City Council & Planning Commission: City needs to determine how to maintain current and future parks.
- Funding questions, based on Brian Vanneman presentation:
 - Timing of SDC reimbursement?
 - Will it be possible to challenge appraised values? Yes, there can be two different appraisals and a third appraiser can act as neutral balance to determine appropriate land value.
 - Are there other alternatives to share costs?
 - How much density can be transferred? (Can there be lots as small as 2500 sf in R1? Probably not that small, given adjacency to larger lots)
- Team has done good job, this is a good plan for public, with “sweeping” streets, parks, trails, etc, but in one owner’s opinion, plan may be harder for developers to implement. Owner would like lot density bonus (10% suggested) for his land to do some of the creative land planning proposals.
- One stakeholder believed that trails should be lighted, others differed
- Trails should also be planned and engineered before development occurs to understand the route and property impacts
- Will PC/CC work session on August 5th be open to public? Will public comment be allowed?

Next Steps and Follow-up items:

- Angelo Planning Group to update code amendments to reflect current proposed approach and/or modify approach, including:
 - Allow transfer of density from constrained portion of site or dedicated park area (perhaps only up to a certain threshold per the bullet below)

- Assume minimum average lots after density transfer of 5,000 sf in R1 and 3,500 in R2; no change needed in MFR zone
 - Clarify that density transfer can occur within a development site which may include multiple contiguous taxlots/parcels – note this in the Plan and follow up with property owner Manuel to clarify this
- City to follow up with ODFW re: stormwater drainage to Willow Creek and consistency with ODFW requirements
- Clarify in the DCP (if needed) that stormwater detention is sized to include runoff from streets and private development; incorporate other information provided on this topic in response to questions yesterday, if needed
- Identify approach for addressing comments re: agreement on land valuation associated with park and open space dedication and reimbursement
- Somewhere in DCP or cover memo to PC and CC, identify other issues that need to be addressed which were raised at yesterday's meeting, including:
 - Importance of City meeting its commitments to build parks and trails
 - Timing of planning and construction of parks and trails
 - Parks maintenance funding (will be a stumbling block to future development until resolved)
 - Future detailed design of and location of parks and trails (e.g., lighting of trails, types of facilities included in dedicated park areas, ability to be flexible on location of developed park, etc.)
 - Flexibility of land plan and how City will assess future changes to DCP framework.
 - Property owner/developer desire for overall density bonus (probably would require a Comp Plan policy amendment)
 - Desire for opportunities for property owners and other community members to attend and provide comments at joint PC/CC work session

end

Memorandum

Date: September 2, 2015
To: Matilda Deas, City of Canby
cc: Ken Pirie, Walker Macy
Seth Brumley, Oregon Department of Transportation
From: Matt Hastie and Serah Breakstone
Re: **Canby North Redwood Development Concept Plan – Comprehensive Plan and Zoning Code Amendments**

Overview

This memo presents recommended Comprehensive Plan and Zoning Code amendments intended to implement the Canby North Redwood Development Concept Plan (DCP). Where new language is suggested, it is presented in underline format. Where irrelevant language has been omitted, an ellipsis (...) is used.

Comprehensive Plan Amendments

LANDUSE ELEMENT

...

POLICY NO. 7: CANBY SHALL STRIVE TO ENSURE THE EFFICIENT AND EFFECTIVE PROVISION OF INFRASTRUCTURE TO SERVE NEWLY ANNEXED AREAS.

IMPLEMENTATION MEASURES:

- A) The City of Canby's annexation Development Map shall be used to identify properties required to adopt a Development Concept Plan (DCP) or Development Agreement (DA) prior to annexation

Code Amendments

New Plan District

The following presents a new North Redwood Plan District for adoption as Section 16.13 of the Canby Zoning Code. As this represents an entirely new section of code, the underline format is not used.

**Chapter 16.13
PLAN DISTRICTS**

Sections

16.13.010 North Redwood Plan District

16.13.020 Placeholder for future plan districts

16.13.010 North Redwood Plan District

A. Purpose

The North Redwood Plan District implements the North Redwood Development Concept Plan (NRDCP) and is intended to ensure that development within the North Redwood area is consistent with the land use pattern and transportation network established by the NRDCP. The North Redwood Plan District is also intended to provide some flexibility for new development in order to protect natural resources and emphasize the Willow Creek corridor as a community amenity.

B. Applicability

The standards and regulations in this chapter apply to all land within the North Redwood Plan District as shown on the City of Canby's North Redwood Plan District Map.

The provisions in this chapter apply in addition to standards and regulations established in the base zone and other applicable sections of the Canby Zoning Code. Where standards in this chapter conflict with standards in other sections of the Canby Zoning Code, this section will supersede.

C. Approval criteria

The following criteria must be satisfied prior to approval of any new subdivision or Planned Unit Development within the North Redwood Plan District as they apply to the area proposed for development.

1. Generally, new road alignments should be consistent with those identified on Figure 9 of the DCP. Changes to the identified road alignments may be approved to allow for topographic or other conditions.
2. There shall be a minimum of five connections to existing roads on the east side of North Redwood Street, built to the City's Local Street standard. To the extent possible, additional connections should not create offset intersections and should meet spacing standards in the Transportation System Plan.
3. A cul-de-sac shall only be allowed when environmental or topographical constraints, or compliance with other standards in this code preclude street extension and through circulation. The map in Figure 9 of the DCP identifies three locations where cul-de-sacs could be allowed.
4. One loop road shall be built through the North Redwood community, connecting NE 18th Place to NE 12th Avenue. The loop road shall be built to the City's Neighborhood Route standards. Where possible, the loop road should travel adjacent to Willow Creek and provide access to Willow Creek trailheads and open space.
5. Where possible, other local streets in North Redwood should intersect with the loop road identified in (3) above.
6. At least one additional local street shall traverse the study area from north to south, connecting the area zoned for low density residential with the area zoned for high density residential.

7. Future local streets should be located to split parcel lines where feasible.
8. The land east of Willow Creek shall be accessed from an extension of North Teakwood Street and terminate in a cul-de-sac, hammerhead, or other appropriate turnaround.
9. Block size shall be consistent with the following:
 - i. Block widths should be approximately 280 feet whenever possible. Alternate block widths may be approved to allow for topographical variations
 - ii. Overall block length shall not exceed 600 feet
 - iii. A bicycle/pedestrian connection shall be provided at least every 330 feet, consistent with provisions in the Canby Transportation System Plan (TSP)
10. The park and open space corridor along Willow Creek, as identified in Figure 7 of the DCP, shall be provided through required land dedication for parks.
11. Applicants must demonstrate that future adjacent projects will be able to connect to proposed roads and other infrastructure in a way that will be consistent with the North Redwood DCP.

D. Lot area exceptions and lot size averaging.

The following exceptions to the City's lot size standards and lot size averaging provisions will be allowed for developments in the North Redwood Plan District.

1. The Planning Commission may allow public park land dedications to be included in the lot size averaging calculation in order to achieve community development goals and allow protection of natural resources.
2. The resulting average lot size shall not be less than 5,000 square feet in the R1 zone.
3. The resulting average lot size shall not be less than 4,000 square feet in the R1.5 zone.
4. Individual lot sizes may be less than prescribed in Sections 16.16.030 and 16.18.030 alternative lot layout option provided in Section 16.64.040 is used.

Lot Size Averaging

Section 16.16.030 Development Standards for the R-1 (low density) Zone

B. Lot area exceptions:

1. *The Planning Commission may approve an exception to the minimum and maximum lot area standards in subsection 16.16.030.A as part of a subdivision or partition application when all of the following standards are met:*

a. The average area of all lots created through the subject land division, excluding required public park land dedications, surface water management facilities and similar public use areas, shall be no less than seven thousand square feet and no greater than ten thousand square feet. Non-required significant natural resource areas shall be included in the average lot size calculation to enable a transfer of density onto buildable portions of the site. Required areas include identified parks, wetland areas, riparian corridors, and other areas in which building is not permitted

under local, state, or federal laws or regulations. For land in the North Redwood DCP area, the Planning Commission may allow public park land dedications to be included in the lot size averaging calculation in order to achieve community development goals and allow protection of natural resources; in this case, the resulting average lot size shall not be less than 5,000 square feet.

b. No lot shall be created that contains less than six thousand square feet, unless the alternative lot layout option provided in Section 16.64.040 is used;

Section 16.18.030 Development Standards for the R-1.5 (medium density) Zone

B. Lot area exceptions:

1. The Planning Commission may approve an exception to the minimum and maximum lot area standards in subsection 16.18.030.A as part of a subdivision or partition application when all of the following standards are met:

a. The average area of all lots and open space tracts created through the subject land division, excluding required public park land dedications, surface water management facilities and similar public use areas, shall be no less than five thousand square feet and no greater than six thousand five hundred square feet. Non-required significant natural resource areas shall be included in the average lot size calculation to enable a transfer of density onto buildable portions of the site. Required areas include identified parks, wetland areas, riparian corridors, and other areas in which building is not permitted under local, state, or federal laws or regulations. For land in the North Redwood DCP area, the Planning Commission may allow public park land dedications to be included in the lot size averaging calculation in order to achieve community development goals and allow protection of natural resources; in this case, the resulting average lot size shall not be less than 4,000 square feet;

b. No lot shall be created that contains less than four thousand square feet, unless the alternative lot layout option provided in Section 16.64.040 is used;

Annexation

Section 16.84.040 Standards and Criteria for Annexation

A. The following criteria shall apply to all annexation requests.

...

8. Statement indicating the type and nature of any comprehensive Plan text or map amendments or Zoning text or map amendments that may be required to complete the proposed development. Proposed zoning must be consistent with zoning identified in any applicable adopted Development Concept Plan.



North Redwood Development Concept Plan

Funding Evaluation

PREPARED FOR



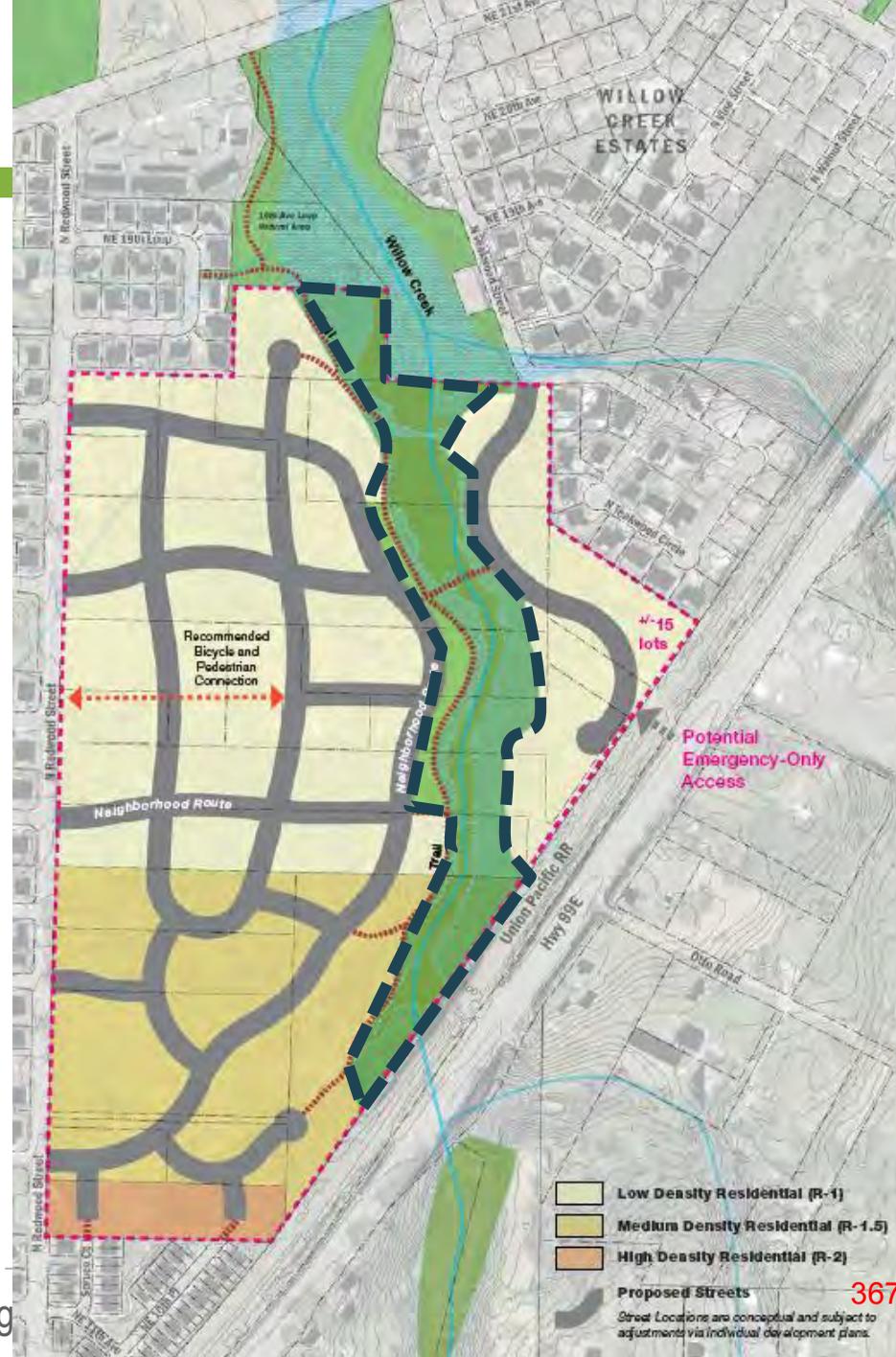
PREPARED BY



AUGUST 2015

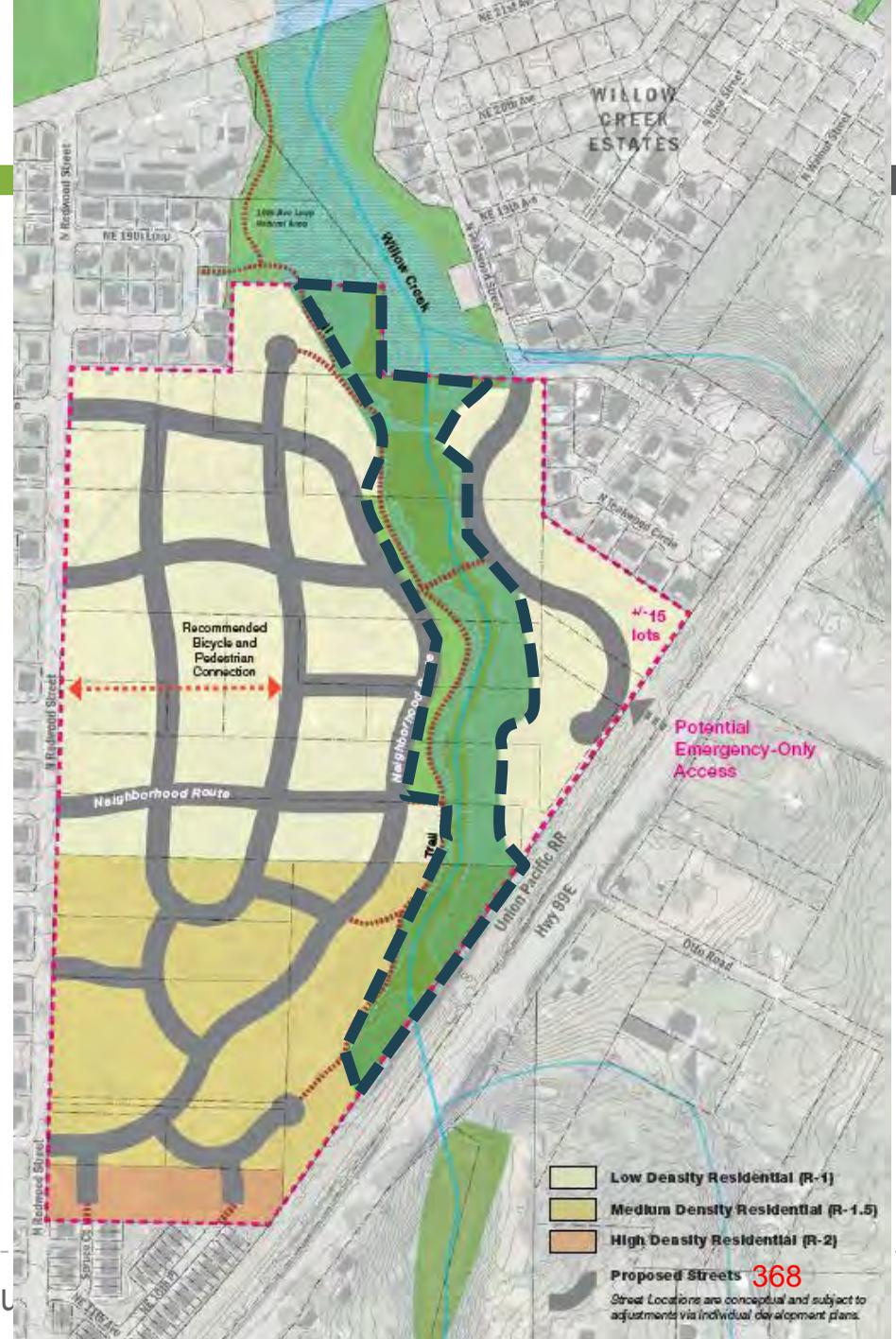
Parks

- “District” infrastructure:
 - Benefits the entire North Redwood area;
 - Unless planned for as part of DCP, costs could disproportionately fall on certain sites

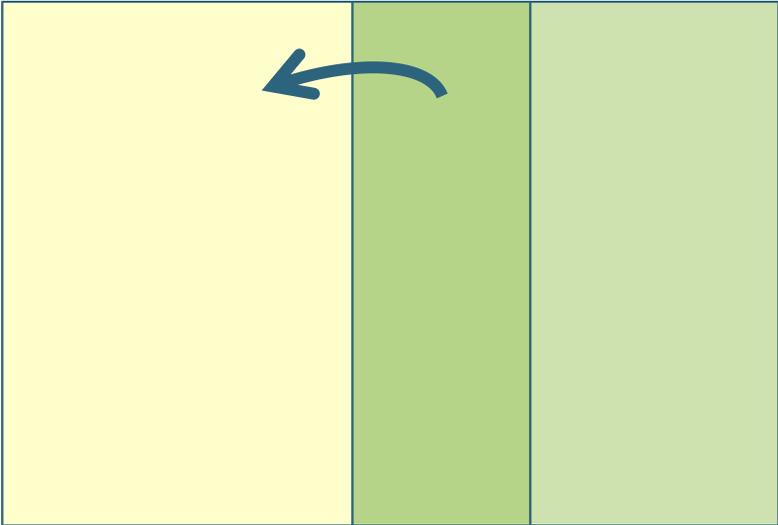


Parks

- NR Strategy:
- Create “NR Parks Account”
- Developers contribute to parks system via
 - Parks SDC
 - or
 - Land dedication
- Each property owner contributes \$5,265 in value



Example Property: Density Transfer



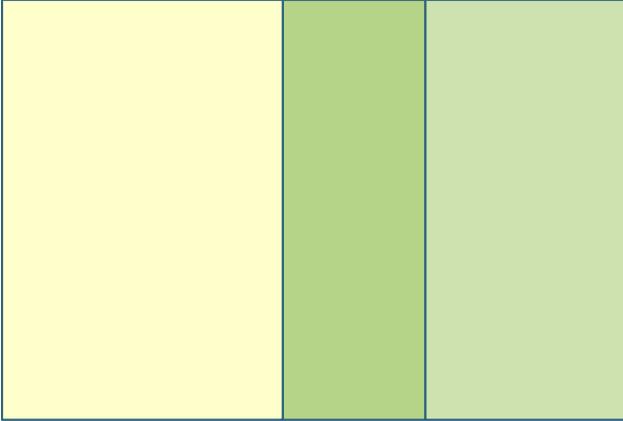
Developable
(Housing) Area

Developable
Park Area

Natural
Park Area

Parks Fund: Property Owners' Contribution

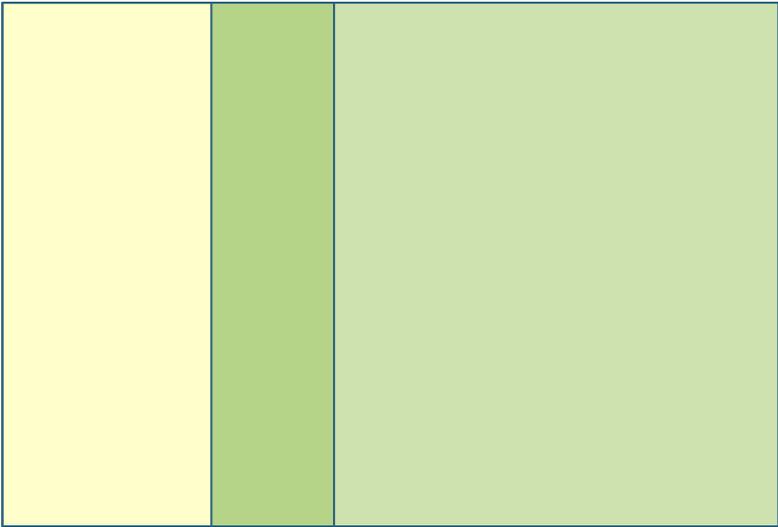
	Appraised value of natural park area
+	Appraised value of developable park area
-	Value of residential transfer from developable area
=	Value of NR Parks land dedication
-	SDCs owed
=	Net NR Parks contribution



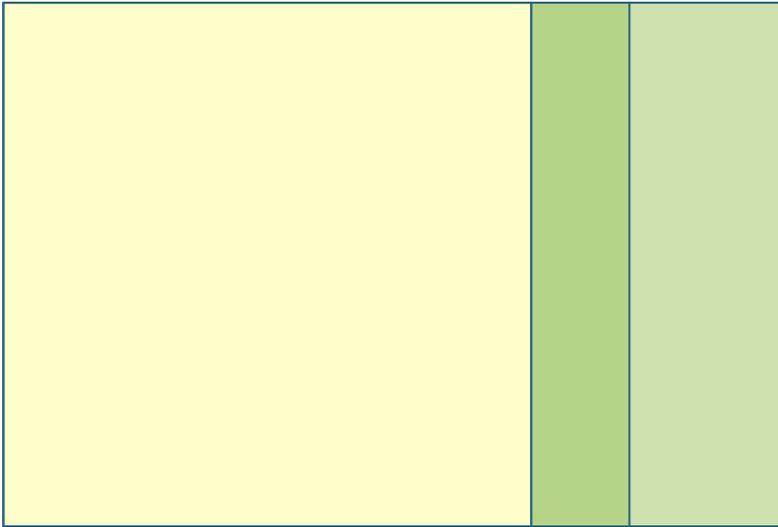
Developable Park Area Natural Park Area

Example Property

If property owner's land contribution is



Greater than SDCs owed,
NR Account reimburses
land owner



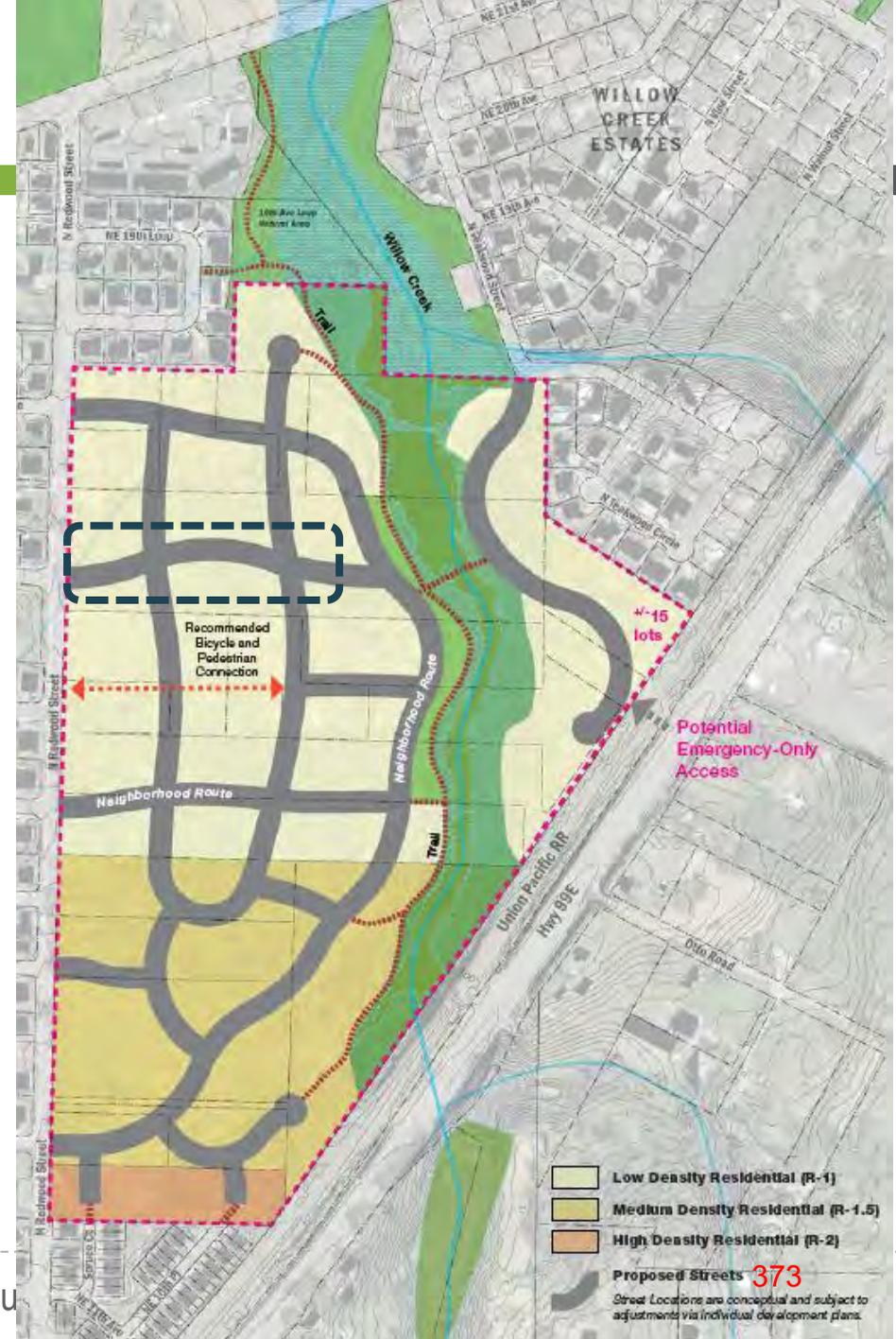
Less than SDCs owed,
NR property owner contributes
some land and some SDCs

An aerial photograph of a suburban residential area. The image shows a mix of green spaces, including a large wooded area in the center and a golf course on the left. Residential streets with houses and lawns are visible throughout. A semi-transparent horizontal band is overlaid across the middle of the image, containing the text 'Other Infrastructure' in a dark blue font.

Other Infrastructure

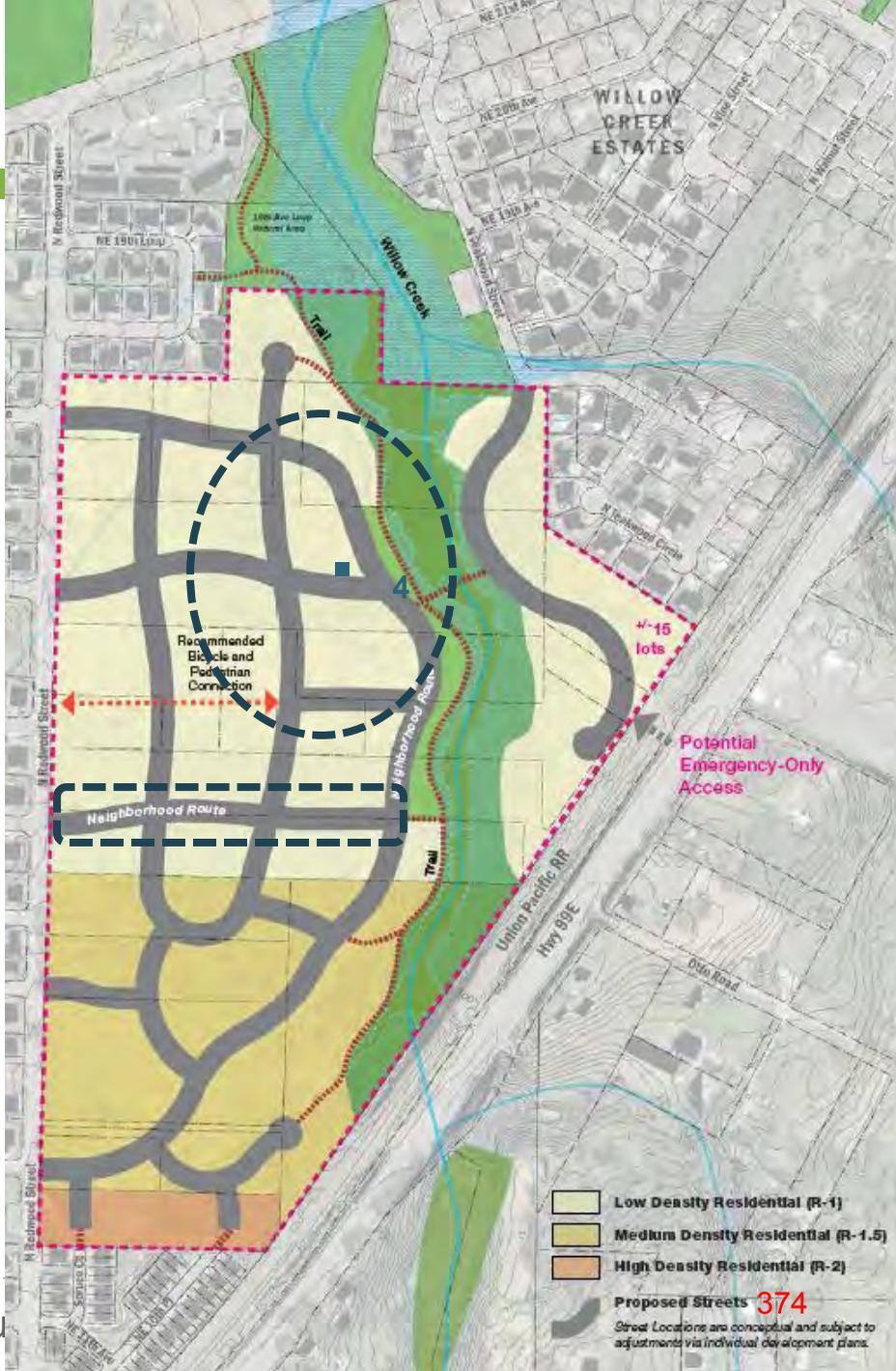
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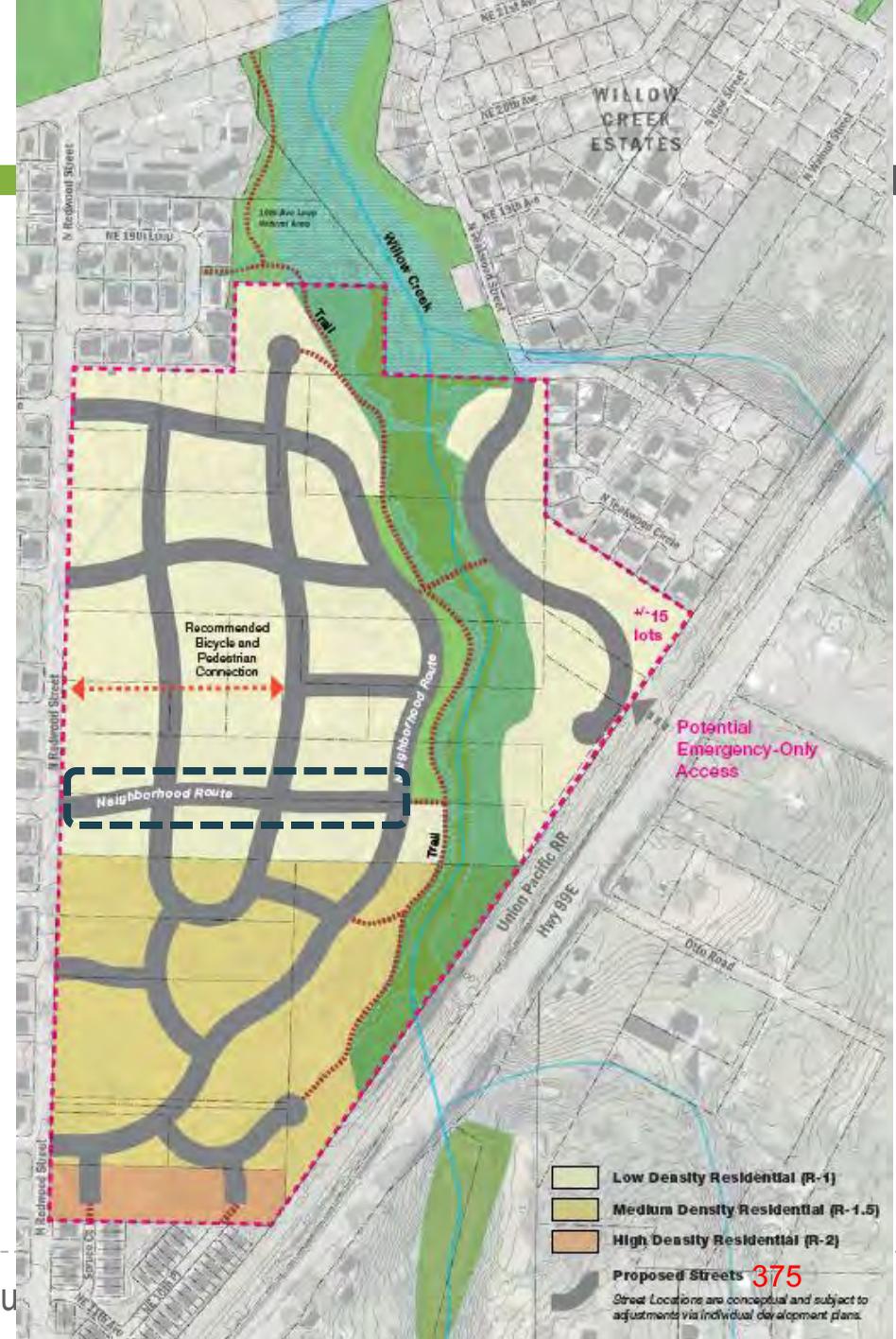
Infrastructure

- Infrastructure shared by multiple property owners:
 - Roads
 - Stormwater facilities
 - Pump Station



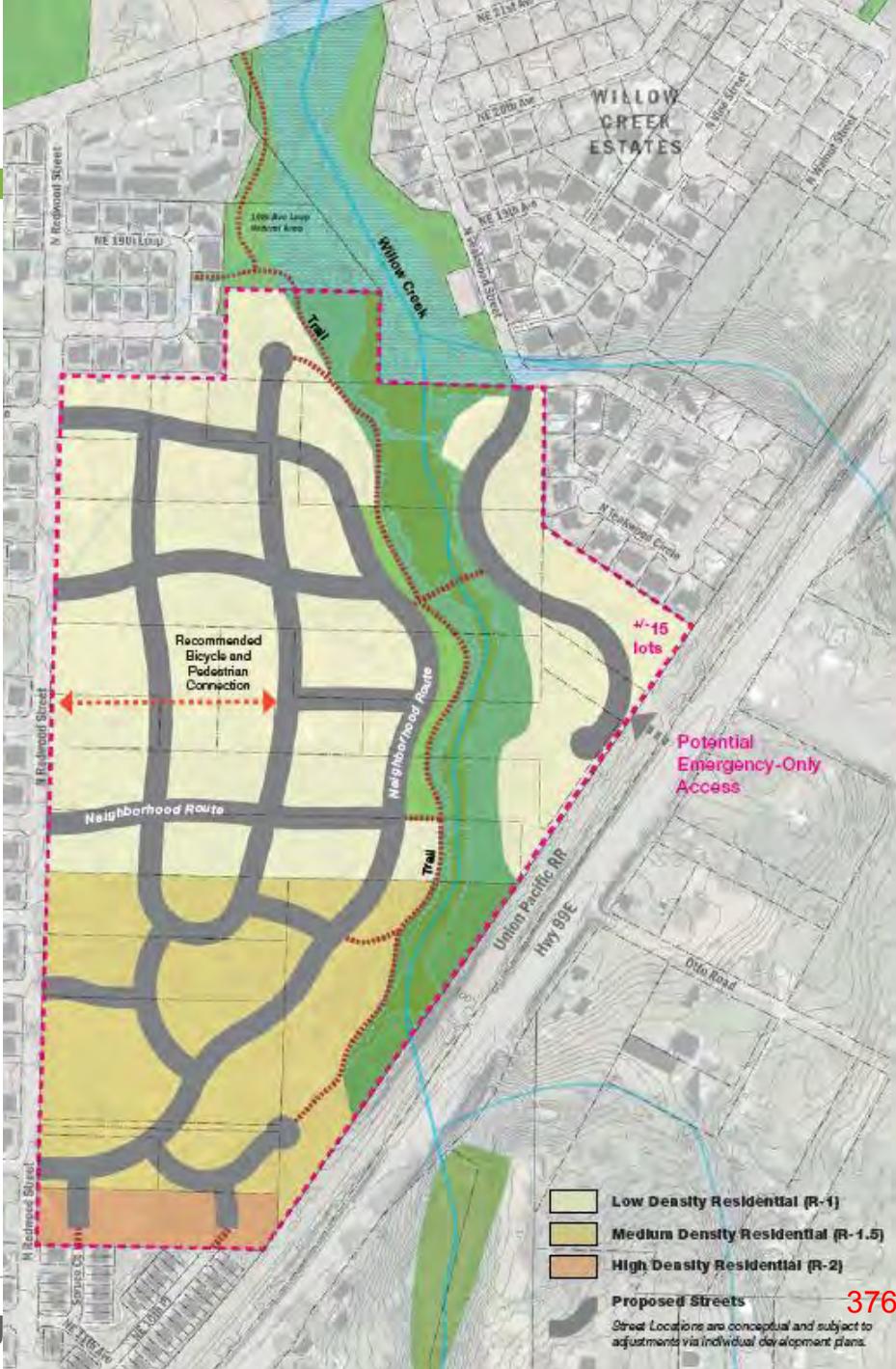
Infrastructure

- Options for infrastructure shared by multiple property owners:
 - First-in builds half street
 - Property consolidation
 - Reimbursement district
 - Infrastructure routes can be adjusted assuming the plan's principles remain



Other Infrastructure

- Reimbursement District Resources
 - Wilsonville, Section 3.116
<http://www.ci.wilsonville.or.us/DocumentCenter/View/34>
 - Clackamas County – Sewer Assessment Districts
<http://www.clackamas.us/wes/faq.html#37>
 - Methods for Financing Transportation Infrastructure, ODOT, 2010
<http://library.state.or.us/repository/2010/201010261316072/index.pdf>
 - Grants Pass
<https://www.grantspassoregon.gov/482/Reimbursement-Districts>





LELAND CONSULTING GROUP

Memorandum

Date: September 2, 2015
To: Matilda Deas, City of Canby
cc: Ken Pirie, Walker Macy
Seth Brumley, Oregon Department of Transportation
From: Matt Hastie and Serah Breakstone
Re: **Canby North Redwood Development Concept Plan – Comprehensive Plan and Zoning Code Amendments**

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16.13.010 North Redwood Plan District

16.13.020 Placeholder for future plan districts

16.13.010 North Redwood Plan District

A. Purpose

The North Redwood Plan District implements the North Redwood Development Concept Plan (NRDCP) and is intended to ensure that development within the North Redwood area is consistent with the land use pattern and transportation network established by the NRDCP. The North Redwood Plan District is also intended to provide some flexibility for new development in order to protect natural resources and emphasize the Willow Creek corridor as a community amenity.

B. Applicability

The standards and regulations in this chapter apply to all land within the North Redwood Plan District as shown on the City of Canby's North Redwood Plan District Map.

The provisions in this chapter apply in addition to standards and regulations established in the base zone and other applicable sections of the Canby Zoning Code. Where standards in this chapter conflict with standards in other sections of the Canby Zoning Code, this section will supersede.

C. Approval criteria

The following criteria must be satisfied prior to approval of any new subdivision or Planned Unit Development within the North Redwood Plan District as they apply to the area proposed for development.

1. Generally, new road alignments should be consistent with those identified on Figure 9 of the DCP. Changes to the identified road alignments may be approved to allow for topographic or other conditions.
2. There shall be a minimum of five connections to existing roads on the east side of North Redwood Street, built to the City's Local Street standard. To the extent possible, additional connections should not create offset intersections and should meet spacing standards in the Transportation System Plan.
3. A cul-de-sac shall only be allowed when environmental or topographical constraints, or compliance with other standards in this code preclude street extension and through circulation. The map in Figure 9 of the DCP identifies three locations where cul-de-sacs could be allowed.
4. One loop road shall be built through the North Redwood community, connecting NE 18th Place to NE 12th Avenue. The loop road shall be built to the City's Neighborhood Route standards. Where possible, the loop road should travel adjacent to Willow Creek and provide access to Willow Creek trailheads and open space.
5. Where possible, other local streets in North Redwood should intersect with the loop road identified in (3) above.
6. At least one additional local street shall traverse the study area from north to south, connecting the area zoned for low density residential with the area zoned for high density residential.

7. Future local streets should be located to split parcel lines where feasible.
8. The land east of Willow Creek shall be accessed from an extension of North Teakwood Street and terminate in a cul-de-sac, hammerhead, or other appropriate turnaround.
9. Block size shall be consistent with the following:
 - i. Block widths should be approximately 280 feet whenever possible. Alternate block widths may be approved to allow for topographical variations
 - ii. Overall block length shall not exceed 600 feet
 - iii. A bicycle/pedestrian connection shall be provided at least every 330 feet, consistent with provisions in the Canby Transportation System Plan (TSP)
10. The park and open space corridor along Willow Creek, as identified in Figure 7 of the DCP, shall be provided through required land dedication for parks.
11. Applicants must demonstrate that future adjacent projects will be able to connect to proposed roads and other infrastructure in a way that will be consistent with the North Redwood DCP.

D. Lot area exceptions and lot size averaging.

The following exceptions to the City's lot size standards and lot size averaging provisions will be allowed for developments in the North Redwood Plan District.

1. The Planning Commission may allow public park land dedications to be included in the lot size averaging calculation in order to achieve community development goals and allow protection of natural resources.
2. The resulting average lot size shall not be less than 5,000 square feet in the R1 zone.
3. The resulting average lot size shall not be less than 4,000 square feet in the R1.5 zone.
4. Individual lot sizes may be less than prescribed in Sections 16.16.030 and 16.18.030 alternative lot layout option provided in Section 16.64.040 is used.

Lot Size Averaging

Section 16.16.030 Development Standards for the R-1 (low density) Zone

B. Lot area exceptions:

1. The Planning Commission may approve an exception to the minimum and maximum lot area standards in subsection 16.16.030.A as part of a subdivision or partition application when all of the following standards are met:

a. The average area of all lots created through the subject land division, excluding required public park land dedications, surface water management facilities and similar public use areas, shall be no less than seven thousand square feet and no greater than ten thousand square feet. Non-required significant natural resource areas shall be included in the average lot size calculation to enable a transfer of density onto buildable portions of the site. Required areas include identified parks, wetland areas, riparian corridors, and other areas in which building is not permitted

under local, state, or federal laws or regulations. For land in the North Redwood DCP area, the Planning Commission may allow public park land dedications to be included in the lot size averaging calculation in order to achieve community development goals and allow protection of natural resources; in this case, the resulting average lot size shall not be less than 5,000 square feet.

b. No lot shall be created that contains less than six thousand square feet, unless the alternative lot layout option provided in Section 16.64.040 is used;

Section 16.18.030 Development Standards for the R-1.5 (medium density) Zone

B. Lot area exceptions:

1. The Planning Commission may approve an exception to the minimum and maximum lot area standards in subsection 16.18.030.A as part of a subdivision or partition application when all of the following standards are met:

a. The average area of all lots and open space tracts created through the subject land division, excluding required public park land dedications, surface water management facilities and similar public use areas, shall be no less than five thousand square feet and no greater than six thousand five hundred square feet. Non-required significant natural resource areas shall be included in the average lot size calculation to enable a transfer of density onto buildable portions of the site. Required areas include identified parks, wetland areas, riparian corridors, and other areas in which building is not permitted under local, state, or federal laws or regulations. For land in the North Redwood DCP area, the Planning Commission may allow public park land dedications to be included in the lot size averaging calculation in order to achieve community development goals and allow protection of natural resources; in this case, the resulting average lot size shall not be less than 4,000 square feet;

b. No lot shall be created that contains less than four thousand square feet, unless the alternative lot layout option provided in Section 16.64.040 is used;

Annexation

Section 16.84.040 Standards and Criteria for Annexation

A. The following criteria shall apply to all annexation requests.

...

8. Statement indicating the type and nature of any comprehensive Plan text or map amendments or Zoning text or map amendments that may be required to complete the proposed development. Proposed zoning must be consistent with zoning identified in any applicable adopted Development Concept Plan.

August 4, 2015

To the Canby City Council and Planning Commission

RE: Redwood St Master Plan Workshop August 5, 2015

As a “Stakeholders” in the area being considered for the Redwood St. Master Plan we ask the City Council and Planning Commission take to following concerns into consideration in your discussion for the implementation of this Master Plan.

1) Concerns over the Storm water plan

To Date, ODFW has not been asked to comment on the City’s Plan to utilize Willow Creek in the storm water plan.

- A) Willow Creek was a fish bearing stream prior to the dam being built for irrigation purposes.
- B) The dam in Willow Creek located on City property in “Willow Creek Park”, South of Territorial Rd should be removed. Willow Creek Park and the stream and wetlands continue to fill with invasive vegetation and silt/sand because of the slowed water movement and lack of maintenance in the park and what used to be an area of open water is no longer visible as it is inundated with plant species.
- C) Cleanup Willow Creek in Willow Creek Park to allow for fish movement again
- D) Silting/Sand in creek since 2006 possibly from previous “Garden Crossing” development at Redwood St and Hwy 99. Their storm detention and “filter system” utilized several thousand yards of sand in a pit with the outflow going into Willow Creek. This may be the source of all the sand in the Creek. ODFW indicated during a field visit in 2007 that there is not a natural source upstream in Willow Creek which would cause sand deposits.

How does the City propose to protect the Creek and wetlands from runoff such as oil and antifreeze from cars and other contaminants which might enter the storm water system from the new streets and other impermeable surfaces from development if the creek is utilized for storm drainage? What good will the parks and walking paths be next to a contaminated creek and wetlands void of wildlife.

- 2) **Park Dedication:** The current “Master Plan being considered includes new Park dedication which would include all of Willow Creek, the Wetlands adjoining the Creek and some steep areas which would be difficult to develop. When looking at this plan on paper it would appear to be a wonderful idea. HOWEVER, in prior meetings with “Stake Holders” considering this master Plan, multiple comments were made about how the City hasn’t maintained the parks they have so why does the City want more parks. If the park plan is put into place and land is dedicated to a Park, we feel the end result will be what we now see in the Willow Creek Park. Invasive plants taking over the area to the point that the vines are growing into the middle of the creek and the creek and open water areas are no longer visible, dying trees which eventually fall over and become overgrown with vines and what will become another eyesore in a new community. The City staff, when asked if there are funds available or a plan in place to build and maintain the proposed parks areas, staff has indicated the City does not have funds available. Furthermore, the staff, when asked about the clean up and development of the Willow Creek Park to the North of the proposed Master Plan and other “future park” areas that have been dedicated during previous subdivision developments and never improved, staff has indicated there are not any funds available at this time to develop or maintain these parks.

If the City adopts this Master Plan as proposed, the plans for the City Park and walking path, etc contained within the Master Plan will become a matter of Public Record and will become an "overlay" for any developments in the area. As a property owner and possibly future developer of lots in this area, the proposed "Park Plan" , if you take into consideration of how the City has built and maintained parks in the past, will put us and all other property owners which border this proposed "Park", in jeopardy of either not being able to sell the lots we develop because we will have to disclose that the park and pathways may never be developed or if we do sell them, be placed in a position of misrepresentation, if the park areas are not built in a timely manner and maintained properly in the future.

We would propose two options to the City Council and Planning Commission for consideration to address these concerns.

OPTION 1) Keep the "Park Plan" in the Master Plan but if doing so, the City will enable the Master Plan consulting firm to project the costs of completing all of the improvements for the Park and walking path within the Master Plan and the City set aside funds earmarked for these improvements. The improvements shall be built and completed by the City within 6 months of the final plat approval of each section of Creek frontage within the area. If the City does not currently have these funds available, the City shall obtain a grant or other source of funds in order to secure funding for the project prior to the adoption of the Master Plan. If the City is unable to secure this financing within one year, the park plan will be removed from the Master Plan and the Master Plan adopted.

OPTION 2) Remove the "Park Plan" from the Master Plan and the developers will then have the option of including these area's in either "Common area's" to be developed within each subdivision or include these area's in the overall subdivision lot configuration which will leave these area's in private ownership. The developers could then pay a "Park Dedication fee" in lieu of land dedication, (based on the appraised value of these area's) to the City, which the City could then use these funds to develop and maintain the existing approximately 10 Acres of parks in the Willow Creek and 19th Loop Park's which border the Master Plan area to the North.

We are very much in favor of a Master Plan for the area so as to insure a cohesive and attractive developed area within the City. We do, however, want to be sure the end result of the Master Plan is one the residents of the City will be able to enjoy and benefit from over the long term.

Respectfully,



Daniel Webb
1864 N. Redwood St.
Canby

Planning Director, Bryan Brown
Senior Planner, Matilda Deas
Planning Commission
City Council

August 31, 2015

Subject:

Comments on Comprehensive Plan Amendment and Text Amendments (CPA 15-02/TA 15-01) North Redwood Development Concept Plan

My concern relates to the access and development of the property on the east side of Willow Creek.

I would think that prior to considering the concept plan for development of the land on the east side of Willow Creek, it is necessary to either (1) get written approval from the Railroad for at least emergency access across the railroad tracks; or (2) get written concurrence from the Canby Fire Department that they would approve a plan with only a single access point for emergency vehicles. Otherwise it would seem the recommended option for access to the property on the east side is not actually a viable option.

Without an emergency access across the railroad tracks, the “recommended” plan for property on the east side of Willow Creek would be a single access to Teakwood Street. It was my understanding that the Canby Fire Department had previously indicated a single access to the property would not meet their needs.

From the public meetings I understand that there were two “options” considered for the access to develop the land on the east side of Willow Creek. As I understood the options one would include a bridge across Willow Creek plus emergency only access to Teakwood Street at the north end of the area, as well as emergency-only access across the railroad tracks at the south end of the area. The second option would be no bridge across Willow Creek, but would have vehicular access to Teakwood Street at the north end of the area, and emergency-only access across the railroad tracks at the south end of the area. It is my understanding that this was the “preferred” option that would be recommended

It was my understanding at the time of the public meeting, that the Canby Fire Department would be requiring at least two emergency vehicle access points for the land on the east side of Willow Creek. However I also understood that the Railroad wanted to close the current access across the tracks at the south end, and not allow any emergency access across the tracks if the property is developed.

Updated information received while preparing these comments:
During the process of drafting this letter I received a phone call from Matilda Deas. She stated that there had been conversations with Canby Fire Department this morning. She indicated that although the Canby Fire Department would still like at least emergency-only access across the tracks on the south end of the area, that if that is not possible, the Fire Department would not require a second access point for the east-side property. If the Canby Fire Department is willing to sign off with a single access that would seem to make the preferred option viable even if the Railroad denies access across the tracks.

However if the Railroad continues to refuse at least emergency access across the tracks, and if Canby Fire Department is not willing to commit to accept a single access point to the property on the east-side of Willow Creek, it would seem the “preferred” plan for the east-side property may not be viable. It would seem to be appropriate to have this matter signed off by either the Railroad or Canby Fire Department prior to adopting the Concept Plan.

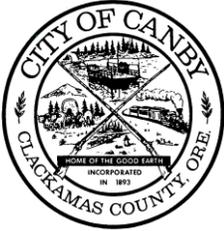
Please be clear, I am not suggesting a bridge be constructed across Willow Creek. Rather I am simply suggesting that the City knows for sure whether the Railroad will approve emergency access across the tracks, or if the Railroad refuses access, that the Canby Fire Department will accept a single access point at Teakwood Street.

Thank you for the opportunity to provide comments on the North Redwood Development Concept Plan.

Roger Skoe
1853 N. Teakwood Circle
Canby, OR 97013

Ph: 503 266-1321
e-mail: skoe@canby.com

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**BEFORE THE PLANNING COMMISSION
OF THE
CITY OF CANBY**

**A LEGISLATIVE AND QUASI-JUDICIAL
AMENDMENT TO ADOPT THE NORTH
REDWOOD DEVELOPMENT CONCEPT PLAN,
AND AMEND SECTIONS OF THE
COMPREHENSIVE PLAN AND LAND
DEVELOPMENT AND PLANNING
ORDINANCE**

**FINDINGS, CONCLUSION, & FINAL ORDER
CPA 15-02/TA 15-01
(City of Canby)**

NATURE OF APPLICATION

This is a legislative and quasi-judicial amendment to adopt North Redwood Development Concept Plan, and to amend sections of the Comprehensive Plan and Land Development and Planning Ordinance in order to implement the North Redwood Development Concept Plan.

HEARINGS

The Planning Commission held public hearings and considered this application at its September 14, 2015 meeting.

CRITERIA AND STANDARDS

In judging whether or not to approve amendments to the Comprehensive Plan and the Land Development and Planning Ordinance, the Planning Commission determines whether criteria from the Land Development and Planning Ordinance are met. Applicable criteria and standards were reviewed in the September 4, 2015 staff report and presented at the September 14, 2015 meeting of the Planning Commission.

FINDINGS AND REASONS

The Planning Commission, after holding a public hearing on September 14, 2015, and considering the September 4, 2015 staff report, deliberated and reached a decision on September 14, 2015. The Commission adopted the findings and conclusions contained in the September 4, 2015 staff report.

CONCLUSION

The Planning Commission of the City of Canby concludes that based on public testimony, the recommendations and conclusions contained in the staff report, and Commission deliberations at the public hearing, that the proposal to adopt the North Redwood Development Concept Plan and amend sections of the Comprehensive Plan and Land Development and Planning Ordinance is in conformance with the applicable criteria.

ORDER

THE PLANNING COMMISSION of the City of Canby recommends that the City Council **approve** CPA 15-02/TA 15-01

I CERTIFY THAT THIS ORDER approving CPA 15-02/TA 15-01 was presented to and APPROVED by the Planning Commission of the City of Canby.

DATED this 14TH day of September, 2015

John Savory
Planning Commission Chair

Matilda Deas, AICP
Senior Planner

Laney Fouse (Attest)
Meeting Recorder

ORAL DECISION: September 14, 2015

<i>Name</i>	<i>Aye</i>	<i>No</i>	<i>Abstain</i>	<i>Absent</i>
<i>John Savory</i>				
<i>Shawn Hensley</i>				
<i>John Serlet</i>				
<i>Larry Boatright</i>				
<i>Kristene Rocha</i>				
<i>Tyler Smith</i>				
<i>Vacant</i>				

WRITTEN DECISION: September 14, 2015

<i>Name</i>	<i>Aye</i>	<i>No</i>	<i>Abstain</i>	<i>Absent</i>
<i>John Savory</i>				
<i>Shawn Hensley</i>				
<i>John Serlet</i>				
<i>Larry Boatright</i>				
<i>Kristene Rocha</i>				
<i>Tyler Smith</i>				
<i>Vacant</i>				