

AGENDA CANBY CITY COUNCIL

Work Session 6:15 PM – Virtual Meeting/ Council Chambers
Regular Meeting 7:00 PM - Virtual Meeting/ Council Chambers
Meetings can be viewed on CTV Channel 5 or YouTube

August 19, 2020
222 NE 2nd Avenue, 1st Floor

Mayor Brian Hodson

Council President Tim Dale
Councilor Trygve Berge
Councilor Traci Hensley

Councilor Greg Parker
Councilor Sarah Spoon
Councilor Shawn Varwig

Work Session – 6:15 PM

1. CALL TO ORDER
 2. DISCUSSION REGARDING INTERGOVERNMENTAL AGREEMENT
BETWEEN CITY OF CANBY, CANBY FIRE AND CLACKAMAS COUNTY
(COMMUNITY SERVICE FEE FOR THE STRATEGIC INVESTMENT ZONE –
COLUMBIA DISTRIBUTING)
 3. ADJOURN
-

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Regular Meeting – 7:00 PM

1. CALL TO ORDER
2. COMMUNICATION
3. **CITIZEN INPUT & COMMUNITY ANNOUNCEMENTS:** This is an opportunity for audience members to address the City Council on items not on the agenda. Each person will be given 3 minutes to speak. Staff and the City Council will make every effort to respond to questions raised during citizens input before the meeting ends or as quickly as possible thereafter. *****If you would like to speak virtually or in person, please email or call the City Recorder by 5:00 pm on August 19, 2020 with your name, the topic you'd like to speak on and contact information: bissetm@canbyoregon.gov or call 503-266-0733. Once your information is received, you will be sent instructions to speak. Please note that Council will be attending this meeting virtually.**
4. **PRESENTATION:** Canby Fire – Local Option Renewal Levy
5. **MAYOR'S BUSINESS**
6. **COUNCILOR COMMENTS & LIAISON REPORTS**
7. **CONSENT AGENDA:** This section allows the City Council to consider routine items that require no discussion and can be approved in one comprehensive motion. An item may be discussed if it is pulled from the consent agenda to New Business.
 - a. Approval of Minutes of the August 5, 2020 City Council Work Session and Regular Meeting.

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8. PUBLIC HEARING

- a. Redwood Landing II Annexation, City File #ANN/ZC 20-01 (*A linear strip of land approximately 10,878 square feet in size*) Pg. 18

9. ORDINANCES

- a. **Ordinance No. 1535:** An Ordinance, proclaiming annexation into the City of Canby, Oregon 10,878 Square Feet of real property described as a portion of Tax Lot 100 of NW ¼, Sec. 34, T.3s., R.1e., W.M. (Tax Map 31e34b); and approx. 350 Square Feet of adjacent North Redwood Street Right-Of-Way; and amending the existing County Zoning from Rural Residential Farm Forest Five acre (RRFF-5) to City Medium Density Residential (R-1.5) for the entire area; and setting the boundaries of the property to be included within the Canby City Limits. (*First Reading*) Pg. 18
- b. **Ordinance No. 1533:** An Ordinance authorizing the Mayor and Interim City Administrator to execute a contract with D & I Excavating, Inc. in the amount of \$856,364.00 for Construction of the South Ivy Street Sanitary Sewer Replacement. (*First Reading*) Pg. 163
- c. **Ordinance No. 1534:** An Ordinance authorizing the Interim City Administrator to execute a contract with Landscape Structures Inc, to purchase playground equipment for Locust Street Park. (*First Reading*) Pg. 177
- d. **Ordinance No. 1536:** An Ordinance authorizing the Mayor and Interim City Administrator to purchase four (4) vehicles for Canby Area Transit from Creative Bus Sales of Canby, Oregon. (*First Reading*) Pg. 185
- e. **Ordinance No. 1537:** An Ordinance authorizing the Mayor and Interim City Administrator to purchase one vehicle for Canby Area Transit from Gillig LLC of California. (*First Reading*)

10. CITY ADMINISTRATOR'S BUSINESS & STAFF REPORTS

11. CITIZEN INPUT

12. ACTION REVIEW

13. ADJOURN

*The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours before the meeting to Melissa Bisset at 503.266.0733. A copy of this Agenda can be found on the City's web page at www.canbyoregon.gov. **City Council and Planning Commission Meetings are broadcast live and can be viewed on CTV Channel 5.** For a schedule of the playback times, please call 503.263.6287.

****We are requesting that rather than attending in person you view the meeting on CTV Channel 5 or on YouTube: <https://www.youtube.com/channel/UCn8dRr3QzZYXoPUEF4OTP-A>**

**If you do not have access virtually,
there are a small number of chairs provided inside to allow for physical distancing.**

August 20, 2020

Board of County Commissioners
Clackamas County

Members of the Board:

Approval of Intergovernmental Agreement between Clackamas County, Canby Fire District and the City of Canby for distribution of Community Service Fee (CSF) funds collected from Columbia Distributing - Rural Strategic Investment Zone

Purpose/Outcome	Approval of an Intergovernmental Agreement between Clackamas County, Canby Fire District, and the City of Canby for distribution of Community Service Fee funds from Columbia Distributing pursuant to their Rural Strategic Investment Zone project.
Dollar Amount and Fiscal Impact	See attached distribution schedule for percentages of the fee per taxing district.
Funding Source	Funds paid by Columbia Distributing, then distributed via IGA.
Duration	15 years
Previous Board Action/Review	Policy session held on July 28, 2020.
Strategic Plan Alignment	<p>1. Approval of the CSF distribution aligns with the BCS strategic goal to create living wage jobs as the Rural Strategic Investment Zone was a key factor in Columbia Distributing's decision to locate in Canby. As stated in their application, this will bring 300 jobs to Canby/Clackamas County at full build out.</p> <p>2. Approval of this agreement aligns with the County's goal to grow a vibrant economy. The CSF distribution is part of the Rural Strategic Investment Zone application which has been approved by the State.</p>
Counsel Review	<p>1. Date of Counsel review: August 11, 2020</p> <p>2. Initials of County Counsel performing review. (ARN)</p>
Procurement Review	<p>1. Was the item processed through Procurement? yes <input type="checkbox"/> no <input checked="" type="checkbox"/></p> <p>2. If no, provide brief explanation: This item is an IGA.</p>
Contact Person	<p>Sarah Eckman, Deputy Director, Business and Community Services sarahste@clackamas.us</p> <p>Laura Zentner, Director, Business and Community Services lzentner@clackamas.us</p>
Contract No.	BCS does not require a contract number for this IGA.

BACKGROUND:

Columbia Distributing is the first company to utilize the Rural Strategic Investment Zone within Clackamas County. The Rural Strategic Investment Zone is an incentive program where businesses with a project within the zone will pay full property taxes on the first \$25,000,000 investment. Taxes on the property in excess of the \$25,000,000 are abated for 15 years. Businesses pay an annual Community Service Fee (CSF) of the lesser of 25% of business tax savings on investments over \$25 million or \$500,000 per year.

The CSF requirement is intended to mitigate the loss of abated property taxes as well as mitigate the direct impacts of the development on the community that are needed over and above the systems development charges collected. Once those needs are addressed, additional revenues will be used to fund high priority projects or programs of the community.

State statute establishes two ways distribution of the CSF may be determined:

- The distribution of this fee may be determined by execution of an agreement between the County, the City of Canby, and local taxing districts constituting at least 75% of the taxing authority in the location of the project; or
- If an agreement is not reached, the Oregon Business Development Commission will determine the CSF distribution schedule.

Staff has completed the outreach to affected taxing districts and held two meetings to discuss the distribution schedule. During the negotiations, Clackamas County agreed to forego a portion of the County's allocation to the Canby Fire District and the City of Canby, as the location of the project is within the city limits of Canby and is directly served by the City and Canby Fire District. The amount equates to 2.35% of the City of Canby's total share of the CSF and 6.78% of the Canby Fire District's total share. These percentages are already built into the distribution schedule included in the IGA.

The resulting options were presented to the BCC on July 28, 2020 during a policy session. The BCC then directed staff to move forward with the "Preferred Option" which is now reflected in this Intergovernmental Agreement.

It should be noted that some of the percentages of distribution to the City and Fire District as shown in the attached IGA are subject to change. However, the percentages for the County and its special districts will not change prior to finalization.

RECOMMENDATION:

Staff respectfully requests approval of the Intergovernmental Agreement between Clackamas County, Canby Fire District and the City of Canby for the distribution of Community Service Fee funds collected from Columbia Distributing for their participation in the Rural Strategic Investment Zone.

Because there may be minor changes to both the distribution schedule and the percentages following approval by this Board, Staff further requests that Laura Zentner be delegated authority to sign the IGA provided it does not substantively change from the version attached hereto. This authority is necessary given the statutory timeframes involved in getting the agreement in place as well as the scheduling issues arising from having both the City of Canby and the Canby Fire District sign the agreement. By delegating the signing authority for the IGA to accommodate non-substantive changes, we can be sure the agreement is in place by our statutory deadlines even

if the City or the Fire District make minor changes, or if non-County distribution percentages change prior to execution.

ATTACHMENTS:

1. Intergovernmental Agreement
2. Exhibit A: Preferred option distribution schedule worksheet

Respectfully submitted,

p.p. *Sarah Eckman*

Laura Zentner, CPA
Director, Business & Community Services

**Intergovernmental Agreement for Rural Strategic Investment Zone (RSIZ) Distribution
of Coho Distributing LLC, dba Columbia Distributing, Community Service Fee Under
ORS 285C.623(6)**

The governments of Clackamas County ("County"), the City of Canby ("City"), the Canby Fire District (the "Fire District") (collectively "the parties"), hereby enter into this Intergovernmental Agreement (the "Agreement") pursuant to Oregon Revised Statutes ("ORS") Chapter 190. The parties have entered into this Agreement to comply with the requirements of ORS 285C.623(6) by setting forth an agreed upon distribution schedule for the annual community service fees ("Fee Payment") collected from a project located in the Clackamas County Rural Strategic Investment Zone ("RSIZ"), as required under ORS 285C.600 to 285C.635 and 307.123.

RECITAL AND FINDINGS:

- WHEREAS: the Oregon Legislature has established the RSIZ to promote industrial competitiveness in Oregon for exceptionally large capital investments.
- WHEREAS: RSIZ provides for local governments to enter into agreements with business firms engaged in a traded-sector industry, in order to attract and retain long-term investment and employment in exchange for limitations on the taxable assessment of property.
- WHEREAS: Coho Distributing, LLC, dba Columbia Distributing (hereinafter " Firm") has entered into an agreement (the "SIZ Agreement") to receive strategic investment program ("SIP") tax treatment under ORS Chapter 285C for its project located within the RSIZ.
- WHEREAS: Pursuant to the SIZ Agreement, the Firm will make an annual Fee Payment to the County, in an amount equal to 25 percent of the property tax savings resulting from the SIP exemption on the Firm's property located in the RSIZ, up to a maximum in any one year of \$500,000. A schedule of anticipated Fee Payments to be received by the County from the Firm are set forth in Exhibit A, attached hereto and incorporated by this reference herein. The parties expressly acknowledge and agree that the schedule set forth in Exhibit A is only an estimate and is used for informational purposes. The actual annual Fee Payment received by the County each year may differ from the estimates set forth in Exhibit A.
- WHEREAS: Pursuant to ORS 285C.623(6), the County shall distribute the collected Fee Payment based on an additional agreement that is entered into among the County, City and local taxing districts listed under ORS 198.010 or 198.180 that constitute at least 75 percent or more of all such districts that are in the code area in which the project is located.

- WHEREAS: The Canby Fire District constitutes 77.5% of the local taxing district authority in the code area in which the Firm's project is located, as required under ORS 285C.623(6)(a)(B).
- NOW, THEREFORE, in consideration of mutual agreements, covenants and promises contained hereunder, the parties do hereby agree as follows:

1. Distribution and Disbursement

The County shall distribute the annual Fee Payment collected from the Firm under the SIZ agreement according to the following distribution schedule:

City of Canby	30.15%
URA City Canby	19.28%
County Clack City	19.37%
County Extension SVD	0.35%
County Library	2.74%
County Soils Cons	0.35%
URA Clackamas County	0.08%
Vector Control Clack Co	0.25%
<u>Fire 362 Canby</u>	<u>27.44</u>
Total	100%

The County's obligations hereunder are contingent upon receipt of the annual Fee Payment from the Firm. In no event will County be responsible to any party or local taxing district for annual Fee Payment funds not actually received from the Firm.

2. Use of Portion of Fee Payment for Mitigation

The County's distribution percentage set forth above is the result of negotiations between the parties whereby the County agreed to reduce its distribution percentage. This is reflected in an increase to the distribution percentages of the Canby Fire District and the City of Canby. In particular, the County has agreed to reduce its distribution percentage to allow the Canby Fire District to increase its percentage by 6.78%, and the City of Canby to increase its percentage by 2.35%. In consideration for the County reducing its distribution percentage, the Canby Fire District and the City of Canby hereby agree that, to the maximum extent permitted by applicable law, the portion of funds received from their respective percentage increases (6.78% and 2.35%) shall be used exclusively to mitigate the loss of abated property taxes well as mitigate the direct impacts of the subject project on the community.

3. Reporting and Administration

- With each disbursement, the County shall provide to each party and local taxing district a statement showing the total annual Fee Payment received and the amounts distributed to each party and local taxing district.
- The County shall promptly notify all parties if the Firm fails to make the Fee Payment or is no longer required to submit the Fee Payment.
- Upon request, the Canby Fire District and the City of Canby agree to provide the County a reasonable accounting of how funds from their respective percentage increases (6.78% and 2.35%) were used to mitigate the loss of abated property taxes and/or mitigate the direct impacts

of the subject project on the community.

4. Effective Date/Term of Agreement

- i. This Agreement shall be effective upon the date of its final execution by signature of all parties, or on the date of determination by the Oregon Economic and Community Development Commission that the Firm's project shall receive RSIZ tax treatment, whichever occurs later.
- ii. The Agreement shall expire upon the earlier of the expiration of the 15-year abatement period or termination of the SIZ Agreement.

5. Additional terms and conditions

- i. **Rights and Remedies.** Any party may terminate this Agreement in the event of a breach of the Agreement by the other. Prior to such termination however, the party seeking the termination shall give the breaching party written notice of the breach and of the party's intent to terminate. If the breaching party has not entirely cured the breach within fifteen (15) days of deemed or actual receipt of the notice, then the party giving notice may terminate the Agreement at any time thereafter by giving written notice of termination stating the effective date of the termination. Upon termination for breach, each party shall have all rights and remedies available to it at law, in equity, or under this Agreement.
- ii. **Oregon Law and Forum.** This Agreement, and all rights, obligations, and disputes arising out of it will be governed by and construed in accordance with the laws of the State of Oregon and the ordinances of Clackamas County without giving effect to the conflict of law provisions thereof. Any claim between the parties that arises from or relates to this Agreement shall be brought and conducted solely and exclusively within the Circuit Court of Clackamas County for the State of Oregon; provided, however, if a claim must be brought in a federal forum, then it shall be brought and conducted solely and exclusively within the United States District Court for the District of Oregon. In no event shall this section be construed as a waiver by the parties of any form of defense or immunity, whether sovereign immunity, governmental immunity, immunity based on the Eleventh Amendment to the Constitution of the United States or otherwise, from any claim or from the jurisdiction of any court.
- iii. **Compliance with Applicable Law.** All parties shall comply with all applicable local, state and federal ordinances, statutes, laws and regulations. All provisions of law required to be a part of this Agreement, whether listed or otherwise, are hereby integrated and adopted herein. Failure to comply with such obligations is a material breach of this Agreement.
- iv. **Debt Limitation.** This Agreement is expressly subject to the limitations of the Oregon Constitution and Oregon Tort Claims Act, and is contingent upon appropriation of funds. Any provisions herein that conflict with the above referenced laws are deemed inoperative to that extent.
- v. **Severability.** If any provision of this Agreement is found to be unconstitutional, illegal or unenforceable, this Agreement nevertheless shall remain in full force and effect and the offending provision shall be stricken. The Court or other authorized body finding such provision unconstitutional, illegal or unenforceable shall construe this Agreement without such provision to give effect to the maximum extent possible the intentions of the Parties.

- vi. **Integration, Amendment and Waiver.** Except as otherwise set forth herein, this Agreement constitutes the entire agreement between the parties. There are no understandings, agreements, or representations, oral or written, not specified herein regarding this Agreement. No waiver, consent, modification or change of terms of this Agreement shall bind any party unless in writing and signed by all parties and all necessary approvals have been obtained. Such waiver, consent, modification or change, if made, shall be effective only in the specific instance and for the specific purpose given. The failure of any party to enforce any provision of this Agreement shall not constitute a waiver by that party of that or any other provision.
- vii. **No Third-Party Beneficiary.** The undersigned parties are the only parties to this Agreement and are the only parties entitled to enforce its terms. Nothing in this Agreement gives, is intended to give, or shall be construed to give or provide any benefit or right, whether directly, indirectly or otherwise, to third persons unless such third persons are individually identified by name herein and expressly described as intended beneficiaries of the terms of this Agreement.
- viii. **Counterparts.** This Agreement may be executed in several counterparts (electronic or otherwise), each of which shall be an original, all of which shall constitute the same instrument.
- ix. **Survival.** All provisions which by their context are intended to survive shall survive the termination of this Agreement.
- x. **Necessary Acts.** Each party shall execute and deliver to the others all such further instruments and documents as may be reasonably necessary to carry out this Agreement.
- xi. **No Attorney Fees.** In the event any arbitration, action or proceeding, including any bankruptcy proceeding, is instituted to enforce any term of this Agreement, each party shall be responsible for its own attorneys' fees and expenses.

[Signature Page to Follow]

Pursuant to ORS 285C.623, this Agreement is entered into by and between the County, the City, and the Canby Fire District (a local taxing district that constitutes at least 75% of the property tax authority for tax code 86-002).

ACCEPTING FOR CLACKAMAS COUNTY

By: _____

TITLE: _____

Date_____

ACCEPTING FOR CANBY FIRE DISTRICT

By: _____

TITLE: _____

Date_____

ACCEPTING FOR CITY OF CANBY

By: _____

TITLE: _____

Date_____

**Intergovernmental Agreement for Rural Strategic Investment Zone (RSIZ) Distribution of Coho
Distributing LLC, dba Columbia Distributing, Community Service Fee**

Exhibit A

Tax Code: 086-002	Estimated 1 - Year CSF with EDU/Port Ratioed to District	Estimated 15 - Year CSF with EDU/Port Ratioed to District	% of CSF to be Distributed
CITY CANBY	27,922	519,320	30.15%
URA CITY CANBY	17,858	332,146	19.28%
Canby City Total	45,780	851,465	49.43%
COUNTY CLACK CITY	17,943	333,721	19.37%
COUNTY EXTENSION SVC	320	5,944	0.35%
COUNTY LIBRARY	2,536	47,173	2.74%
COUNTY SOILS CONS	320	5,944	0.35%
URA CLACKAMAS COUNTY	77	1,434	0.08%
VECTOR CONTROL CLACK CO	229	4,259	0.25%
County Total	21,425	398,474	23.13%
FIRE 062 CANBY	25,417	472,734	27.44%
Canby Fire Total	25,417	472,734	27.44%
 Total Estimated CSF *	 92,622	 1,722,673	 100.00%

This estimates uses the values and includes the same assumptions as the "Tax Savings Estimate" dated February 13, 2020
 *The amount of the CSF is subject to change.

**CANBY CITY COUNCIL
WORK SESSION MINUTES
August 5, 2020**

Due to COVID-19 Pandemic, the Mayor and City Councilors attended the meeting virtually. The public was asked to view the meeting live on CTV Channel 5 or on YouTube. Seating was available in the Council Chambers in compliance with the Governor's Executive Order regarding social distancing.

PRESIDING: Mayor Brian Hodson.

COUNCIL PRESENT: Trygve Berge, Tim Dale, Greg Parker, Sarah Spoon, and Shawn Varwig.

COUNCIL ABSENT: Traci Hensley

STAFF PRESENT: Amanda Zeiber, Interim City Administrator; Joseph Lindsay, City Attorney; Todd Wood, Transit Director; and Melissa Bisset, City Recorder.

OTHERS PRESENT: None.

CALL TO ORDER: Mayor Hodson called the Work Session to order at 6:04 p.m.

**PRESENTATION AND DISCUSSION ABOUT TRANSIT ADMINISTRATION
OFFICES AND TRANSIT YARDS.**

Transit Director Todd Wood introduced himself and provided a background of his work history as he was recently hired.

Mr. Wood shared that Canby Area Transit (CAT) has outgrown its current location. They have inadequate parking and training space. They needed more space for a bus wash and bus parking. He added that the annual lease cost was \$46,500.

There were two options for future locations to explore. Interim City Administrator Amanda Zeiber shared the history of the locations of CAT. The lot behind the current location was purchased in order to provide for bus parking in the same location as the dispatch and administrative offices. In 2019 1.8 acres was purchased on Hazel Dell Way.

CAT was located in a strip mall at 195 S Hazel Dell Way. Mr. Wood displayed a map of the 1.8 acres owned by the City. He stated it was fairly easy to get out to the highway from the location and with was fairly user friendly. There was room to expand on the 1.8 acres. It would mean that they would not have to move very far. Mr. Wood reviewed the downsides of the location

which included: a shared exit with Pioneer Pump, security concerns, and the mechanics/maintenance were located on Territorial Road.

The City Shop located on Territorial was approximately five areas and housed several city services. In the current state it did not work well for Transit. Mr. Wood stated that buses would need to be able to move freely. Transit Services are operated by a contractor and there would be security issues to address at the Territorial Road location. There was also no public access although he felt this could be worked around by possibly using space as needed at City Hall.

Mr. Wood stated that if they were to move to the City Shop property then they could sell the current property on Hazel Dell Way. He thought that Transit would likely need nearly 50 percent of the Shop. They would look at doing a remodel at the City Shop property that would benefit not only Transit, but the other services located there. For example, a wash station could be used for all City vehicles. Another benefit would be having the mechanic and fleet services tech onsite.

Mr. Wood stated there would need to be an engineering evaluation of the shop and/ or property.

Mayor Hodson asked about the cost, service coverage at City Hall and expansion. The engineering evaluation would inform the costs.

Discussion ensued regarding Canby Utility and Canby Fire near the City Shop location.

Ms. Zeiber explained that there would be an analyses conducted of the City Shop location if there was interest in pursuing that as a Transit location option.

Mayor Hodson was interested in looking at the City Shop location. Councilor Parker also was in favor.

Discussion ensued regarding the cost of the purchased property and it was noted that they were Transit Funds.

Mr. Lindsay stated that the landlord, Mr. Zimmerman, extended the lease and they would need to make a decision fairly soon.

Ms. Zeiber felt that the City Shops option should be explored in order to determine which would be the best option.

Councilor Spoon was interested in creating government efficiencies. She asked about the cost of the research. She was in favor of looking at the City Shop option.

There was money in the budget to explore the options.

Mr. Wood thought that the bus wash would possibly be covered and it would be bay size that could fit up to a 40 foot bus. It would be similar to a self-wash car wash.

Transit would need a break room, training facility, a dispatch station, and three offices. Mr. Wood estimated that they would need approximately 2,000 square feet.

Mr. Berge suggested that they should look at projections of what they may need in the future.

Mr. Wood noted that Canby was growing.

Council President Dale thought that the engineering evaluation should be conducted. He stated that Canby Utility would be vacating their portion of the office building. There was some office space that would be freed up.

He asked if there would be any impact to the Northside Fire Station.

Mr. Lindsay stated that they would share a common driveway.

There were grants that could be explored as well.

The meeting adjourned at 6:44 p.m.

Melissa Bisset, CMC
City Recorder

Brian Hodson
Mayor

**CANBY CITY COUNCIL
REGULAR MEETING MINUTES
August 5, 2020**

Due to COVID-19 Pandemic, the Mayor and City Councilors attended the meeting virtually. The public was asked to view the meeting live on CTV Channel 5 or on YouTube. Seating was available in the Council Chambers in compliance with the Governor's Executive Order regarding social distancing.

PRESIDING: Mayor Brian Hodson.

COUNCIL PRESENT: Trygve Berge, Tim Dale, Greg Parker, Sarah Spoon, and Shawn Varwig.

COUNCIL ABSENT: Traci Hensley

STAFF PRESENT: Amanda Zeiber, Interim City Administrator; Joseph Lindsay, City Attorney; Todd Wood, Transit Director; and Melissa Bisset, City Recorder.

OTHERS PRESENT: None.

CALL TO ORDER: Mayor Hodson called the Regular Meeting to order at 7:05 p.m.

COMMUNICATION: City Recorder Melissa Bisset stated the Mayor & four Council positions would be on the November 3, 2020 ballot. The filing period had opened for the positions. Candidates first turn in a Candidate Filing form to the City Recorder along with the SEL Candidate Signature Sheet. Candidates may not begin collecting signatures until the City Recorder has reviewed and approved in writing, the filing and signature sheets. Interested candidates should email or call the City Recorder to schedule an appointment.

CITIZEN INPUT & COMMUNITY ANNOUNCEMENTS: It was publically noticed that Council would be attending the meeting virtually and written comments and input on agenda items were accepted until 5:00 p.m. on Wednesday, August 5.

Mayor Hodson read the following letter from Shawn Carroll, Board Chair of the Canby Fire Department.

Honorable Mayor and City Councilors:

On behalf of our Canby Fire Department board of directors I am sending this letter requesting the council's indulgence in reference to the Columbia SIZ annual fee. We are hoping the council will help make our fire department equal in percentages with the city on the annual fee. I know

time is of the essence on the approval process before it goes to the state if no decision is made by the city and the county within the time frame of the CIZ agreement. I want to let you know that regardless of the outcome we are here to support you and our community.

Thank you for your time and consideration.

Regards

Shawn Carroll
Board Chair
Canby Fire Department

MAYOR'S BUSINESS: Mayor Hodson shared that there was a letter written on behalf of the Region 1 Area Commission on Transportation to the Oregon Transportation Commission to prioritize three key bottlenecks, including I-205.

Mayor Hodson then shared the Tolling Presentation from the Region 1 Area Commission on Transportation. He explained that there is an Equity and Mobility Advisory Committee looking at tolling. There had already been many meetings. He noted there was no major bus service along I-205. He reviewed some of the concerns related to tolling and equity. There was a community engagement piece and a project website. Mayor Hodson and Councilor Varwig were on a tolling working group for Clackamas County. He displayed a chart of the National Environmental Policy Act (NEPA) milestones that must be gone through during the process. They were in the early engagement portion of the project. The project purpose was to improve congestion and to generate revenue. There was a question about what would deferred traffic would look like and where would the revenue go? They were also still trying to determine what equity would look like.

Mayor Hodson reviewed the project need that included increases in traffic, more than 6 hours of congestion daily from I-205 Stafford Road to OR 213 and the need for funding of congestion relief projects.

Mayor Hodson displayed a map of the options of the tolling gantries on Abernethy Bridge. There were other options to toll from Abernethy Bridge to Stafford Road or toll in segments from Stafford Road to OR 213. The final option was a single zone toll from Stafford Road to OR 213.

Mayor Hodson thought that surrounding roads would become more congested and they should look what might happen to 99 E and the surrounding roads.

Tolling would need to be approved at the federal level.

COUNCILOR COMMENTS & LIAISON REPORTS:

Councilor Spoon noted that the conversation has been going on for quite some time. She asked about when there may be a decision. Mayor Hodson stated that they are preparing all of the pieces to take it to the federal level. He did not feel that they should toll the existing highway. He felt certain tolling options would be pricey for many families. He was also concerned about the impact on Highway 99.

Councilor Spoon shared that Bridging Cultures was hiring a bilingual field navigator to help with COVID-19 outreach. There was also some financial aid available for those impacted by COVID. She was happy with the new energy downtown and enjoyed visiting B's Bake Shoppe.

Councilor Parker shared the Bike and Pedestrian Committee received a large grant to look at the Traverso Property. A consultant would be hired and there would be survey conducted that would include recommendations, options and community outreach. The Historic Landmark Commission had a grant to further restore some of the older memorials at Zion Cemetery and would be holding another volunteer effort to clean headstones. Carol Palmer was working on a grant to do a historic survey of the buildings at the Fairgrounds. He noted that the last grant that was received was written by someone Ms. Palmer had trained. The Fairgrounds would be putting in a temporary drive-in as soon as they could. They would work on funding for a permanent drive-in theatre.

Councilor Berge and Council President Dale expressed concerns about the proposed tolling projects.

Council President Dale shared that Canby Utility was continuing to complete build out of their headquarters and shop yards. With regards to the economic impact of COVID on utility billing, the number of delinquencies was flat compared to the previous year; however the dollar amount of the delinquencies had vastly increased. He thought that perhaps the vulnerable populations were being hit harder. Canby Utility was doing their annual increase on SDCs.

Mayor Hodson announced that the newest Planning Director Sandy Freund had resigned and the City was searching for a new Planning Director. There were multiple department director vacancies and the City Administrator recruitment was still underway.

Mayor Hodson felt that with distance learning taking place soon, families may need space in the Library.

Council President Dale heard that there would be no sports for students until at least January noting that there may be an increased need for the library services.

CONSENT AGENDA: **Council President Dale moved to adopt the Minutes of the July 15, 2020 City Council Work Session and Regular Meeting a. Seconded by Councilor Berge and passed 5-0.

ORDINANCES

Ordinance No. 1530: An Ordinance authorizing the Mayor and Interim City Administrator to execute a contract with CURRAN-McLEOD, Inc. Consulting Engineers for engineering services to complete improvements to N Locust Street Reconstruction; and declaring an emergency.
(Second Reading)

City Attorney Joe Lindsay stated that they were trying to get to the project done soon for the health and welfare for the public and the engineering costs comes before the construction of the project.

****Council President Dale moved to adopt Ordinance 1530, AN ORDINANCE AUTHORIZING THE MAYOR AND INTERIM CITY ADMINISTRATOR TO EXECUTE A CONTRACT WITH CURRAN-McLEOD, INC. CONSULTING ENGINEERS FOR ENGINEERING SERVICES TO COMPLETE IMPROVEMENTS TO N LOCUST STREET RECONSTRUCTION; AND DECLARING AN EMERGENCY. Motion was seconded by Councilor Spoon and passed 5-0 by a roll call vote.**

Ordinance No. 1531: An Ordinance granting a nonexclusive franchise to Canby Telephone Association (DirectLink) to provide telecommunication services within the City of Canby; and establishing an effective date. *(Second Reading)*

Mr. Lindsay explained that Ordinance No. 1531 was for the telephone franchise agreement with DirectLink and Ordinance No. 1531 was related to the cable franchise agreement. They are extensions of the current agreements and are nonexclusive as there are other entities with similar franchise agreements. They are similar to other franchisees and they are at five percent of the gross revenues. Having them at five percent created a level playing field for the various franchise agreements.

****Councilor Spoon moved to adopt Ordinance 1531, AN ORDINANCE GRANTING A NONEXCLUSIVE FRANCHISE TO CANBY TELEPHONE ASSOCIATION (DIRECTLINK) TO PROVIDE TELECOMMUNICATION SERVICES WITHIN THE CITY OF CANBY; AND ESTABLISHING AN EFFECTIVE DATE. Motion was seconded by Council President Dale and passed 5-0 by a roll call vote.**

Ordinance No. 1532: An Ordinance granting a nonexclusive franchise to Canby Telephone Association (DirectLink) to provide cable television service within the City of Canby; and establishing an effective date. *(Second Reading)*

****Councilor Spoon moved to adopt Ordinance 1532, AN ORDINANCE GRANTING A NONEXCLUSIVE FRANCHISE TO CANBY TELEPHONE ASSOCIATION (DIRECTLINK) TO PROVIDE CABLE TELEVISION SERVICE WITHIN THE CITY OF CANBY; AND ESTABLISHING AN EFFECTIVE DATE. Motion was seconded by Council President Dale and passed 5-0 by a roll call vote.**

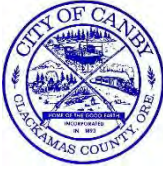
Mayor Hodson noted that it was the sixth month of the COVID-19/ Coronavirus and that there was depression setting in for some. He asked people to reach out and look out for others. It was a tough time but Canby was a strong and resilient community.

ACTION REVIEW:

1. Approved the Consent Agenda.
2. Approved Ordinance No. 1530.
3. Approved Ordinance No. 1531.
4. Approved Ordinance No. 1532.

Melissa Bisset, CMC
City Recorder

Brian Hodson
Mayor



City of Canby

PO Box 930 Phone: 503.266.4021
222 NE 2nd Ave Fax: 503.266.7961
Canby, OR 97013 www.canbyoregon.gov

MEMORANDUM

DATE: August 5, 2020 for August 19, 2020 City Council Hearing
TO: Mayor and City Council
FROM: Erik Forsell, Associate Planner
RE: Annexation / Zone Change (File No. ANN/ZC 20-01)

BACKGROUND

The Planning Commission held a regularly scheduled and duly noticed public hearing on July 27, 2020 to consider Redwood Landing II. As part of the proposal, City File No. ANN/ZC 20-01 was considered. The Planning Commission voted to recommend the City Council approve the annexation and zone change application (City File ANN/ZC 20-01) by a unanimous 6/0 vote with one member absent.

The portion of real property proposed for annexation and rezone is a linear driveway that is part of Clackamas County Assessor's Map and Tax Lot 31E34B00100, owned by Daryl and Margaret Buchanan.

If City Council approves this application, a 16.5-foot linear strip of land and a portion of adjoining N. Redwood Street Right-of-Way totaling approximately 10,878 square feet would be annexed into the city and rezoned R-1.5 Medium Density Residential. The annexation and subsequent rezone are consistent with the provisions of the N. Redwood Area Development Concept Plan and City of Canby Comprehensive Plan.

RELATED APPLICATIONS

In effect, this proposal is part of three applications that consist of Redwood Landing II. As a part of this annexation and zone change process, the annexed land is conditionally approved for property line adjustment in which it will be added to existing city limits property Clackamas County Assessor's Map and Tax Lot 31E34B00400, and subsequently subdivided as SUB 20-02. Planning Commission reviewed and approved SUB 20-02 on the duly noticed public hearing on July 27, 2020. This annexation and zone change request is the final component of solidifying a suite of approvals to allow the applicant to proceed with the subdivision Redwood Landing II. While staff consider it important to provide background to this proposal, it is not an approval criterion for the annexation and zone change request.

DISCUSSION OF ANNEXATION ZONE CHANGE - ANN/ZC 20-01

In most cases, the City of Canby's annexation ordinance requires either a Development Concept Plan (DCP) or a Development Agreement (DA) for properties that are subject to an annexation request. The property subject to this annexation request is within the boundaries of the N. Redwood DCP which provides long range planning and development guidance for property that is annexed in this area. This is consistent with and satisfies the annexation ordinance requirements pursuant to [CMC 16.84.040(A)].

The Planning Commission deliberated and accepted evidence in the staff report – generally supporting the applicant's proposal. The annexation area itself does not have sufficient dimensions to accommodate building area. Rather, it is the applicant's desire to combine this land with the property directly north, identified as Clackamas County Assessor's Map and Tax Lot 31E34B00400 via property line adjustment. This allows for more appropriate development of Tax Lot 31E34B00400 and eliminates an 'island' of County jurisdiction property from the DCP area.

All necessary public services are readily available for extension by the developer to serve this property and included annexation area. No park land dedication is anticipated as part of this proposal.

Pursuant to Oregon Revised Statute (ORS) and Transportation Planning Rules (TPR), a Traffic Impact Analysis is required when a city rezones land. The purpose is the rule is to demonstrate that the rezoning process will remain consistent with the acknowledged Transportation System Plan (TSP). That study found that the rezoning process would not be inconsistent with the TSP.

PLANNING COMMISSION RECOMMENDATION

The Planning Commission found that the annexation and zone change review criteria had been met and therefore recommended that the City Council:

1. Approve Annexation/Zone Change ANN/ZC 20-01 (Buchanan);
2. Upon annexation, the zoning of the subject properties shall be designated R-1.5 Medium Density Residential, consistent with the Canby Comprehensive Plan Map (MDR) Medium Density Residential designation;
3. Move to attach the following conditions:
 - a. Property line adjustment (replat of Canby Gardens Lots 92 and 94) must be finalized with recorded deeds at Clackamas County Deeds and Records. Evidence of deeds must be submitted to the Canby Planning office prior to final subdivision approval for final plat.
 - i. Applicant shall record deeds finalizing Clackamas County File #PLA Z0085-20-PLA prior to final approval of annexation.

- ii. Applicant shall provide a copy of the executed deeds and approved property line adjustment materials to the City of Canby for the purposes of retaining the files within the subdivision and annexation approvals.
- b. Annexation (ANN 20-01) and Zone Change (ZC 20-01) must be free of appeals and final land use decisions as defined by ORS 197.015 prior to this subdivision gaining final approval. Any action on behalf of the applicant that invalidates or disqualifies ANN 20-01 and ZC 20-01 shall invalidate SUB 20-02 which is directly contingent on these approvals.
- c. Annexation approval shall conform to all other applicable City of Canby ordinances, municipal code, state law and administrative rule.

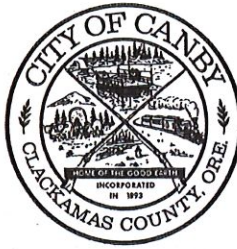
RECOMMENDED COUNCIL MOTION

Move to approve the Annexation and Zone Change File ANN/ZC 20-01 pursuant to the recommendation forwarded by the Planning Commission.

ATTACHMENTS

Planning Commission Final Findings

1. Planning Commission Final Findings
2. Staff Report ANN/ZC 20-01 Buchanan Annexation and Zone Change
3. Planning Commission Packet



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

A REQUEST FOR SUBDIVISION

)
)

**FINDINGS, CONCLUSION & FINAL ORDER
SUB 20-02**

REDWOOD LANDING 2

)
)

NATURE OF THE APPLICATION

The applicant requests approval to subdivide a ±5.09-acre parcel into 29 separate legal lots, this proposal will include a linear strip of annexed land as part of the subdivision which is subject to annexation and zone change applications ANN/ZC 20-01. The subdivision request is contingent on the annexation. The subject property is located at 1268 N. Redwood Street and is a legal lot described as Lot 94 of Canby Gardens Subdivision (Plat 0230 – Clackamas County). It is also identified on Clackamas County Assessor's map as Map and Tax Lot No. 31E34B00400. The subject property is zoned R-1.5, Medium Density Residential, consistent with the Canby Municipal Code.

HEARINGS

The Planning Commission considered application **SUB 20-02** after the duly noticed hearing on Jul 27, 2020 during which the Planning Commission approved **Redwood Landing 2 (City File SUB 20-02)** by a vote of 6/0. These Findings are entered to document the approval.

CRITERIA AND STANDARDS

In judging whether or not the aforementioned application shall be approved, the Planning Commission determines whether criteria from the City of Canby Land Development and Planning Ordinance are met, or can be met by observance of conditions. Applicable code criteria and standards were reviewed in the Staff Report dated July 17, 2020 and presented at the July 27, 2020 meeting of the Canby Planning Commission.

FINDINGS AND REASONS

The Staff Report was presented, and written and oral testimony was received at the public hearing. Staff recommended approval of the Subdivision application and applied Conditions of Approval in order to ensure that the proposed project will meet all required City of Canby Land Development and Planning Ordinance approval criteria.

15. Sight distance by a registered professional engineer shall be verified at all access points and documented as per the Transportation Impact Analysis, dated May 2020 and prepared by DKS Associates. (City Engineer – HI)
16. Temporary fire truck turnarounds shall be constructed at the terminus of Sycamore and N River Alder Streets. The geometric turnaround and location shall meet the City of Canby Fire department requirements. The City Engineer, in conjunction with Canby Fire District, shall determine compliance with this condition. (City Engineer – HI / Canby Fire District – ME)
17. The applicant shall provide, and have approved, a truck haul route, with flaggers if deemed necessary, for all construction activity at said development site. The haul route shall be approved at the time of the pre-construction meeting by the Public Works Department. (County Transportation – JG/Public Works – JN)
18. A reciprocal maintenance and access agreement shall be recorded for Lots 20 and 21 for the 20' wide paved access easement for these properties. A copy of the recorded easement shall be included with the final plat. (Canby Planning – EF)

D. Grading and Erosion Control/Demolition:

19. The applicant shall obtain an Erosion Control permit from the City of Canby prior to any on-site disturbance. (City Engineer/Canby Public Works – HI)
20. The applicant shall obtain a demolition permit from Clackamas County, (with a release for permit from Canby Planning) prior to demolition of on-site existing structures. (City Engineer – HI/Canby Public Works/Canby Planning – EF)
21. The applicant shall obtain a grading permit from Clackamas County prior to any on-site disturbance and provide the City proof of permit. (Clackamas County/Coordination with City Public Works – JN)

E. Street Trees:

22. The applicant shall be responsible for selecting street trees from the City approved tree list. The developer shall pay the City \$250 per street tree installation typically prior to home occupancy with (2) years of city maintenance, prior to final plat recordation. Property owners shall take over all responsibility of said street trees after the two (2) year period lapses. Canby Public Works in conjunction with Canby Planning, shall determine compliance with this condition. (Public Works - JN / Canby Planning - EF)

F. Sewer and Storm Drainage:

23. Sanitary sewer lines exist on N Redwood Street. The applicant shall be required to extend and install a minimum 8-inch public sanitary sewer line to serve the development. The City Engineer and Public Works shall determine compliance with this condition. (City Engineer – HI/Public Works - JN)
24. All private storm drainage discharge shall be disposed on-site, design methodology shall be in conformance with the City of Canby Public Works Design Standards, February 2020. The City Engineer and Public Works shall determine compliance with this condition. (City Engineer – HI/Public Works - JN)

25. The applicant shall be required to submit a Storm Drainage Report that provides detailed analysis as part of the storm report. The developer's engineer shall demonstrate how the storm runoff generated from the new impervious surfaces will be disposed of. If drywells (UIC) are used as a means to discharge storm runoff from the private streets, they must meet the following criteria:
 - a. The UIC structures location shall meet at least one of two conditions:
 - i. The vertical separation distance between the UIC and seasonal high groundwater is more than 2.5 feet or;
 - ii. The horizontal separation distance between the UIC and any water well is a minimum of 267 feet in accordance with the City of Canby Stormwater master Plan, Appendix "C", Groundwater Protectiveness Demonstration and Risk Prioritization of Underground Injection Control (UIC) Devices.
26. The storm drainage report shall be in conformance with the requirements as stated in Chapter 4 of the City of Canby Public Works Design Standards, dated February 2020. The City Engineer and Public Works shall determine compliance with this condition. (City Engineer – HI/Public Works JN)
27. The applicant shall be responsible for the abandonment of any existing on-site domestic or irrigation wells in conformance with OAR 690—220-0030. A copy of the Oregon Water Rights Department (OWRD) Certificate shall be submitted to the City. The City Engineer and Public Works shall determine compliance with this condition (City Engineer – HI/Public Works - JN)
28. The applicant shall be responsible for the abandonment of any existing on-site sewage disposal system, in conformance with DEQ and Clackamas County Water Environmental Services (WES) regulations. A copy of the septic tank removal certificate shall be submitted to the City. The City Engineer and Public Works shall determine compliance with this condition. (City Engineer – HI/Public Works - JN)

G. Clackamas County Conditions

29. The applicant shall comply with all applicable Clackamas County Traffic and Development conditions of approval as stated in Memorandum, dated February 27, 2020, and attached herein as Exhibit G-3. (Clackamas County – Jonny Gish)

H. Water & Electric Utility Services

30. Water services shall be constructed in conformance with Canby Utility's standards and specifications. Canby Utility, in conjunction with the City Engineer shall determine compliance with this condition. (City Engineer – HI/Canby Utility-JS)
31. The applicant shall submit drawings for all project water lines to Canby Utility for review and approval. Submittal shall meet the requirements of Canby Utility as well as the State of Oregon's requirements. Canby Utility shall determine compliance with this condition. (Canby Utility – JS)
32. Canby Utility, in coordination with the applicant will determine the electrical system layout to serve the subdivision. This shall include required streetlight placement which shall be represented on a utility service page of the construction plans for the subdivision by the applicant. Canby Utility shall determine compliance with this condition. (Canby Utility – JS)

33. The applicant shall schedule all water and electric utility construction and inspections at least 15-days in advance. Contact Canby Utility Operations Field Supervisor at 503-263-4331.
34. The applicant shall be required to provide 4-inch Schedule 40 PVC sleeves for all road crossings for DirectLink services where applicable. The applicant shall work with DirectLink for coordination of all sleeves and required open trenching scheduling for said communication facilities. DirectLink shall determine compliance with this condition. (Contact DirectLink at 503-266-8242)

I. Fire Protection

35. All fire protection apparatus's such as fire hydrants placement and location shall be placed in accordance with the requirements of the Canby Fire District codes and regulations (Oregon Fire Code 2019, Chapter 33). The fire hydrants are not to be spaced further than 300 feet of travel distance. Canby Fire District shall determine compliance with all fire regulations. (Canby Fire District – ME)
36. The applicant shall contact the Canby Fire District for review and inspection of placement of all fire hydrants, and placement of any and all flammable construction materials on-site, prior to placement of said materials. Canby Fire District shall determine compliance with all fire regulations. (Canby Fire District – ME)
37. Building Address shall be marked at the beginning of construction with a lot marker if needed for each lot under construction. Canby Fire District shall determine compliance with all fire regulations. (Canby Fire District – ME)
38. All fire hydrants shall all have Storz quick adapter couplings on the steamer port as required by Canby Utility. A Blue reflector will be in the center of the road to indicate the hydrant is in the vicinity. Canby Fire District shall determine compliance with all fire regulations. (Canby Fire District – ME)
39. Landscaping shall be low growing vegetation so as not to block visibility of hydrants, or addressing. Canby Fire District shall determine compliance with all fire regulations. (Canby Fire District – ME)
40. The applicant shall provide a PDF of approved prints for the Canby Fire District Pre-Fire Plan program of the development. Canby Fire District shall determine compliance with all fire regulations. (Canby Fire District – ME)
41. All Fire Lanes shall be painted red on curb with – “No Parking Fire Lane” in white - and signage, in accordance with the Oregon Fire Code 2019. Fire Lanes will be determined while on site for any access issues with Canby Fire and the builder. Canby Fire District shall determine compliance with all fire regulations. Fire lanes shall be permanently striped on the ‘flag’ portion of all flag lots. (Canby Fire District – ME)
42. Fire access shall always be part of the construction plan for the development. Canby Fire District shall determine compliance with all fire regulations. (Canby Fire District – ME)

J. Post Office (mailbox locations)

43. The applicant shall designate on the civil construction plans placement of a community cluster mail box in one location similar to Redwood Landing Phase 1. The Postmaster shall determine compliance with this condition. (Canby Postmaster Sheila L. Laney, 503-266-3353)

K. Final Plat:

44. All public improvements or submittal of necessary performance security assurances shall be made prior to the signing and release of the final plat for filing of record. Canby Planning shall determine compliance with this condition. (Canby Planning – EF)
45. The applicant shall apply for final plat approval at the City, and pay any applicable city fees associated with final plat review. Prior to the recordation of the final plat at Clackamas County, the plat must be approved by the City. If deemed necessary, the City will distribute the final plat to other applicable local service providers for comment prior to signing off on the final plat. Canby Planning shall determine compliance with this condition. (Canby Planning – EF)
46. The final plat shall conform to the necessary information and requirements of CMC 16.68.030, 16.68.040(B), and 16.68.050. The City Engineer or County Surveyor shall verify that these standards are met prior to the recordation of the subdivision plat. (Canby Planning – EF/City Engineer - HI)
47. All “as-built plans” of City public improvements installed shall be filed with Canby Public Works within sixty (60) days of completion and acceptance of the improvements. (City Engineer – HI/Public Works - JN)
48. Clackamas County Surveying reviews pending subdivision plat documents for Oregon Revised Statutes and county requirements. A subdivision final plat prepared in substantial conformance with the approved tentative plat must be submitted to the City for approval within two years of approval of the tentative plat, or formally request an extension of up to 6-months with a finding of good cause. Canby Planning shall determine compliance with this condition. (Canby Planning – EF)
49. The applicant shall record the final plat at Clackamas County within 6-months of the date of the signature of the Planning Director. Canby Planning shall determine compliance with this condition. (Canby Planning – EF)
50. The applicant shall assure that the City is provided with a copy of the final plat in a timely manner after it is recorded at Clackamas County, including any CC&Rs recorded in conjunction with the final plat. Canby Planning shall determine compliance with this condition. (Canby Planning – EF)
51. The City shall assign addresses for each newly created subdivision lot and distribute those addresses to the developer, and other applicable agencies accordingly prior to home permitting. Canby Planning shall determine compliance with this condition. (Canby Planning – EF)
52. A deed restriction filed with Clackamas County deeds and records shall state that lots 14 and 20 are oversized and are not allowed to further divide as a condition of City of Canby SUB 20-02 Subdivision approval. A copy of the recorded deed restriction shall be supplied to the City of Canby planning department. (Canby Planning -EF)
53. A note on a copy of the final plat shall indicated that that lots 14 and 20 are oversized and are not allowed to further divide as a condition of City of Canby SUB 20-02 Subdivision approval. A copy of the final plat indicating this note shall be supplied to the City of Canby planning department. (Canby Planning -EF)

L. Easements

54. All public utility easements traversing the newly created residential lots related to water, sewer, electric, and gas service shall be noted on the final plat. Canby Planning in conjunction with the City Engineer shall determine compliance with this condition. (Canby Planning – EF / City Engineer – HI)

M. Residential Building Permit(s):

55. Construction of all required public improvements and the recordation of the Final Plat shall be completed prior to the issuance of building permits and comply with all applicable City Public Works Design Standards. The City Engineer and Public Works shall determine compliance with this condition. (City Engineer – HI / Public Works – JN/Canby Planning – EF)
56. The homebuilder shall apply for and submit a City of Canby Site Plan Permit application and Clackamas County Building permit for each home, and satisfy the residential design standards of CMC 16.21. Canby Planning shall determine compliance with this condition. (Canby Planning – EF)
57. All residential construction shall be in accordance with applicable Public Works Design Standards. Public Works shall determine compliance with this condition. (Public Works – JN)
58. Clackamas County Building Codes division will provide structural, electrical, plumbing, and mechanical plan review and inspection services for all new home construction. The applicable county building permits are required prior to the construction of a new single-family residence. (Canby Planning – EF)
59. Per the Canby Public Works Design Standards, minimum residential driveway widths at the inside edge of the sidewalk shall be 12-feet and the maximum width shall be 24 feet, with an allowed exception of 28 feet for a home with 3 or more garages. Canby Planning shall determine compliance with this condition. (Canby Planning – EF)
60. All usual System Development Charges (SDC) shall be collected with each new home permit within this development. Canby Planning shall determine compliance with this condition. (Canby Planning – EF)


N. Fencing

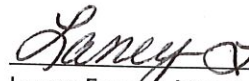
61. Placement of residential fences along any front or street-adjacent side yard property line are permitted to be a maximum of 3-feet, 6-inches in height, and must not exceed 30-inches in height when within the 30-foot Vision Clearance Triangle for all corner lots, and Vision Clearance Area of ten (10) feet from driveways to the street. Perimeter and rear yard fencing is not to exceed six (6) feet in maximum height. Please reference Section 16.08.110 of the Canby Land Development and Planning Ordinance, Chapter 16, of the Municipal Code. (Canby Planning – EF).

**** END OF CONDITIONS ****

I CERTIFY THAT THIS ORDER approving SUB 20-02 REDWOOD LANDING 2 SUBDIVISION, was presented to and APPROVED by the Planning Commission of the City of Canby.
DATED this 27th day of July, 2020.


Larry Boatright
Planning Commission Vice-Chair

 for Sandy Freund
Sandy Freund, AICP
Planning Director

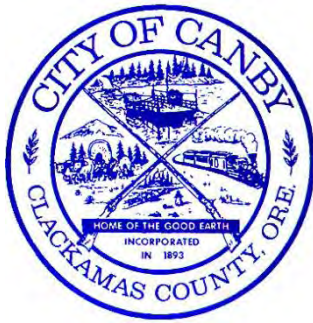

Laney Fouse, Attest
Recording Secretary

ORAL DECISION: July 27, 2020

Name	Aye	No	Abstain	Absent
John Savory				X
Larry Boatright	X			
Derrick Mottern	X			
Jennifer Trundy	X			
Jeff Mills	X			
Jason Taylor	X			
Michael Hutchinson	X			

WRITTEN DECISION: July 31, 2020

Name	Aye	No	Abstain	Absent
John Savory				X
Larry Boatright	X			
Derrick Mottern	X			
Jennifer Trundy			X	
Jeff Mills	X			
Jason Taylor	X			
Michael Hutchinson	X			



City of Canby

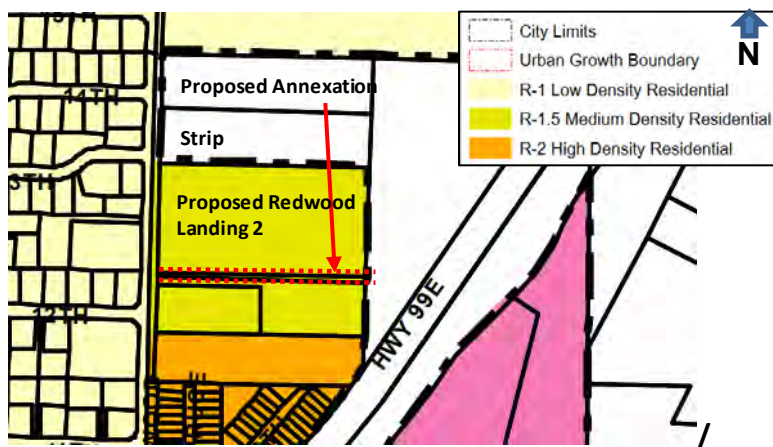
File #: ANN/ZC 20-01 & SUB 20-02 – Redwood Landing Phase 2

HEARING DATE: July 27, 2020
STAFF REPORT DATE: July 17, 2020
TO: Planning Commission
STAFF: Erik Forsell, CFM, Associate Planner

Applicant Request

The applicant requests approval to annex a linear strip of land approximately 10,878 square feet in size into the City of Canby. As part of the annexation request, the applicant is also seeking an amendment to the zoning map which would change the annexed property from Clackamas County Rural Residential Farm Forest (RRFF-5) to City of Canby Medium Density Residential (R-1.5). This portion of the proposal is represented by City files ANN 20-01 / ZC 20-01. The applicant is also proposing to subdivide a ±5.09-acre parcel into 29 separate legal lots, this proposal will include the aforementioned linear strip of annexed land as part of the subdivision. The subdivision proposal is represented by City File SUB 20-02 and is contingent upon the annexation and zone change application approval.

Figure 1 – Zoning and Proposed Annexation Property



Staff Recommendation

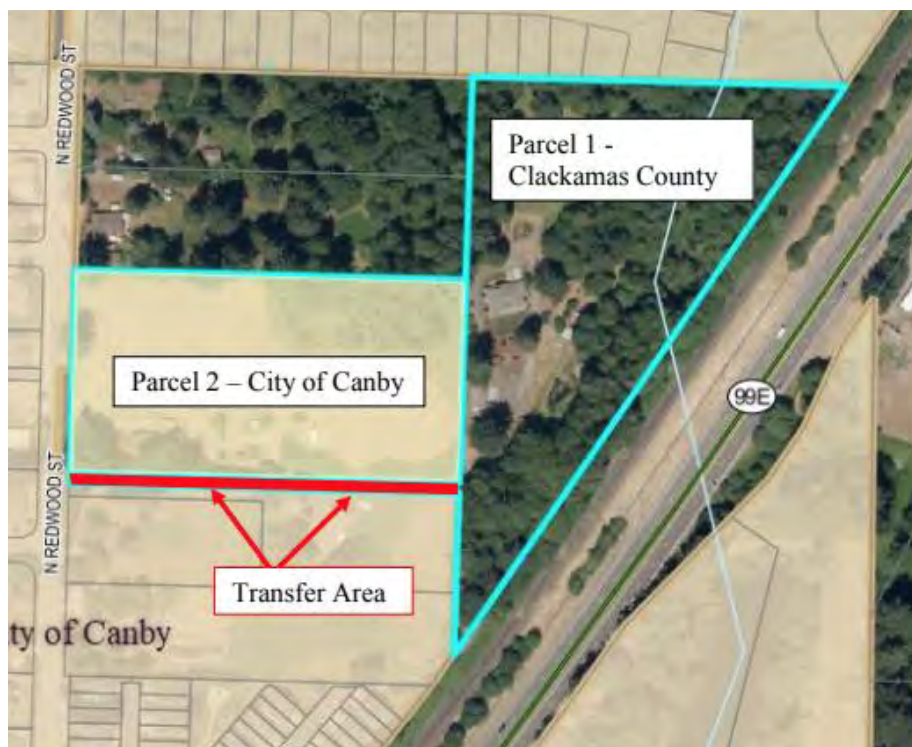
Based on the application submitted and the facts, findings, and conclusions of this report, staff recommend that the Planning Commission recommends **Approval of ANN/ZC 20-01** to the City Council pursuant to the Conditions of Approval presented in **Section VI** at the end of this report. Staff also recommends **Approval of SUB 20-02** pursuant to the Conditions of Approval in Section VI of this staff report.

Project Overview

This development proposal is essentially three separate applications combined into one proposal: requests for annexation, zone change and a subdivision. The subdivision proposal is reliant on the approval of the annexation, as the subdivision preliminary plan proposes utilization of the land to be annexed as part of the subdivision area.

This portion of the staff report focuses on the annexation, the submittal requirements, criteria for analysis and conditions of approval. This development proposal is a request to annex a portion of land and a portion of Redwood Street, described in Deed Document number 83-4055, from Clackamas County's jurisdiction into the City of Canby's jurisdiction (Exhibit C, incorporated herein by reference). The subject property consists of a 16.5-foot linear strip of land that provides access to Clackamas County Assessor's Map and Tax Lot 31E34B00100 via N. Redwood Street. As part of the annexation proposal, the subject property would be rezoned to Medium Density Residential (R-1.5). The area is currently within Clackamas County's jurisdiction and is presently zoned Rural Residential Farm Forest-5 Acre (RRFF-5). This zone change is a request to rezone the subject properties to City of Canby zoning of Medium Density Residential R-1.5 in accordance with the corresponding City Comprehensive Plan Map land use designation. The zone designation will take effect when the properties are annexed as indicated in this application.

Figure 2 – Approved Clackamas County Property Line Adjustment Approval Z0085-20-PLA (Area Subject to Annexation 20-01)



In the background of this proposal, the applicant has submitted for and been approved to move the boundary lines of 31E34B00100 by combining the linear strip of land to be annexed with 31E34B00400 the property directly adjacent to the north. The image below describes this boundary line adjustment

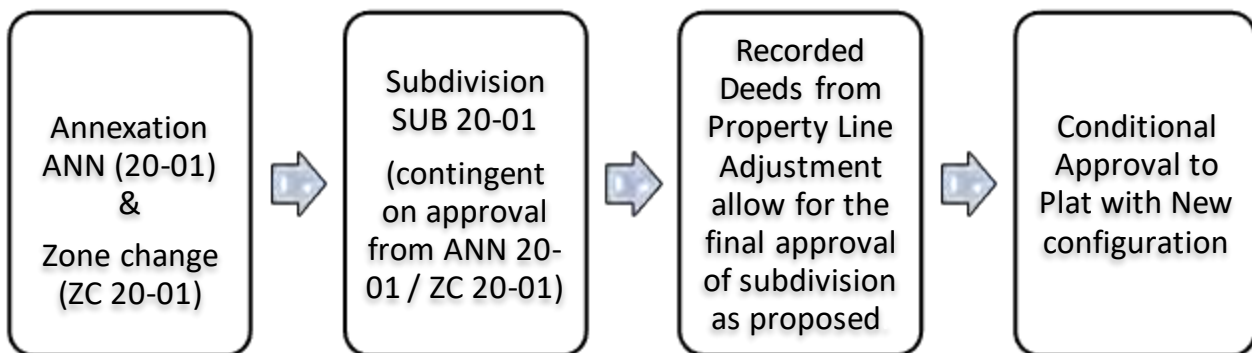
as part of Clackamas County file Z0085-20-PLA, herein incorporated by reference. **Figure 2** above visually depicts the approved land transfer.

City of Canby's annexation ordinance requires either a Development Concept Plan (DCP) or a Development Agreement (DA) for most properties that are a part of an annexation request. This particular property is designated on the City of Canby Annexation Development Map 16.84.040(A) as located within the Development Concept Plan area and is already included in the North Redwood Development Concept Plan that was approved in 2015. The DCP addresses applicable criteria listed in Section 16.84.040 CMC as well as dedications, street construction, and utility design issues which the City desires to be guaranteed or reflected in any upcoming subdivision application.

The annexation area is located within the City of Canby's Urban Growth Boundary. The City of Canby Comprehensive Plan has envisioned the ultimate urbanization of this area and its intended land use, and the Comprehensive Plan Map for these particular lots indicates a medium density residential use designation.

In summary, the applicant is proposing a multi-layered process to execute the Redwood Landing 2 subdivision proposal. The process starts with an annexation and zone change from County RRFF-5 to City R-1.5. Next, the applicant is proposing Redwood Landing 2, a 29-lot subdivision using a portion of the annexed and rezoned land in the preliminary concept plan. Prior to final approval, the applicant will need to execute the property line adjustment by recording the new deeds with Clackamas County. Assuming all of these items are completed, the applicant is requesting conditional approval for the Redwood Landing 2 subdivision proposal. **Figure 3** below describes this in basic terms.

Figure 3 – Process of Applicant's Proposal



Property/Owner Information

Location	Access Strip of 1260 N. Redwood Street
Tax Lot(s)	31E34B00100 and 400 via Clackamas County file Z0085-20-PLA,
Property Size	10,878 Square Feet (Annexation Portion Only)
Comprehensive Plan	Medium Density Residential
Zoning	RRFF-5
Owner	Daryl & Margaret Buchanan

Applicant	Rick Givens – Representative for Icon Construction & Dev., LLC.
Application Type	Annexation- Type IV Quasi-Judicial/Legislative & Zone Change – Type IV
City File Number(s)	ANN 20-01 and ZC 20-01

Exhibits of Record

- A. Land Use Application materials – Annexation and Zone Change, Type IV; Subdivision Type III
- B. Survey and Legal Description of Property to be Annexed
- C. Clackamas County Type I Property Line Adjustment File Z0085-20-PLA
- D. Application Narrative, including provided application Exhibits
- E. Maps: Aerial Vicinity Map, Clackamas County Assessor’s Map, Canby Comprehensive Plan Map, Proposed Annexation Area Map
- F. Proposed Preliminary Subdivision Plat
- G. Traffic Impact Study (TIS)
- H. Pre-Application Conference Minutes
- I. Neighborhood Meeting Notes
- J. North Redwood Area Development Concept Plan
- K. Agency Comments:
 - 1. City Engineer – Hassan Ibrahim, PE, 503-684-3478
 - 2. City Postmaster – Sheila Laney, 503-266-3353
 - 3. Canby Fire District, Matt English, Division Chief/Paramedic, 503-878-0187
 - 4. Direct Link – Eric Kehler, Engineering Manager, 503-266-8223

I. Existing Conditions:

The subject property is generally located at 1260 N. Redwood Street. The proposed annexation area is a ±10,878 square foot linear portion of the parent property. The annexation area is relatively flat and is currently used as an access driveway serving the home on the remainder of County Assessor’s Map and Tax Lot 31E34B00100. The applicant intends to retain the access until a later date presumably with the start of site work improvement and infrastructure installation. The property itself is in an urbanizing area evidenced by the surrounding development and relatively dense housing that has been approved as part of older and more recent subdivision approvals. The property is also nearby the Willow Creek wetland and riparian stream area.

Surrounding Land Uses:

<i>Direction</i>	<i>Zoning</i>	<i>Land Uses</i>
North	R-1.5	Proposed Redwood Landing Phase 2
West	N/A	N. Redwood Street and R-1 Subdivided Land
South	R-1.5	Medium Density land inside the North Redwood DCP Area
East	RRFF-5	Clackamas County Jurisdiction land inside UGB

Utilities/Sewer/Disposal/Fire/Police:

- Water and electric service will be provided by Canby Utility.
- Wastewater, storm drainage, and streets are managed by the City of Canby Public Works.
- Disposal services are provided by Canby Disposal.
- Fire services are provided by Canby Fire District.
- Police services are provided by Canby Police Department.

Staff has provided conditions of approval at the end of this staff report (Section VI), written to ensure the necessary public infrastructure is constructed and installed in accordance with all applicable city, county, state, and federal requirements.

II. Approval Criteria:

In addition to components of the City of Canby Comprehensive Plan, applicable criteria used in evaluating (ANN 20-01/ZC 20-01) are listed in the following sections of the City of Canby's Land Development and Planning Ordinance:

- CMC 16.08 General Provisions
- CMC 16.18 R-1.5 Medium Density Residential Zone
- CMC 16.54 Amendments to Zoning Map
- CMC 16.84 Annexations
 - ORS 222.225 Annexations
- CMC 16.88 General Standards and Procedures
- CMC 16.89 Application and Review Procedures

III. Summary of Findings:

Consistent with Section 16.84 of the Canby Land Development and Planning Ordinance (the Ordinance), Chapter 16 of the Municipal Code, the proposed application qualifies as an Annexation, and is part of the City of Canby Annexation Development Map per Figure 16.84.040.

Section 16.84 of the Ordinance identifies the purpose and scope of annexations and sets forth regulations for annexing land into the City. Section 16.84 and specifically ORS 222.225 govern the application process for annexation and sets forth the standards and approval criteria for which the applicant must respond to in their narrative within their submitted application materials. Staff incorporates the applicant's written response as findings in support of the criteria. Additional facts and findings are provided herein.

Canby Municipal Code (CMC) Section 16.84 Annexations

CMC 16.84.020 – State Regulations.

The regulations and requirements of Oregon Revised Statutes Chapter 222 are adopted by reference and made a part of this division. (Ord. 740 section 10.6.20, 1984)

Finding 1: The State of Oregon passed Senate Bill 1573, effective March 15, 2017. The bill eliminated specific requirements for elections when processing annexations if specific criteria are met, specifically the annexation must demonstrate that:

1. It was submitted on behalf of all owners of land in the annexation territory;

2. The annexation territory must be included within the urban growth boundary of the city or Metro and is, or will be, subject to acknowledged comprehensive plan of city;
3. At least one parcel in the annexation territory must be contiguous to city limits; and
4. The proposal must conform to all other requirements of the city's ordinances.

Staff finds that the proposal meets the above criteria. The application contains a signed petition of owners of record in the application, is within the urban growth boundary, is subject to the comprehensive plan and has contiguous city limits with property to the north, south and west. As a condition of approval, the proposal shall meet all other requirements as stated in the city's development code and ordinances. Therefore, this annexation proposal may forego the elections proceedings stated in CMC 16.84.030.

CMC 16.84.030 – Filing Procedure.

Whenever an application for annexation is filed, it shall be reviewed in accordance with the following procedures:

A. Application Filing Deadlines. Application deadlines are established to permit public hearings by both the Planning Commission and the City Council in time to meet state and county requirements for submitting ballot information for these election dates. Application deadlines are as follows:

1. Regular annexation dates are in May and November. Annexations must be filed with the City before 5:00 p.m. on the last working day in August for a ballot election in May and the last working day in February for a ballot election in November. Incomplete applications may result in missing these planned election dates, at the City's discretion.

2. Annexations can be scheduled for a special election provided that all costs associated with the special election are covered by the applicant. Special elections will be scheduled by the City Council following the required City Council hearing on the application.

Finding 2: The above criteria are not applicable to this proposal. This annexation is not processed through an election proceeding.

B. Application Submittal. Application procedures shall be as described in Chapter 16.89, on forms provided by the Planning Department. (Ord. 899 section 6, 1993; Ord. 740 section 10.6.30, 1984; Ord. 981 section 36, 1997; Ord. 1019 section 18-20, 1999; Ord. 1080, 2001; Ord 1237, 2007; Ord. 1294, 2008)

Finding 3: Staff finds this criterion has been met; the application procedures and forms were completed as prescribed.

CMC 16.84.040 – Standards and criteria.

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

1. The City of Canby Annexation Development Map shall determine which properties are required to submit either (See Figure 16.84.040):

- a. A Development Agreement (DA) binding for all properties located within the boundaries of

a designated DA area as shown on the City of Canby Annexation Development Map. The terms of the Development Agreement may include, but are not limited to:

1. Timing of the submittal of an application for zoning
2. Dedication of land for future public facilities including park and open space land
3. Construction of public improvements
4. Waiver of compensation claims
5. Waiver of nexus or rough proportionality objections to future exactions
6. Other commitments deemed valuable to the City of Canby

For newly annexed properties that are within the boundaries of a DA area as designated on the City of Canby Annexation Development Map: A Development Agreement shall be recorded as a covenant running with the land, binding on the landowner's successors in interest prior to the City Council granting a change in zoning classification.

Finding 4: The applicant indicates that the proposed annexation area is within the North Redwood Development Area and that the development will conform to the requirements indicated in the plan for this area. A development agreement and signed covenant are not necessitated by this development proposal. Staff finds these criteria are met.

b. A Development Concept Plan (DCP) binding for all properties located within the boundaries of a designated DCP area as shown on the City of Canby Annexation Development Map. A Development Concept Plan shall address City of Canby infrastructure requirements including:

1. Water
2. Sewer
3. Stormwater
4. Access
5. Internal Circulation
6. Street Standards
7. Fire Department requirements
8. Parks and open space

For newly annexed properties that are within the boundaries of a DCP area as designated on the City of Canby Annexation Development Map: A Development Concept Plan shall be adopted by the Canby City Council prior to granting a change in zoning classification. (Ord 1294, 2008)

Finding 5: The proposed annexation is within the established North Redwood DCP Area and the

development must conform to the requirements indicated in the plan for this area. The North Redwood DCP and subdivision criteria approval can be met as conditioned.

2. Analysis of the need for additional property within the city limits shall be provided. The analysis shall include the amount of developable land (within the same class of zoning - low density residential, light industrial, etc.) Currently within the city limits; the approximate rate of development of those lands; and how the proposed annexation will affect the supply of developable land within the city limits. A supply of developable residential land to provide for the anticipated population growth over the following three years is considered to be sufficient;

Finding 6: The applicant has not provided a needs analysis for residential developable land within city limits. Instead, the applicant opines that this annexation area itself is undevelopable as it is a 16.5 foot width linear access point (driveway). The annexation seeks to address the *island effect of annexed properties* by maintaining contiguous boundaries of property under city jurisdiction. In addition, the applicant states that this annexation proposal allows for more appropriate development of the Redwood Landing 2 subdivision and that the area to be annexed nets only 1 additional lot to the total area.

Given the circumstances of the annexation and that this area is within the Redwood Landing DCP, has been planned for development, and addresses connectivity issues, staff concurs with the applicant and finds these criteria are sufficiently addressed. Staff finds that the developable land analysis is not necessary especially given that this project is intended to benefit the Redwood Landing 2 subdivision for land that is already in city limits and seeks to subdivide through an application process guided by the established North Redwood DCP. This criterion is satisfied.

3. Statement of potential physical, aesthetic and related social effects of the proposed development on the community as a whole and on the neighborhood of which it will become a part; and proposed actions to mitigate identified concerns, if any. A neighborhood meeting is required as per Table 16.89.020 of the City of Canby Land Development and Planning Ordinance.

Finding 7: This annexation is a relatively small piece of land that when executed will cure a jurisdictional boundary issue where county property is 'islanded' by city jurisdiction property. The proposed property subject to annexation has been approved as part of a property line adjustment application. The driveway access strip area to be accessed will be added to the adjacent northern parcel (31E34B00400) via property line adjustment Clackamas County File #PLA Z0085-20-PLA) once the deeds recording the transfer of land are executed with the Clackamas County Surveyor. As a condition of approval, prior to finalization of the annexation, the deeds for the PLA shall be recorded and a copy provided to the City of Canby.

The applicant states and staff generally agree that there are no known or identified physical, aesthetic or related social effects that will result from the proposed annexation. There are no identified negative impacts anticipated to create a burden or harm on the community / neighborhood as result of this proposal. This annexation will provide a small strip of land to the northern parcel which is proposed for subdivision and is subject to the Northwood Redwood DCP area. Impacts are expected to be generally similar to already existing subdivisions in the area and have been adequately planned for as part of North Redwood DCP. Significant impacts are addressed as part of the Redwood Phase 2 subdivision proposal (SUB 20-02).

The applicant conducted a neighborhood meeting on February 20, 2020 from 7-8PM at Canby United

Methodist Church as required per Table 16.89.020 of the Development Code. According to the applicant, no major objections to the proposed development were raised at the meeting. Minutes of that meeting are part of the record. Staff finds this criteria has been met.

4. Statement of availability, capacity and status of existing water, sewer, drainage, transportation, park and school facilities;

Finding 8: The applicant indicates in the submitted narrative that all required services are available to adequately provide for the future development of the subject property. Existing sewer, water, power and other utility infrastructure are already in place or will be extended as appropriate to accommodate the annexation area. This infrastructure is currently capable of providing service to the future development of Redwood Landing 2, which includes this proposed annexation area. The applicant proposes drywells and on-site roof stormwater percolation systems through the building permit process of Redwood Landing 2 subdivision's individual lot approvals to address stormwater runoff. These stormwater systems will be evaluated by a professional engineer and coordinated with the Canby's City engineer.

The subject parcel is in a Development Concept Plan Area of the Canby Annexation Development Map. The applicant is aware of the obligation to provide dedications for future public facilities and the construction of streets and water and sewer lines as well as other related development. The adopted Development Concept Plan demonstrates how utility infrastructure will be made available, and unmanageable capacity issues were not identified by City departments and agencies during this review process. Staff finds these criteria can be met at the time of development.

5. Statement of increased demand for such facilities to be generated by the proposed development, if any, at this time;

Finding 9: The applicant indicated in the submitted narrative that the annexation area is less than .25 acres and will only provide sufficient land area for one or two single family homes only if combined with tax lot 100 to the north. As the annexed land will be property line adjusted into the tax lot to the north, and included in the subdivision approval, it is unnecessary to evaluate increased demand for such facilities. Any evaluation of impacts will be conducted as part of the subdivision approval; furthermore, this area has been planned for development as part of the North Redwood DCP area as medium density R-1.5 zoned land. Staff finds these criteria are sufficiently addressed.

6. Statement of additional facilities, if any, required to meet the increased demand and any proposed phasing of such facilities in accordance with projected demand;

Finding 10: No phasing or additional facilities or infrastructure is required or anticipated with this annexation proposal.

7. Statement outlining method and source of financing required to provide additional facilities, if any;

Finding 11: The applicant will pay the necessary costs of their own development. No facilities are necessitated as part of the annexation proposal. Any facilities and infrastructure improvements necessitated will be addressed upon subdivision approval for Redwood Landing 2.

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. (Ord. 1292, 2008; Ord. 1422, 2015)

Finding 12: Should this proposal gain approval, a zone change from Clackamas County Rural Resident Farm Forest (RRFF-5) to City of Canby Medium Density Residential (R-1.5) will be adopted as part of this process. The applicant intends to follow the Medium Density residential zoning designation of the Comprehensive Plan. The only change is a zoning map amendment to change the zone from RRFF-5 to R-1.5. The Zone Map Change Application that accompanies this annexation request will satisfy the Development Concept Plan designations. Staff finds that the criterion in 16.84.040(A)(8) can be met.

9. Compliance with other applicable city ordinances or policies;

Finding 13: According to the applicant's submittal and City of Canby ordinances and policies, staff finds that this proposal is in compliance with applicable regulations as conditioned. Additionally, substantial findings and conditions of approval are encapsulated within the SUB 20-02 as mentioned in this multi-layered development proposal.

10. Compliance of the application with the applicable sections of Oregon Revised Statutes Chapter 222. (Ord. 740 section 10.6.40, 1984; Ord. 981 section 37, 1997; Ord. 1294, 2008)

Finding 14: As stated above in **Finding 1**, the applicant indicates in the submitted narrative that The State of Oregon passed Senate Bill 1573, effective March 15, 2017. The bill eliminated specific requirements for election requirements when processing annexations if specific criteria are met, specifically the annexation must demonstrate that:

1. Be submitted by all owners of land in the annexation territory;
2. The annexation territory must be included within the urban growth boundary of the city or Metro and is, or will be, subject to acknowledged comprehensive plan of city;
3. At least one parcel in the annexation territory must be contiguous to city limits; and
4. The proposal must conform to all other requirements of the city's ordinances.

Staff finds that the proposal meets the above criteria. The application contains a signed petition of owners of record in the application, is within the urban growth boundary, is subject to the comprehensive plan and has contiguous city limits with property to the north, south and west. As a condition of approval, the proposal shall meet all other requirements as stated in the city's development code and ordinances. Therefore, this annexation proposal may forego the elections proceedings stated in CMC 16.84.030. Staff finds that the applicant has met the applicable standards of ORS Chapter 222.

CMC 16.54 — Amendments to the Zoning Map

16.54.010 Authorization to Initiate Amendments.

An amendment to the zoning map may be initiated by the City Council, by the Planning Commission, or by application of the property owner or his authorized agent. The Planning Commission shall, within forty days after closing the hearing, recommend to the City Council, approval, disapproval or modification of the proposed amendment. (Ord. 740 section 10.3.45 (A), 1984)

Finding 15: The property owners have authorized initiation of the proposed annexation and map amendment by signing an application form and Consent to Annex Form along with an application for a zoning map amendment. This criterion has been met.

16.54.020 Application and Fee.

Application procedures shall be as described in Chapter 16.89. (Ord. 740 section 10.3.85(B), 1984; Ord. 981 section 7, 1997; Ord. 1019 section 13, 1999; Ord. 1080, 2001).

Finding 16: The map amendment application and associated fee were received from the applicant. This criterion has been met.

16.54.030 Public Hearing on Amendment.

Before taking final action on a proposed amendment, the Planning Commission shall hold a public hearing on the amendment following the requirements for advertising and conduct of hearing prescribed in Division VIII. (Ord. 740 section 10.3.85(C), 1984)

Finding 17: This criterion will be met when the Planning Commission holds a public hearing and makes a recommendation to the City Council and when the City Council conducts a hearing and issues a decision. The advertising and conduct of the hearing shall be consistent with state law and Canby Municipal Code.

16.54.040 Standards and criteria In judging whether or not the zoning map should be amended or changed, the Planning Commission and City Council shall consider the following criteria:

A. The Comprehensive Plan of the city, giving special attention to Policy 6 of the land use element and implementation measures therefore, and the plans and policies of the county, state and local districts in order to preserve functions and local aspects of land conservation and development;

Finding 18: The subject properties are not identified as being in an “Area of Special Concern” that is delineated in Policy 6 of the Comprehensive Plan. Additionally, the proposed zone for the properties is consistent with the zone designation on the Comprehensive Plan Map. Staff concludes that the request meets provisions in Policy 6 and the Comprehensive Plan.

B. Whether all required public facilities and services exist or will be provided concurrent with development to adequately meet the needs of any use or development which would be permitted by the new zoning designation. (Ord. 749 section 1(B), 1984; Ord. 740 section 10.3.85(D), 1984)

Finding 19: Problems or issues in the extension of utility services have not been raised by City service providers that would prevent services at the time of development. It appears that future development of the properties can meet standards for adequate public facilities. This annexation proposal allows for the continuation of planned development through a subdivision, Redwood Landing 2. The North Redwood DCP is an established planning document that provides guidelines for this development area. The zoning designation is consistent with the comprehensive plan, the DCP and the surrounding vicinity. Staff finds these criteria are met.

16.54.050 (Ord. 740 section 10.3.85(E), 1984

Finding 20: These standards are encapsulated in the previously stated code criteria in CMC 16.54; staff finds these criteria are met.

16.54.60 Improvement conditions.

A. In acting on an application for a zone change, the Planning Commission may recommend and the City Council may impose conditions to be met by the proponents of the change before the proposed change takes effect. Such conditions shall be limited to improvements or physical changes to the property which are directly related to the health, safety or general welfare of those in the area. Further, such conditions shall be limited to improvements which clearly relate to and benefit the area of the proposed zone change. Allowable conditions of approval may include, but are not necessarily limited to:

- 1. Street and sidewalk construction or improvements;**
- 2. Extension of water, sewer, or other forms of utility lines;**
- 3. Installation of fire hydrants.**

B. The city will not use the imposition of improvement conditions as a means of preventing planned development, and will consider the potential impact of the costs or required improvements on needed housing. The Planning Commission and City Council will assure that the required improvements will not reduce housing densities below those anticipated in the Comprehensive Plan. (Ord. 749 section 1(C), 1984: Ord. 740 section 10.3.85 (F). 1984)

Finding 21: Staff does not find that the proposed annexation warrants improvements at this time. This work will be conducted as part of the subdivision for Redwood Phase 2 and as guided by the North Redwood Area DCP. Inserting conditions without consideration for the ultimate build out of the proposed development is not warranted at this time and may complicate the development goal unnecessarily. Much of this analysis and conditioning will occur as part of the subdivision application process. Should the planning commission recommend such conditions, staff will present those conditions to the City Council for consideration.

16.08.150 Traffic Impact Study (TIS)

A. Determination based on information provided by the applicant about the proposed development, the city will determine when a TIS is required and will consider the following when making that determination.

- 1. Changes in land use designation, zoning designation, or development standard.**
- 2. Changes in use or intensity of use.**
- 3. Projected increase in trip generation.**
- 4. Potential impacts to residential areas and local streets.**
- 5. Potential impacts to priority pedestrian and bicycle routes, including, but not limited to school routes and multimodal street improvements identified in the TSP.**
- 6. Potential impacts to intersection level of service (LOS).**

Finding 22: The Transportation Planning Rule (TPR) within State Statute (OAR 660-12-0060-9) requires that there be a record of traffic generation findings which are consistent with the City's Transportation System Plan with any Comprehensive Plan Map Amendment or Zoning Map Amendment. On May 20, 2002, DKS Engineering provided a transportation impact analysis that confirmed the proposed annexation met provisions of the TPR Refer to **Exhibit G** incorporated herein by reference. The findings of the analysis determined that the zone change contemplated and the resulting traffic, if developed as allowed, was assumed for trip modeling in the 2010 Canby Transportation System Plan, and therefore, the Transportation Planning Rule requirements are met. The zone change from the proposed annexation would not have a significant effect on the surrounding transportation network, and no mitigation measures would be required to satisfy TPR requirements. Staff finds these criteria are met.

CMC 16.89.060 Process Compliance

16.89.060 Type IV Decision

For certain applications, the City Council makes a final decision after a recommendation by the Planning Commission. These application types are referred to as Type IV decisions.

- A. Pre-application conference. A pre-application conference may be required by the Planning Director for Type IV applications.**

Finding 23: A preapplication conference was held on December 10, 2019.

- B. Neighborhood meetings. The applicant may be required to present their development proposal at a neighborhood meeting (see Section 16.89.070). Table 16.89.020 sets the minimum guidelines for neighborhood review but the Planning Director may require other applications to go through neighborhood review as well.**

Finding 24: A neighborhood meeting consisted with the above standards was held by the applicant on February 20, 2020.

- C. Application requirements. Type IV applications shall be made on forms provided by the Planning Director. The application shall be accompanied by all required information and fees.**
- C. Public notice and hearings. The public notice and hearings process for the Planning Commission's review of Type IV applications shall follow that for Type III applications, as provided in subsections 16.89.050.D and 16.89.050.E.**

Finding 25: The standards for application requirements and public noticing are met.

- E. Decision process.**

1. Approval or denial of a Type IV decision shall be based on the standards and criteria located in the code.

2. The hearings body shall issue a final written order containing findings and conclusions recommending that the City Council approve, approve with conditions, or deny the application.

3. The written decision shall explain the relevant criteria and standards, state the facts relied upon in rendering the decision, and justify the decision according to the criteria, standards, and facts.

4. In cases involving attorneys, the prevailing attorney shall prepare the findings, conclusions, and final order. Staff shall review and, if necessary, revise, these materials prior to submittal to the hearings body.

F. City Council proceedings:

1. Upon receipt of the record of the Planning Commission proceedings, and the recommendation of the Commission, the City Council shall conduct a review of that record and shall vote to approve, approve with conditions, or deny the recommendation of the Planning Commission.

2. The City Council may question those individuals who are a party to the public hearing conducted by the Planning Commission were if the Commission's record appears to be lacking sufficient information to allow for a decision by the Council. The Council shall hear arguments based solely on the record of the Commission.

3. The City Council may choose to conduct public hearings on Comprehensive Plan amendments, amendments to the text of this title, zone map amendments, and annexations. If the Council elects to conduct such hearings, it may do so in joint session with the Planning Commission or after receiving the written record of the Commission. (Ord. 1080, 2001)

Finding 26: Annexations are processed as a Type IV "quasi-judicial" process which is considered through a public hearing at the Planning Commission that forwards a recommendation to the City Council. The City Council also holds a public hearing and issues a final decision. The notice requirements are the same as for Type III applications.

In this particular case, the annexation request will not be scheduled for a public vote. On March 15, 2016, the Governor signed Senate Bill SB1573 that mandates some properties, meeting certain criteria, to file for annexation without going through a public vote process that might otherwise currently be in effect through local City Charter provisions and adopted code. This application meets the criteria stated in SB1573, and a public vote will not be held for this annexation application.

Notice of this application and the Planning Commission and Council Hearing dates was made to surrounding property owners on July 2, 2020 at least 20-days prior to the hearing. Prior notification and neighborhood meetings were completed during the application process. The site was posted with a Public Hearing Notice sign on July 17, 2020. Notice meeting ordinance requirements of the public hearings was published in the Canby Herald on July 13, 2020. The A pre-application conference was held on December 10, 2019. These findings indicate that all processing requirements have been satisfied

with this application to date.

IV. Public Testimony Received

Notice of this application and opportunity to provide comment was mailed to owners of lots within 500 feet of the subject properties and to all applicable public agencies and City departments on July 1, 2020. Complete comments are documented in the file. As of the date of this Staff Report, the following comments were received by City of Canby from the following persons/agencies:

City Engineer
Canby Post Master
Canby Fire Chief
Direct Link
Roger Shell

Conclusion Regarding Consistency with the Standards of the Canby Municipal Code

Staff concludes, as detailed in the submittal from the applicant and as indicated here in this staff report, including all attachments hereto, that:

1. The applications and proposed use is in conformance with applicable sections of the City's Comprehensive Plan and Land Development and Planning Ordinance when the determinations contained in this staff report are applied.
2. The proposed annexation can meet the approval criteria set forth in CMC 16.84.040.A.
3. The zoning of the property, if annexed, shall be R-1.5 as indicated in the application and pursuant to the approval criteria set forth for map amendments in CMC 16.54.040.
4. The proposed annexation's requested zoning district of R-1.5 is in conformance with the Comprehensive Plan Land Use Plan Map.
5. The application complies with all applicable Oregon Revised Statutes.
6. There are sufficient public and private agency utility and service capacity to serve the site at the anticipated development intensity.
7. In accordance with the UGMA with Clackamas County, this proposed annexation application includes a description of the adjacent N. Redwood Street right-of-way with the properties proposed for annexation.

V. Recommendation to Planning Commission: ANN 20-01/ZC 20-01

Based on the application submitted and the facts, findings and conclusions of this report, but without benefit of a public hearing, staff recommends that the Planning Commission recommend to the City Council that:

1. The Planning Commission move to recommend ANN 20-01/ZC 20-01 for approval to the City Council;

2. The Planning Commission move to change the zoning of the subject property from Clackamas County RRFF-5 to City of Canby R-1.5 as indicated by the Canby Comprehensive Plan Map and contemplated by the North Redwood Development Concept Plan.

The planning Commission move to attach the following conditions to this recommendation of approval:

1. Property line adjustment (replat of Canby Gardens Lots 92 and 94) must be finalized with recorded deeds at Clackamas County Deeds and Records. Evidence of deeds must be submitted to the Canby Planning office prior to final subdivision approval for final plat.
 - i. Applicant shall record deeds finalizing Clackamas County File #PLA Z0085-20-PLA prior to final approval of annexation.
 - ii. Applicant shall provide a copy of the executed deeds and approved property line adjustment materials to the City of Canby for the purposes of retaining the files within the subdivision and annexation approvals.
2. Annexation (ANN 20-01) and Zone Change (ZC 20-01) must be free of appeals and final land use decisions as defined by ORS 197.015 prior to this subdivision gaining final approval. Any action on behalf of the applicant that invalidates or disqualifies ANN 20-01 and ZC 20-01 shall invalidate SUB 20-02 which is directly contingent on these approvals.
3. Annexation approval shall conform to all other applicable City of Canby ordinances, municipal code, state law and administrative rule.



City of Canby
Planning Department
222 NE 2nd Avenue
PO Box 930
Canby, OR 97013
(503) 266-7001

LAND USE APPLICATION

ANNEXATION

Process Type IV

APPLICANT INFORMATION: (Check ONE box below for designated contact person regarding this application)

☐ Applicant Name: Icon Construction & Development, LLC Phone: (503) 657-0406
Address: 1980 Willamette Falls Drive, Suite 200 Email: mark@iconconstruction.net
City/State: West Linn, OR 97068 Zip: _____

☐ Representative Name: Rick Givens, Planning Consultant Phone: 503-479-0097
Address: 18680 Sunblaze Dr. Email: rickgivens@gmail.com
City/State: Oregon City, OR Zip: 97045

☐ Property Owner Name: Daryl & Margaret Buchanan Phone: _____
Signature: Daryl S Buchanan Margaret Buchanan
Address: 1260 N. Redwood St. Email: _____
City/State: Canby, OR 97013 Zip: _____

☐ Property Owner Name: _____ Phone: _____
Signature: _____
Address: _____ Email: _____
City/State: _____ Zip: _____

NOTE: Property owners or contract purchasers are required to authorize the filing of this application and must sign above

- ① All property owners represent they have full legal capacity to and hereby do authorize the filing of this application and certify that the information and exhibits herewith submitted are true and correct.
- ② All property owners understand that they must meet all applicable Canby Municipal Code (CMC) regulations.
- ③ All property owners hereby grant consent to the City of Canby and its officers, agents, employees, and/or independent contractors to enter the property identified herein to conduct any and all inspections that are considered appropriate by the City to process this application.

PROPERTY & PROJECT INFORMATION:

<u>Part of 1260 N. Redwood Street.</u>	<u>10,878 sq. ft.</u>	<u>31E34B 00100</u>
Street Address or Location of Subject Property	Total Size of Property	Assessor Tax Lot Numbers
<u>Driveway. No Structures.</u>	<u>RRFF-5</u>	<u>Medium Density Res.</u>
Existing Use, Structures, Other Improvements on Site	Zoning	Comp Plan Designation

Annexation of 16.5' strip of land so that it can be included in subdivision of TL 400

Describe the Proposed Development or Use of Subject Property

STAFF USE ONLY				
FILE #	DATE RECEIVED	RECEIVED BY	RECEIPT #	DATE APP COMPLETE



CENTERLINE CONCEPTS
LAND SURVEYING, INC.

19376 Molalla Avenue, Ste. 120, Oregon City, OR 97045
P. 503-650-0188 F. 503-650-0189

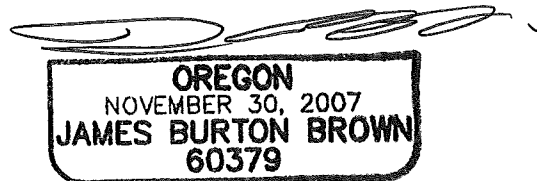
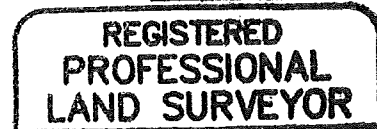
Exhibit "A"
Annexation
Legal Description

A Tract of land being a portion of Redwood Street, and a portion of that property described in Deed Document Number 83-4055, Deed records of Clackamas County, located in the Northwest 1/4 of Section 34, Township 3 South, Range 1 East of the Willamette Meridian, City of Canby, County of Clackamas, State of Oregon, being more particularly described as follows:

BEGINNING at the Southeast corner of Lot 94 per the Plat of "Canby Gardens", Plat records of Clackamas County; thence along the Southerly extension of the East line of said Lot 94, S00°01'07"E, 16.50 feet to the Northeast corner of Deed Document Number 2017-024893, Deed records of Clackamas County; thence along the North line of said Deed Document, and continuing along its Westerly extension, N89°58'31"W, 659.25 feet to a point on the centerline of Redwood Street; thence along said centerline, N00°00'51"W, 16.50 feet to a point on the Westerly extension of the South line of said Lot 94; thence along said Westerly extension, and continuing along said South line, S89°58'31"E, 659.25 feet to the **POINT OF BEGINNING**.

Contains 10,878 square feet

SIGNED ON: 2-5-2020



VALID THROUGH DECEMBER 31, 2021

REDWOOD STREET

CENTER LINE

LOT 94

TAX LOT 400
(MAP 3 1E 34B)

DOCUMENT NO.
2009-078362

POINT OF
BEGINNING

S.E. CORNER
LOT 94, "CANBY
GARDENS"

TAX LOT
100
(3 1E 34B)
DOCUMENT NO.
83-4055

16.5' ANNEXATION
10,878 S.F.

PART OF
TAX LOT 100

S89°58'31"E 659.25'

N89°58'31"W 659.25'

N00°00'51"W 16.50'

S00°01'07"E 16.50'

TAX LOT 301
(MAP 3 1E 34B)

DOCUMENT NO.
2016-054290

TAX LOT 302
(MAP 3 1E 34B)

DOCUMENT NO.
2017-024893

LOT 93

CANBY GARDENS

SIGNED ON: 2-5-2020

REGISTERED
PROFESSIONAL
LAND SURVEYOR

GRAPHIC SCALE



(IN FEET)

1 INCH = 100 FT.

OREGON
NOVEMBER 30, 2007
JAMES BURTON BROWN
60379

RENEWES: DECEMBER 31, 2021

CLIENT: ICON
ORIG. DATE: 2-5-2020
DRAWN BY: MPW
SHEET No. 10F1

EXHIBIT "B"
ANNEXATION
CITY OF CANBY, CLACKAMAS COUNTY, OREGON
Scale: 1"=100'

CENTERLINE CONCEPTS
LAND SURVEYING, INC.
19376 MOLALLA AVE., SUITE 120
OREGON CITY, OREGON 97045
PHONE 503.650.0188 FAX 503.650.0189

NOTICE OF TYPE I LAND USE ACTION

This document represents the Findings and Conditions of Approval of a Type I Land Use Permit. It contains four parts: 1) Summary; 2) Decision; 3) Conditions of Approval; and 4) Findings.

SECTION I: SUMMARY

Date: April 1, 2020

File No. Z0085-20-PLA

Staff Contact: Andrew Yaden (ayaden@clackamas.us or 503.742.4578)

Map & Taxlots:

1. T3S R1E Section 34B Tax Lot 00100
2. T3S R1E Section 34B Tax Lot 00400

Site Addresses:

1. 1260 N. Redwood St., Canby, OR 97013
2. 1268 N. Redwood St., Canby, OR 97013

Applicants:

1. Icon Construction and Development, LLC
2. Rick Givens, Planning Consultant

Owners of Properties:

1. Daryl and Margaret Buchanan
2. Robert Swelland Jr.

Proposal: The applicants are proposing a lot line adjustment of approximately 0.24 acres (10,548 sq. ft.) from Parcel 1 (Tax Lot 100) to Parcel 2 (Tax Lot 400). The subject Parcels are split jurisdiction. Parcel 1 is Clackamas County Jurisdiction and Parcel 2 was recently annexed into the City of Canby (Secretary of State Filing AN 2019-095). The proposed adjustment is to facilitate a subdivision proposed within the City, which would include Parcel 2, two separate parcels north of Parcel 2 and the proposed transfer area. The application is reviewed as a replat as Parcel 2 is lot 94 of the Canby Gardens Subdivision (Plat 0230).

Zoning: Parcel 1: RRFF-5; Parcel 2 – City of Canby

All areas are approximate and shall be verified through survey.

	Parcel 1 (Tax Lot 00100);	Parcel 2 (Tax Lot 00400); Lot 94 Canby Gardens
Existing:	Approx. 6.84 ac.	Approx. 4.84 ac.
Proposed:	Approx. 6.60 ac.	Approx. 5.09 ac.

Public Agency Notice: In accordance with the Urban Growth Management Area Agreement between City of Canby and Clackamas County, notice of the application was provided to the City of Canby Planning Division on March 9, 2021. The City responded that it has no issues with the proposed adjustment. Additionally, The City made the following comments:

- *The adjustment will create a split jurisdictional property on parcel 2, but the split jurisdiction should be “short-lived” as the City plans to annex the 16.5 foot-wide transfer area.*
- *The resulting alignment will facilitate a subdivision proposal that includes Parcel 2.*
- *Parcel 1 will be provided legal access via easement in the new subdivision.*

The above comments are incorporated into Staff’s review of the application. A condition of Approval has been included in Section III, below, that requires lawful access to be provided to Parcel 1 prior to the filing of the Final Record of Survey.

Notice to Mortgagee, Lienholder, Vendor or Seller: ORS Chapter 215 requires that if you receive this notice, it must be promptly forwarded to the purchaser.

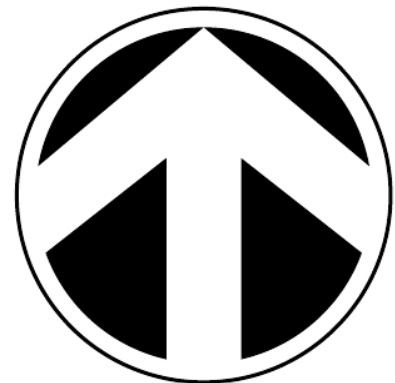
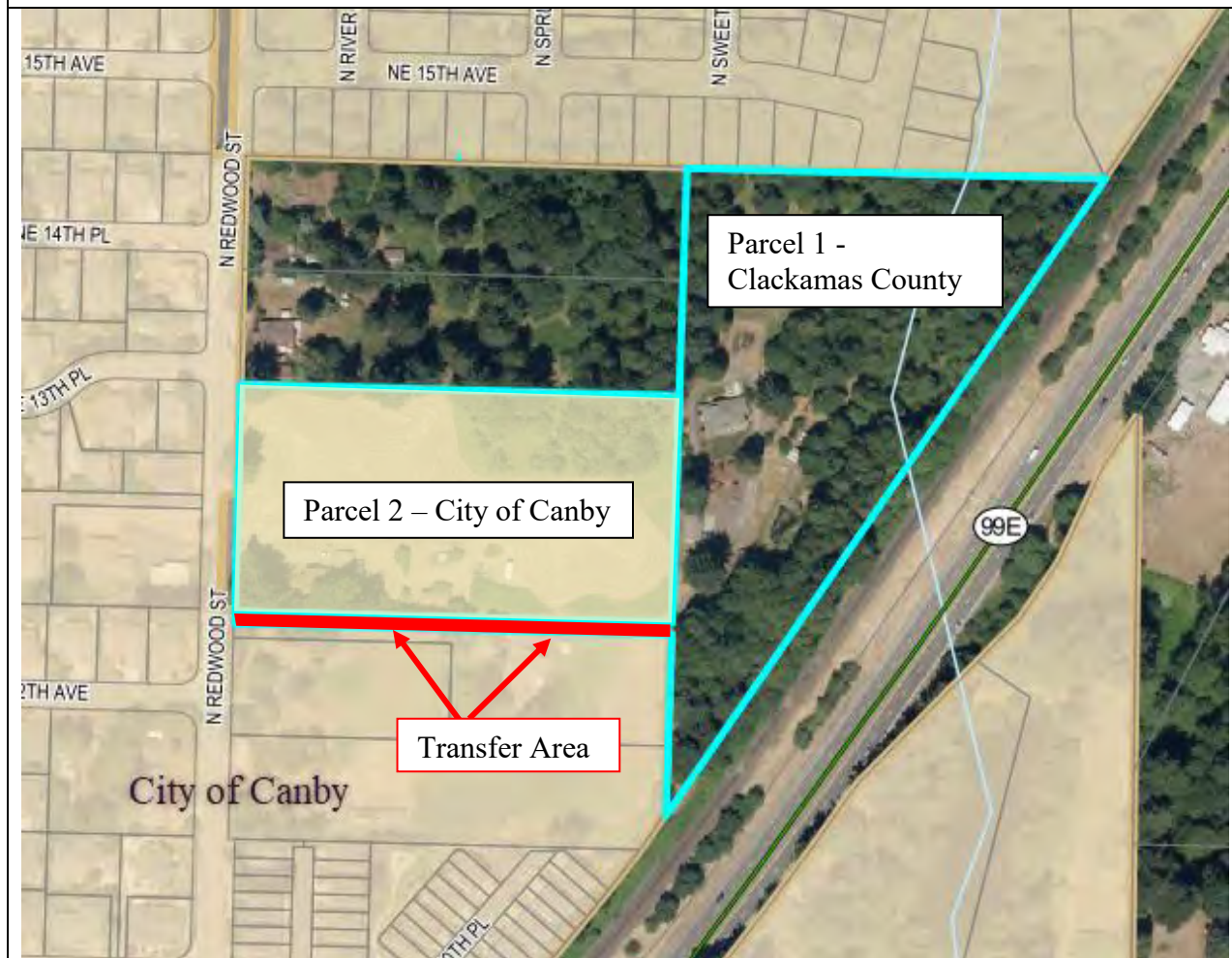
OPPORTUNITY TO REVIEW THE RECORD: The complete application file is available for review online by accessing the following link: <https://accela.clackamas.us/citizenaccess/> . If you are unable to access the file online, contact the staff person listed on the front page of this decision for assistance. Copies of all documents may be purchased at the rate of \$1.00 for the first page and 10-cents per page thereafter.

Applicable Approval Criteria & Review Procedure: This application is subject to the standards and criteria of Clackamas County Zoning and Development Ordinance (ZDO) Section 316, and 1105. This application is being processed as a Type I Permit, pursuant to Section 1307. A Type I Permit is ministerial in nature and involves a land use action governed by non-discretionary standards and clear and objective approval criteria.

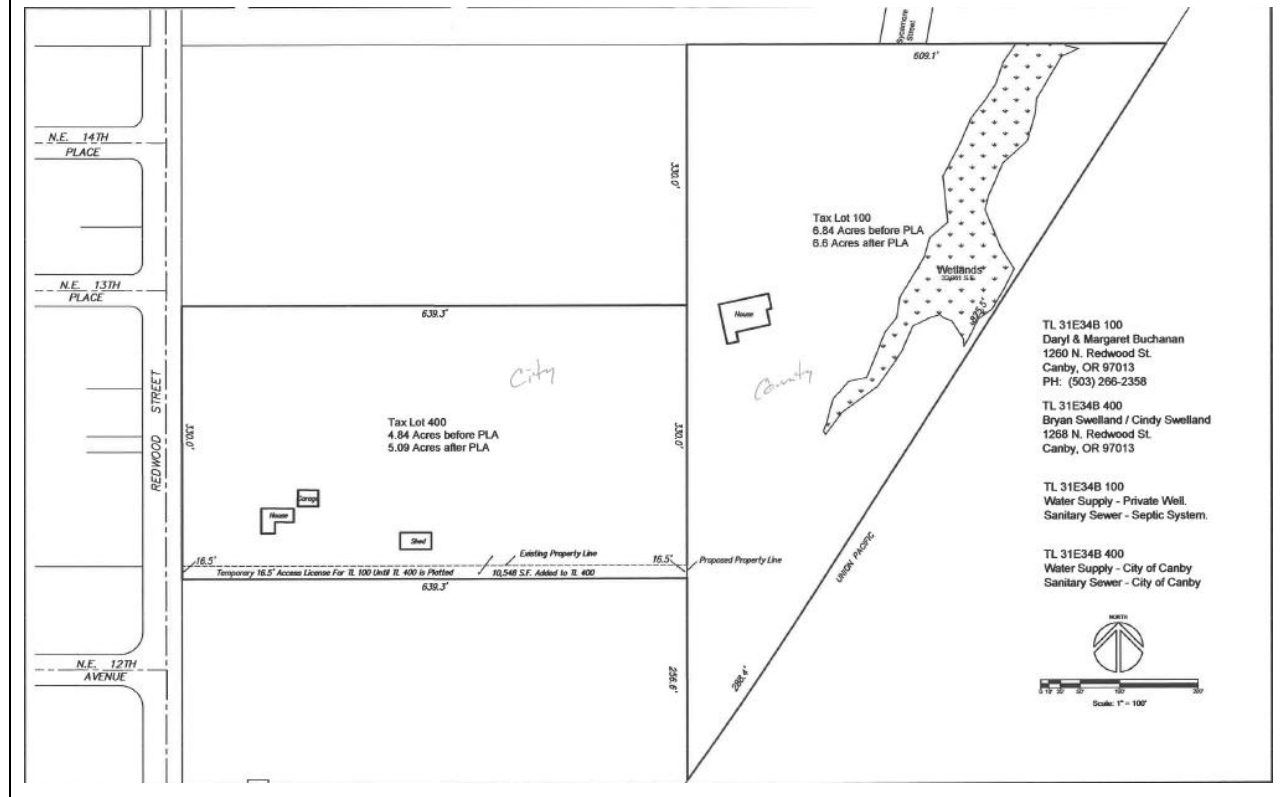
Clackamas County is committed to providing meaningful access and will make reasonable accommodations, modifications, or provide translation, interpretation or other services upon request. Please contact us at 503-742-4545 or email drenhard@clackamas.us.

503-742-4545: ¿Traducción e interpretación? | Требуется ли вам устный или письменный перевод? | 翻译或口译? | Cần Biên dịch hoặc Phiên dịch? | 번역 또는 통역?

Location Map



Site Plan



SECTION II: DECISION

It is the decision of the Planning & Zoning Division to **approve** this application for a replat, subject to the Conditions of Approval outlined below:

SECTION III: CONDITIONS OF APPROVAL

I) General Conditions:

1. Approval of this replat is based on the submitted materials dated 02/21/20. No work shall occur under this permit beyond that specified in this decision. It shall be the responsibility of the property owner(s) to comply with this decision and the limitations of approval described herein.
2. Approval Period: Approval of this replat application is valid for four (4) years from the date of the final written decision April 1, 2020. During this four-year period, the Conditions for finalizing the replat shall be satisfied, as outlined below, or this approval will become void.
3. Time Extensions: Prior to expiration of this approval, the applicant may request a single two-year extension of the preliminary approval subject to the criteria set forth in Section 1305 of the ZDO.

II) Conditions for Finalizing the Replat:

1. The services of a certified surveyor are required to satisfy the Conditions of Approval for finalizing the replat.
2. **The draft plat shall show access to each new lot**, pursuant to Section 1007.05 of the County Zoning and Development Ordinance, for review by the County Engineering Department. Final plats shall show access, including easements, as required by the County Engineering Department. If access and/or utilities are provided to Parcel 1 via the existing driveway (the transfer area), than an easement for said access and utilities shall be shown on the plat.
 - A) It is recommended that the applicant contact the Engineering Department prior to submittal of draft plat.
3. **Platting Process:** Pursuant to ORS 92, five (5) paper copies of the draft partition plat survey shall be submitted to the County Engineer for distribution to relevant agencies for review.
 - i. An additional copy of the final plat survey and plat review deposit shall also be submitted separately to the County Surveyor's office for review.
 - ii. After the draft plat is approved by the Planning & Zoning Division staff and reviewed by the Survey Department and Engineering Department, one (1)

Mylar copy and one (1) paper copy of the final plat shall be submitted to the Planning and Zoning Division for final review.

- iii. The draft and final plats shall be prepared by a registered professional land surveyor in a form and with information consistent with the provisions of ORS 92, relevant portions of ORS 209.250, the County ZDO, Chapters 11.01 and 11.02 of the County Code and these conditions of approval.
- iv. When final approval is given by the Planning and Zoning Division and the final plat is approved by the County Surveyor, the plat must then be filed and recorded with the County Clerk. All property taxes shall be paid in full for the current year in order for the plat to be recorded.
- v. Easements created to provide for access and utility purposes within plats shall contain language that allows for use of the easement for future divisions of the parcels if, or when, zoning laws may permit future divisions.
- vi. Any private easements shall allow for private and public utility services, including, but not limited to, water, power, communications, natural gas, storm drainage, sanitary sewer, emergency services, etc.
 - (a) If an easement is temporary, the instrument or process for removal of the easement shall be included on the plat.
- vii. Any encroachments found during surveying of the plat shall be resolved to the satisfaction of the County Surveyor prior to final plat approval and recording

Filing and Recordation of the Plat: The final plat shall be filed with the County Surveyor's Office pursuant to the standards and procedures of that office, the County Code and the relevant provisions of Oregon Revised Statutes (ORS) Chapters 92 and 209. Alternatively, if required, plat consistent with the County Surveyor's standards and procedures, County Code, and the relevant provisions of ORS Chapters 92 and 209 shall be recorded with the County Clerk.

- A) To determine fees and procedures for filing the Record of Survey or Plat review with the County Surveyor please, call (503) 742-4475.

- 2. Filing and Recording of the Deed(s): Revised legal descriptions of the properties affected by the adjustment shall be prepared in a ready to record fashion, refer to the plat that is to be recorded with the County Clerk and shall be submitted to the County Surveyor. The County Surveyor will record the new deeds with the plat.

- A) To determine fees and procedures for recording of a Revised Legal Description or Plat with the County Clerk, please call (503) 655-8551.

II) Development Conditions

- 1. Building Permits: No building permits shall be issued for a lot / parcel that is dependent upon this PLA until the record of survey and the revised legal descriptions of the

subject properties have been submitted to the County Surveyor's Office and recorded with the County Clerk, or until the plat is recorded with the County Clerk.

2. Future Construction: Future construction on individual lots or parcels shall be consistent with the relevant requirements of the Oregon Plumbing Specialty Code, Oregon Residential Specialty Code, Oregon Structural Specialty Code and/or Oregon Manufactured Home Standard requirements, as administered by the DTD, Building Codes Division. Foundations and drainage improvements shall be designed to ensure structural stability and proper roof, foundation and footing/crawl space drainage in consideration of the soils and topographical characteristics of the site.
3. Utilities: Electricity, gas, and communications services shall be installed consistent with the requirements of the district or company serving the development. Except where otherwise prohibited by the utility district or company, any new or relocated utility improvements shall be installed underground and in accordance with the requirements of the service providers.
4. Grading: All grading, filling, and excavation done in connection with any development shall be in accordance with the County Excavation and Grading Ordinance administered by the County DTD, Building Codes Division. Prior to the commencement of construction of the development and individual homes, the applicant shall obtain an NPDES 1200-C permit from the County Water Environment Services Department if a parcel of one (1) acre or larger will be disturbed.

SECTION IV: FINDINGS

I. Project Overview:

The applicants are proposing a lot line adjustment of approximately 0.24 acres (10, 548 sq. ft.) from Parcel 1 (Tax Lot 100) to Parcel 2 (Tax Lot 400). The subject Parcels are split jurisdiction. Parcel 1 is Clackamas County Jurisdiction and Parcel 2 was recently annexed into the City of Canby (Secretary of State Filing AN 2019-095) on September 5, 2019. The proposed adjustment is to facilitate a subdivision proposed within the City, which would include Parcel 2, two separate parcels north of Parcel 2 and the proposed transfer area.

Both properties are separate legal lots of record. Parcel 1 was created by deed prior to first restrictive zoning. Parcel 2 is lot 94 of the Canby Gardens Subdivision.

This application for a Replat is subject to the relevant provisions of Section(s) 316, 1105, and 1307 of the Clackamas County Zoning and Development Ordinance (ZDO). The Clackamas County Planning and Zoning Staff have reviewed these Sections of the ZDO in conjunction with this proposal and make the following findings and conclusions:

ZDO Section 316:

Development Standards from Table 316-2

Minimum Lot Size	Parcel 1
Standard	<i>2 acres, provided that the minimum average lot size of all lots or parcels in a subdivision, partition, or replat is 5 acres</i>
Proposed	<i>6.84 acres</i>

Proposed Parcel 1 is the only property currently with RRFF-5 Zoning. The proposed 6.84 acre size meets the minimum lot size, and minimum average lot size for the RRFF-5 Zoning District. This criterion is satisfied.

ZDO Sections 1002-1003: Natural Features and Hazards to Safety

ZDO Sections 1002 and 1003 provide the standards and criteria for developing on and around natural features (Sec. 1002) and natural hazards (Sec. 1003). Neither parcel is found to have either natural features or hazards. Sections 1002 and 1003 are not applicable.

ZDO Section 1004: Historic Protection

ZDO Section 1004 contains the provisions for properties with a historic designation. Neither parcel in this proposed replat contains an historic designation. Section 1004 is not applicable.

ZDO Section 1005: Site and Building Design

ZDO Section 1005 Section applies to institutional, commercial, and industrial development; multifamily dwellings; and developments of more than one two- or three-family dwelling. Each property currently contains a single family dwelling and no additional development is proposed through this replat. Parcel 2, with the City of Canby limits, is expected to be included in a subdivision application to said jurisdiction after completion of the replat. Section 1005 is not applicable.

ZDO Section 1006: Utilities, Street Lights, Water Supply, Sewage Disposal, Surface Water Management, and Erosion Control

ZDO Section 1006 contains the standards to ensure efficient and legal provision of necessary utility services, urban street lighting, surface water management, and wastewater disposal. Parcel 1 has a septic system installed in 2002. Parcel 2 is annexed in the City of Canby and is

subject to the rules and regulations of the City and local service districts. No additional development is proposed through this application. This Section is not applicable.

ZDO Section 1007: Roadways and Connectivity

ZDO Section 1007 provides the standards for access and roadways, including the provision that developments connect to County or other public roadways. The transfer area to be adjoined to Parcel 2 contains the access drive for Parcel 1. A Condition of Approval is warranted requiring that lawful access be provided to Parcel 1 prior to final approval of the Final Plat. As conditioned, the relevant criteria of this Section can be met.

ZDO Section 1009: Landscaping

There is no development proposed through this replat. Section 1009 is not applicable.

ZDO Section 1010: Signs

There are no signs on either subject property and no signs are proposed through this application. Section 1010 is not applicable.

ZDO Section 1011: Open Space

Neither property is designated for Open Space on Comprehensive Plan Map IV-6. This Section is not applicable.

ZDO Section 1012: Density

Parcel 2 is in the City of Canby. Parcel 1 is zoned RRFF-5 and is not subject to Section 1012. This Section is not applicable.

ZDO Section 1013: Planned Unit Developments

The applicants are not proposing any new lots and they are not proposing a Planned Unit Development. This Section is not applicable.

ZDO Section 1015: Parking and Loading

Section 1015 provides the parking and loading standards for Institutional, Commercial, Multifamily, and Industrial Development. The applicants are proposing a small transfer of land area through a replat. No additional development is proposed through this application. This Section is not applicable.

ZDO Section 1017: Solar Access

No additional development is proposed through this application. This Section is not applicable.

ZDO Section 1024: Refuse and Recycling Standards for Commercial, Industrial, and Multifamily Developments

No additional development is proposed through this application. This Section is not applicable.

ZDO Section 1105:

1105.03: APPROVAL CRITERIA

- A. The proposed replat shall comply with the applicable provisions of Section 1000, Development Standards.
- B. The proposed subdivision, partition or replat shall comply with the applicable provisions of Chapters 11.01 and 11.02 of the County Code.
- C. The proposed subdivision, partition, or replat shall comply with the applicable provisions of Oregon Revised Statutes Chapters 92 and 209.

Finding: As shown above, the proposed replat can comply with the applicable provisions of Section 1000, Development Standards. In this case, the only relevant criteria pertain to legal access to lots of record. A Condition of Approval requiring that Parcel 1 be provided with lawful access is warranted.

The applicants can meet the applicable provisions of County Code Chapters 11.01 and 11.02 and Oregon Revised Statutes Chapters 92 and 209 by finalizing the plat, as outlined in the Conditions of Approval, above. As conditioned, these standards can be met.

1105.04: ADDITIONAL CRITERIA FOR REPLATS

The number of lots or parcels in the replatted area shall not exceed the number previously approved for the area, unless:

- A. The gross site area of the affected plat is increased, or is of sufficient size to allow additional lots or parcels, or the zoning on the subject property has been changed since the existing plat was approved, permitting a greater density on all, or part, of the original platted area.
- B. The allowed density is recalculated pursuant to Section 1012, Density, on the basis of the gross site area of the original platted area and any additions to the gross site area, and, if applicable, on the basis of the new zoning.
- C. All existing lots or parcels within the plat that are not affected by the replat, including additional lots or parcels that may be created by subdivision or partition under existing zoning, are subtracted from the maximum density of the original plat area in determining allowed density for the replatted portion.

Finding: The subject property consists of two lots of record. The applicants propose a minor adjustment of approximately 0.24 acres from Parcel 1 to Parcel 2. The adjustment is to facilitate a new subdivision in The City of Canby, which will be reviewed as a separate application through The City. No new lots or parcels are

proposed through this application. The standards of Subsection 1105.04 are not applicable.

1105.07: FINAL PLAT REVIEW

If a preliminary plat for a replat is approved, finalizing the replat requires the completion of a final plat, except that a final plat is not required for a partition in which all parcels are larger than 80 acres.

Finding: Parcel 1 is proposed to be approximately 6.60 acres and Parcel 2 is proposed to be approximately 5.09 acres. Finalizing the replat will require completion of the final plat. A condition of Approval is warranted requiring that the applicants complete a final plat to finalize the replat. As conditioned, this standard can be met.



Redwood Landing 2 Subdivision & Annexation Application

N. Redwood Street, Canby, OR

Icon Construction & Development, LLC.

Rick Givens, Planning Consultant
March 2020



Introduction:

Icon Construction & Development, LLC is proposing to develop a 29 lot subdivision on property located at 1268 N. Redwood Street in Canby. The proposed subdivision is the second phase of the Redwood Landing subdivision. The project site contains a total of 5.09 acres and is located within the area of the North Redwood Development Concept Plan. This plan, adopted in October of 2017, established a conceptual design and policies to govern the development of the area on the east side of Redwood Street between approximately 12th Avenue on the south and 19th Loop on the north.

The property included in this application is comprised of Tax Lot 400 of Clackamas County Assessor's Map 31E34B, plus a 16.5' wide access strip that is a part of the adjoining Tax Lot 100. The subject property is designated Medium Density Residential. The majority of the property, Tax Lot 400, is within the city limits and is zoned R-1.5. The 16.5' wide access strip that serves as the driveway to Tax Lot 100, is presently outside of the city limits and is zoned Clackamas County RRFF-5. Upon annexation, the R-1.5 zone will be applied to that strip as well. The subdivision is comprised of the following properties:

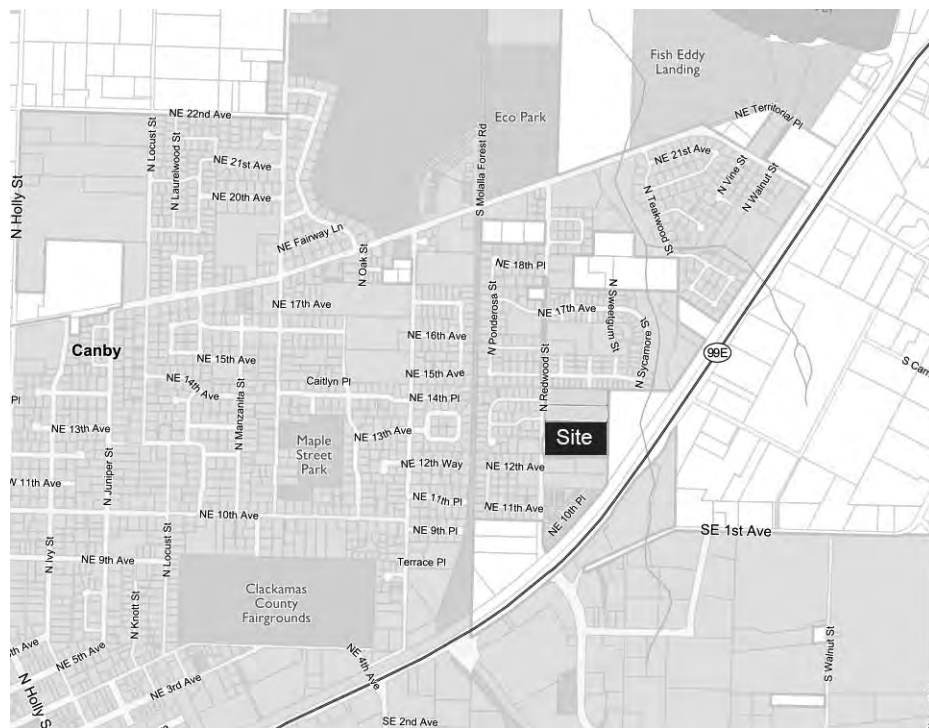


Figure 1: Vicinity Map

Existing Conditions:



Figure 2: Aerial Photograph

As shown on the aerial photograph (Figure 2), the subject property is rectangular in configuration. Tax Lot 400 is presently developed with a single-family home and some outbuildings. The home and the accessory structures will all be removed as a part of the site development process. Site terrain is relatively flat on the western and central portions of the site, but is somewhat sloping to the east on the eastern border of the site as terrain drops down into the Willow Creek drainage basin on the adjacent Tax Lot 100. Because of the slope on the eastern border, this area will need to be filled in order to provide for sewer service towards the existing sanitary sewer line in Redwood Street.

The central portion of the property is an open grass field, with an area of mixed deciduous and conifer trees in the northeast corner of the site, as well as in the southwest corner surrounding the existing home. The driveway serving Tax Lot 100 is presently located along the southern border of the subject property. A temporary access right will be established to allow the driveway to continue to be used by Tax Lot 100 during site development, but a permanent replacement

driveway will be developed to serve this property from the existing street stub of N. Sycamore Street, which abuts the northerly line of Tax Lot 100.

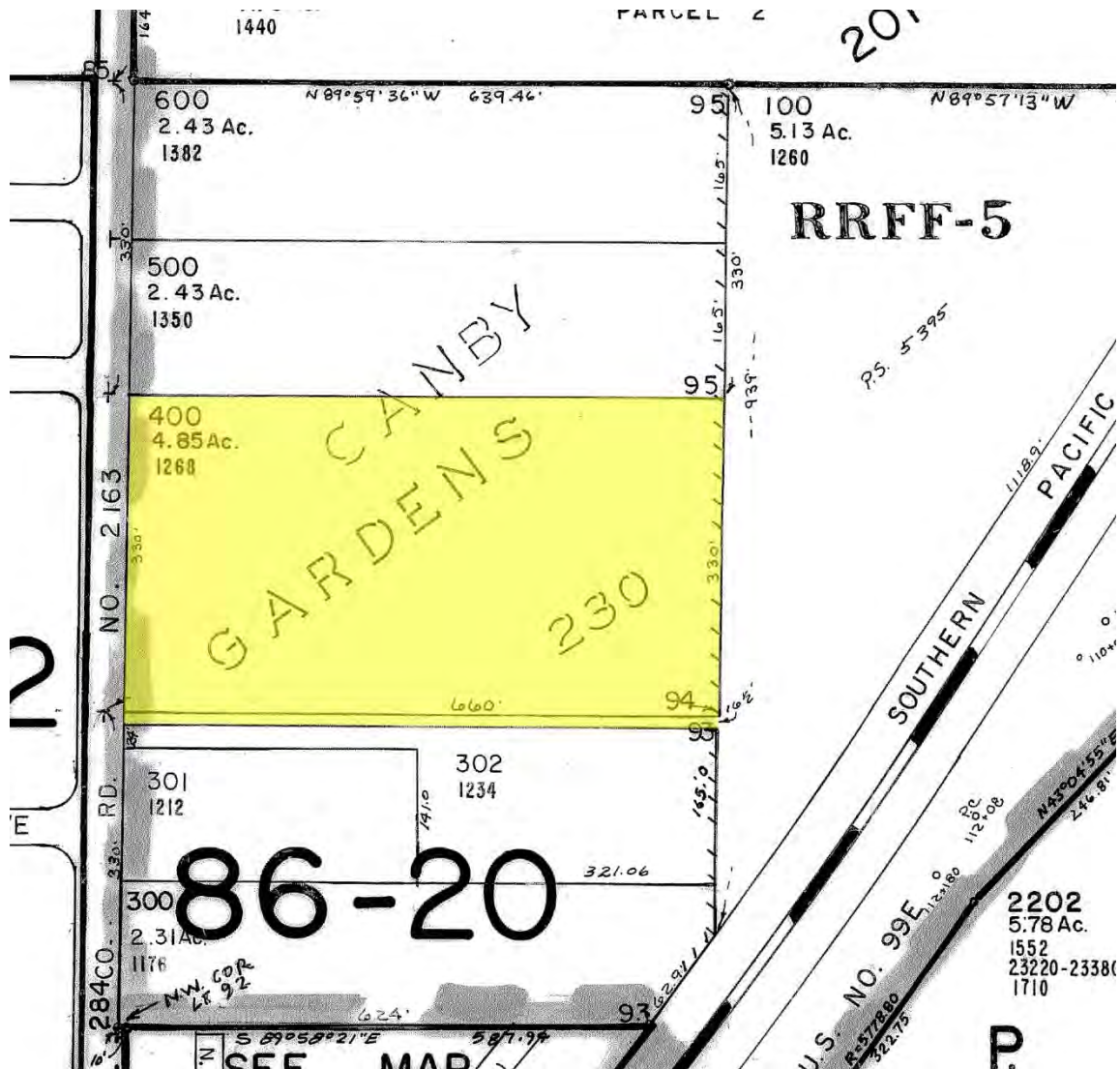


Figure 3: Tax Map

Project Description:

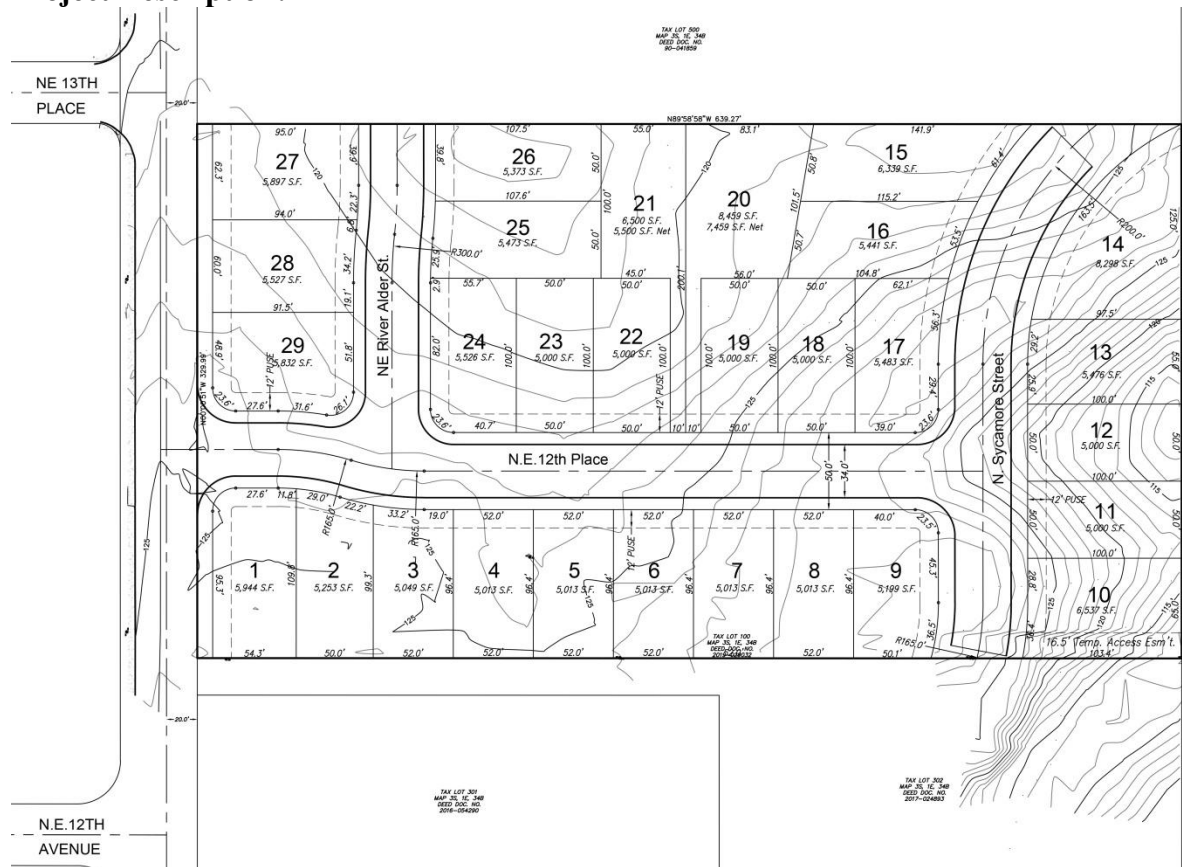


Figure 4: Preliminary Site Plan

Redwood Landing 2 proposes 29 lots for single-family residential homes. The access to the site is via a new intersection with N. Redwood Street between NE 12th Avenue and NE 13th Place. The new street is proposed to be named NE 12th Place, consistent with the City's street naming policies. N. Sycamore Street, a neighborhood connector street specified in the North Redwood Development Concept Plan, is planned to be extended through the site on a north/south axis near the eastern border of the property. NE River Alder Street is proposed parallel with Redwood Street to provide an extension for connectivity to property to the north. It is anticipated that development of the site would begin late this summer, with home construction beginning next spring.

Compliance with Approval Criteria:

Chapter 16.13 – 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.

Applicant Response: The proposed layout for the subject properties has been designed to fit as closely as practicable with the North Redwood Development Concept Plan (NRDCP). The plan provides for the extension of N. Sycamore Street through the property in the general alignment shown on the NRDCP, although it was necessary to shift it slightly to avoid a conflict with the location of the existing home on Tax Lot 100 to the east of the subject property. There are no natural resource areas or Willow Creek corridor areas on the site.

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.

Applicant Response: The subject property is located within the area of the NRDCP and the provisions of Chapter 16.13 are applicable.

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.*

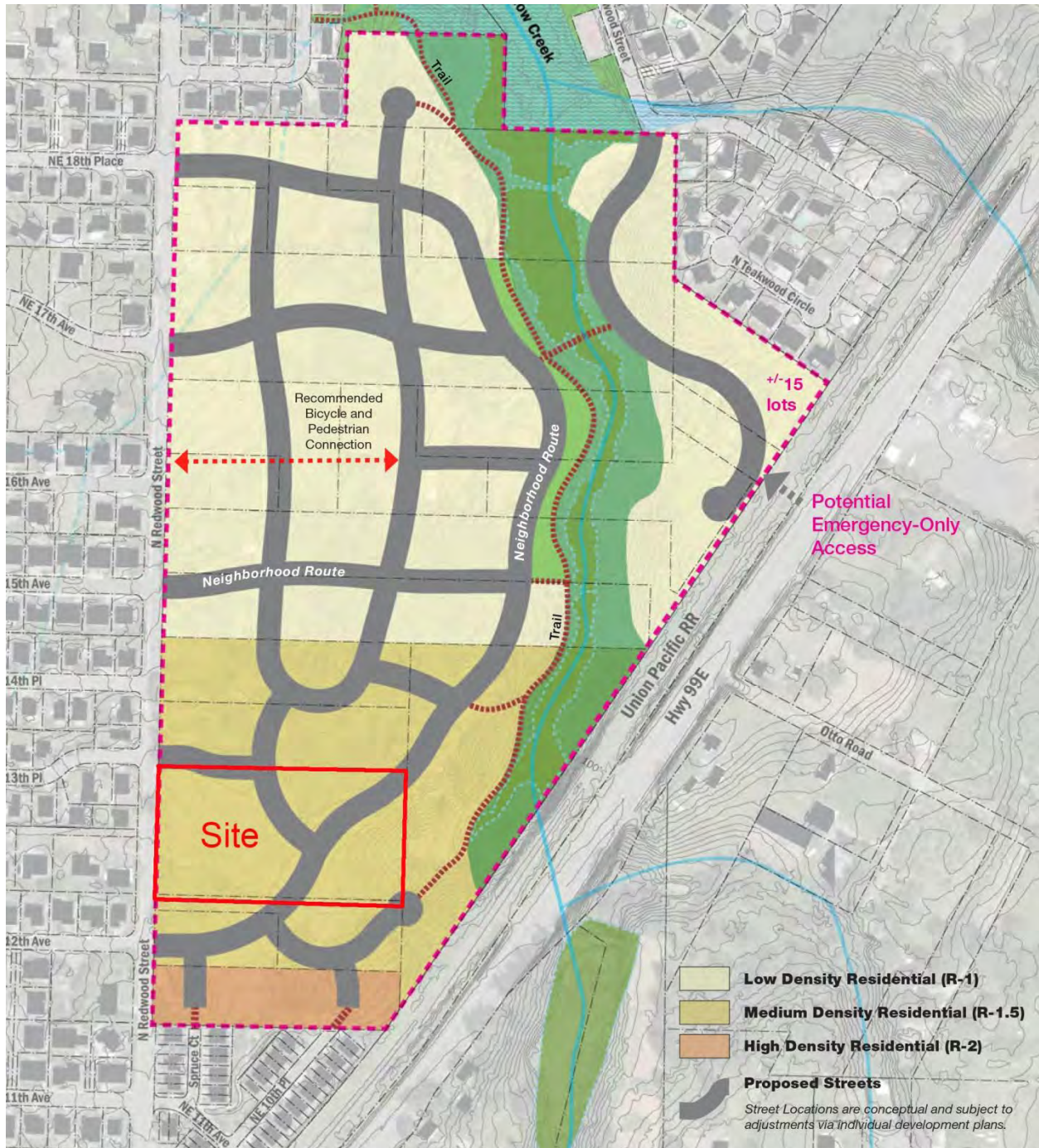


Figure 5: North Redwood Development Concept Plan

Applicant Response: Redwood Landing 2 is shown on the NRDCP, above, with the subject property outlined in red. The proposed site plan complies with the main requirement of this plan by providing for the extension of N. Sycamore Street through the site. N. Sycamore Street is designated as a Neighborhood Route and it is the most important element of the conceptual street plan. The NRDCP does not take into account individual ownerships or existing home locations. For this reason, it is necessary to modify the layout somewhat from the conceptual

design in the NRDCP. Discussions with staff at the pre-application conference agreed that moving a future local street connection to align with NE 14th Ave. worked better than the location shown on the NRDCP map that aligns with 13th Place. This is because the NE 13th Place alignment falls on a property line between Tax Lots 400 and 500, but cannot be a typical half street. The majority of the intersection would fall on TL 500, leaving a disproportionate cost for the improvements on that property.

A future street concept plan is shown In Figure 6, below, to illustrate how adjacent properties could be developed to provide for a reasonable development pattern that meets the major elements of the NRDCP conceptual street plan and works better with varying ownerships developing separately.



Figure 6: Future Street Plan

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.*

Applicant Response: The proposed future street plan provides for a total of three intersections with N. Redwood Street. There are two intersections in the first phase of Redwood Landing. This criterion is met.

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.*

Applicant Response: No cul-de sacs are proposed.

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.*

Applicant Response: The proposed site plan provides for the completion of a portion of the planned loop road through the site. This street, which is named N. Sycamore Street on the site plan, will eventually connect with the street stub of N. Sycamore Street in Redwood Landing 1, as shown on the Figure 6, above.

5. *Where possible, other local streets in North Redwood should intersect with the loop road identified in (3) above.*

Applicant Response: The proposed site plan provides for NE 12th Place to intersect with Sycamore St., the loop road referenced in this criterion.

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.*

Applicant Response: N. River Alder Street provides for future connectivity to the north.

7. *Future local streets should be located to split parcel lines where feasible.*

Applicant Response: No property lines exist to the north or south where future local roads would need to split parcel lines.

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.*

Applicant Response: Not applicable. The site does not contain any area east of Willow Creek.

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)*

Applicant Response: Block widths proposed are suitable for the development pattern of the area, as shown on the Future Streets Plan. No blocks in excess of 600 feet in length are proposed. No pedestrian/bicycle connections are identified for this property in the NRDCP and none were required at the pre-application conference.

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.*

Applicant Response: The subject property does not contain any areas identified as open space on the NRDCP.

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.*

Applicant Response: The Future Streets Plan shows how roads and infrastructure can be connected through other properties in the area in a manner that will allow for development 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.*

Applicant Response: No lot area averaging is proposed.

2. *The resulting average lot size shall not be less than 5,000 square feet in the R1 zone.*

Applicant Response: Not applicable. No lot area averaging is proposed.

3. *The resulting average lot size shall not be less than 4,000 square feet in the R1.5 zone.*

Applicant Response: Not applicable. No lot area averaging is proposed.

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. (Ord. 1422, 2015)*

Applicant Response: Not applicable. No lot area averaging is proposed.

Chapter 16.18 – R-1.5 Low Density Residential Zone

16.18.010 Uses permitted outright. Uses permitted outright in the R-1.5 zone shall be as follows:

A. Uses permitted outright in the R-1 zone;

B. Two-family or three-family dwellings. One duplex or triplex on each lot. (Ord. 740 sect. 10.3.20 (A), 1984)

C. Single-family townhouse dwellings having common wall construction. The townhouse construction is limited to a maximum grouping of three dwelling units. If more than one group of dwellings is developed then a ten foot distance shall be maintained between an adjacent group of dwelling units. (Ord. 740 sect. 10.3.20(B), 1984; Ord. 1080, 2001; Ord. 1514, 2019)

Applicant Response: All lots are proposed to be used for single-family dwellings, which is a use permitted outright in the R-1 zone.

16.18.030 Development standards.

The following subsections indicate the required development standards of the R-1.5 zone:

A. Minimum and maximum lot area:

- 1. For single family dwellings: five thousand (5,000) square feet minimum and six thousand five hundred (6,500) square feet maximum.*

Applicant Response: All lots are proposed to be used for single-family homes and all lots satisfy the minimum lot area of 5,000 sq. ft. No lots are proposed that exceed 6,500 sq. ft. with the exception of Lots 14 and 20. Lot 14 is an irregularly-shaped parcel that results from the curve of N. Sycamore Street. Lot 20 is a flag lot in an awkward area of the site that does not allow for smaller lot sizes. An exception for these two lots is requested pursuant to the provisions of 16.18.030.B, below.

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;*

Applicant Response: The total lot area of the 29 lots in the proposed development is 160,668 sq. ft. (exclusive of flag lot access strips). The average lot area is 5,540 sq. ft., with satisfies the criteria of this subsection of being in the range of 5,000 sq. ft. to 6, 500 sq. ft.

- 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; and*

Applicant Response: The smallest lot size proposed is 5,000 sq. ft.

- c. As a condition of granting the exception, the city will require the owner to record a deed restriction with the final plat that prevents the re-division of oversized lots (six thousand five hundred square feet and larger), when such redivision would violate the average lot size provision in subsection 16.18.030.B.1.a. All lots approved for use by more than one dwelling shall be so designated on the final plat.*

Applicant Response: This requirement will be met with a note on the final plat of the subdivision.

- 2. A public benefit must be demonstrated in order to allow more than ten percent of the lots to be outside of the minimum and maximum lot areas in subsection 16.18.030.B.1.a.*

Applicant Response: Only two lots exceed the maximum lot size standard, which is less than ten percent of the 29 lots proposed.

- 3. The Planning Commission may modify the maximum lot area requirements in subsection 16.18.030.B if these cannot be met due to existing lot dimensions, road patterns, or other site characteristics.*

Applicant Response: Not needed. The modification can meet the other criteria of this subsection.

- 4. The maximum lot area standard does not apply to dwellings existing prior to subdivision or partition plan approval or to lots designated for open space.*

Applicant Response: Not applicable. The existing home on the property is proposed to be demolished to allow for development of the site.

- C. Minimum width and frontage: forty feet, except that the Planning Commission may approve lots having less frontage subject to special conditions to assure adequate access. Twenty feet is permitted for single family attached (common wall) housing on interior lots.*

Applicant Response: All lots have widths exceeding 40 feet. All lots have frontages exceeding 40 feet, with the exception of Lots 20 and 21, which are flag lots. Those lots comply with flag lot standards, as discussed later in this narrative.

- D. Minimum yard requirements:*

1. *Street yard: twenty feet on side with driveway; fifteen feet for all other street sides; except that street yards may be reduced to ten feet for covered porches only.*
2. *Rear yard: all corner lots, ten feet single story or fifteen feet two-story; all other lots: fifteen feet single story or twenty feet two-story. One story building components must meet the single story setback requirements; two story building components must meet the two-story setback requirements;*
3. *Interior yard: seven feet, except as otherwise provided for zero-lot line housing.*
4. *Interior and rear yards may be reduced to three feet, or the width of any existing utility easement, whichever is greater, for detached accessory structures, except accessory dwellings, erected sixty feet or more from any street other than an alley. The height limitations noted in subsection E.2 below apply. Utility easements may only be reduced with the approval of all utility providers.*
5. *Infill standards may also apply. See CMC 16.21.050.*

Applicant Response: All lots are configured so that building envelopes will allow homes to be built within this project to meet the setback standards of this subsection. This will be reviewed at the time of building permit submittal.

E. Maximum building height:

Applicant Response: Homes to be built on the lots within this project will comply with maximum building height standards. This will be reviewed at the time of building permit submittal.

F. The maximum amount of impervious surface allowed the R-1.5 zone shall be 70 percent of the lot area.

Applicant Response: Homes to be built on the lots within this project will comply with maximum impervious surface standards. This will be reviewed at the time of building permit submittal.

G. Other regulations:

1. *Vision clearance distance shall be ten feet from a street to an alley or a street to a driveway, and thirty feet from a street to any other street.*

Applicant Response: Vision clearance standards will be met in the placement of future driveways. This will be demonstrated at the time of building permit application.

Division IV: Land Division Regulation

Chapter 16.56: General Provisions:

16.56.030 Conformance.

- A. Comprehensive Plan. A subdivision or partition shall conform to the Comprehensive Plan. A determination of such conformity shall be based upon consideration of all applicable portions of the Comprehensive Plan and shall not be based solely upon a review of the land use map.*

Applicant Response: Please refer to the Compliance With Comprehensive Plan section of this narrative below.

- B. Land Development and Planning Ordinance. A land division shall be subject to all applicable requirements of other sections of this title. Where an applicant seeks the approval of any division which requires a change in zoning, the applicant may be required to complete the rezoning process prior to submittal of an application for property division.*

Applicant Response: The compliance of this application with relevant portions of the City's development regulations is discussed in this narrative. No zone change is required for proposed subdivision. City R-1.5 zoning will be automatically applied to the strip of TL 100 that is being annexed.

- C. Health, Safety, and Sanitation. A subdivision or partition shall conform to all applicable state, county and city regulations regarding health, safety and sanitation. The county will not issue any permits for on-site sewage disposal systems for any lot or parcel created in violation of these regulations, nor for the remainder of the parent parcel from which lots or parcels have been illegally created, unless and until such violation has been rectified and all legal requirements met.*

Applicant Response: All lots will be connected to City of Canby sanitary sewer service. No on-site sewage disposal is proposed. The development will conform to all applicable state, county and city regulations regarding health, safety and sanitation.

- D. Building. Structures and buildings in any property division shall conform with applicable codes and regulations regarding building. The City Building Official shall not allow the issuance of a building permit on any lot or parcel created, subdivided or partitioned in violation of these requirements. No building permit shall be issued for the remainder of the parent parcel, from which any lots or parcels have been created in violation of this title, unless and until such violation has been rectified and all legal requirements met.*

Applicant Response: All homes to be built will conform to city and state building codes. Plans will be reviewed by the City at the time of building permit application for compliance with these regulations.

E. Streets and Roads. A property division shall conform to all applicable city ordinances or policies pertaining to streets, roads, or access. (Ord. 740 section 10.4.10(C), 1984)

Applicant Response: All roads will be designed to conform to city standards. Construction plans will be reviewed by the City prior to plat approval and will need to demonstrate such conformance before construction permits are issued.

Chapter 16.62: Subdivisions - Applications

16.62.010 Filing procedures.

A. Application procedures shall be as described in Chapter 16.89. (Ord. 899 section 3, 1993; Ord. 740 section 10.4.40(A), 1984; Ord. 981 section 10, 1997; Ord. 1019 section 16, 1999; Ord. 1080, 2001; Ord. 1237, 2007)

Applicant Response: As required by Chapter 16.89, this subdivision application will be heard by the Canby Planning Commission through a Type III process. A pre-application conference and a neighborhood meeting were held prior to submittal of the application. Notice will be provided to owners of all properties within 500 feet of the site.

16.62.020 Standards and criteria.

Applications for a subdivision shall be evaluated based upon the following standards and criteria:

A. Conformance with other applicable requirements of the Land Development and Planning Ordinance;

Applicant Response: Conformance with all relevant provisions of the City's land development ordinances is demonstrated in this narrative.

B. The overall design and arrangement of lots shall be functional and shall adequately provide building sites, utility easements, and access facilities deemed necessary for the development of the subject property without unduly hindering the use or development of adjacent properties;

Applicant Response: The proposed site plan provides for a reasonable arrangement of streets and lots that is consistent with the N. Redwood Development Concept Plan. The street system is looped and interconnected, allowing for access to all lots in a convenient manner. Street stubs are provided to adjacent properties in a configuration that, as demonstrated on the Future Streets Plan, will allow for reasonable development of offsite properties for uses consistent with the NRDCP.

C. Subdivision design and layout shall incorporate Low Impact Development techniques where possible to achieve the following:

1. *Manage stormwater through a land development strategy that emphasizes conservation and use of onsite natural features integrated with engineered stormwater controls to more closely mimic predevelopment hydrologic conditions.*
2. *Encourage creative and coordinated site planning, the conservation of natural conditions and features, the use of appropriate new technologies and techniques, and the efficient layout of open space, streets, utility networks and other public improvements.*
3. *Minimize impervious surfaces.*
4. *Encourage the creation or preservation of native vegetation and permanent open space.*
5. *Clustering of residential dwellings where appropriate to achieve (1-4) above. The arrangement of clustered dwellings shall be designed to avoid linear development patterns.*

Applicant Response: The proposed storm drainage system provides for the collection of runoff from street areas. The paved area of streets has been minimized by making use of narrower street sections allowed in the NRDCP for low-volume neighborhood streets. Storm water pretreatment is provided to reduce sediment and pollution loads.

D. It must be demonstrated that all required public facilities and services are available, or will become available through the development, to adequately meet the needs of the proposed land division.

Applicant Response: The preliminary utility plan submitted with this application demonstrates that sanitary sewer, storm drainage, and public water can be effectively provided to all lots within the subdivision. Sewer will come from the existing line in N. Redwood Street. Storm drainage predominantly flows to the open space at the east end of site and will outfall to Willow Creek after treatment. Water service is available from the existing main in N. Redwood Street. Police protection is available from the City of Canby. Fire protection is provided by Canby Fire District 62.

E. The layout of subdivision streets, sidewalks, and pedestrian ways supports the objectives of the Safe Routes to Schools Program by providing safe and efficient walking and bicycling routes within the subdivision and between the subdivision and all schools within a one-mile radius. During review of a subdivision application, city staff will coordinate with the appropriate school district representative to ensure safe routes to schools are incorporated into the subdivision design to the greatest extent possible. (Ord. 890 section 53, 1993; Ord. 740 section 10.4.40(B), 1984; Ord. 1338, 2010)

Applicant Response:

F. A Traffic Impact Study (TIS) may be required in accordance with Section 16.08.150. (Ord. 1340, 2011)

Applicant Response: Consistent with the provisions of this subsection, a Traffic Impact Study was prepared by DKS, the City's traffic consultant. Please refer to that study for further information.

Chapter 16.64: Subdivisions – Design Standards

16.64.010 Streets.

A. Generally. The location, width and grade of streets shall be considered in relation to existing and planned streets, to topographical conditions, to public convenience and safety, and to the proposed use of land to be served by the streets. The street system shall assure an adequate traffic circulation pattern with intersection angles, grades, tangents, and curves appropriate for the traffic to be carried. Where location is not shown in a development plan, the arrangement of streets shall either:

- 1. Provide for the continuation or appropriate projection of existing principal streets in surrounding areas; or*
- 2. Conform to a plan for the neighborhood approved or adopted by the commission to meet a particular situation where topographical or other conditions make continuance of conformance to existing street patterns impractical;*
- 3. Minimum right-of-way and roadway width shall follow the requirements of the Canby Public Works Design Standards;*
- 4. Consider opportunities to incrementally extend and connect local streets to provide for safe and convenient bike and pedestrian circulation.*

Applicant Response: The general layout for the street system in this area of the City was developed through the City's planning efforts in developing the North Redwood Development Concept Plan. The proposed street system for the project has implemented that plan as closely as feasible given on- and off-site development constraints and property configurations. The street standards uses are consistent with the design standards contained in the NRDCP.

B. Permeable Surfaces. Permeable surfacing alternatives and on-site stormwater management facilities, are encouraged for street improvements. Permeable surfacing and LID stormwater management facilities shall be constructed in accordance with the Canby Public Works Design Standards and the manufacturer's recommendations. Permeable surfacing includes, but is not limited to: paving blocks, turf block, pervious concrete, porous asphalt, and other similar approved materials. Alternative surfacing methods may be approved for public and private roads, road shoulders, pedestrian ways, driveways, and easement service roads unless site constraints make use of such materials detrimental to water quality. Use of permeable surfacing methods shall meet the imposed load requirements for fire apparatus, and shall be subject to review and approval by the Canby Public Works Department.

Applicant Response: The applicant's engineer will rely upon adopted City standards in preparing the construction plans for this subdivision.

C. *Reserve Strips. Reserve strips or street plugs controlling the access to streets will not be approved unless such strips are necessary for the protection of the public welfare or of substantial property rights, or both, and in no case unless the control and disposal of the land composing such strips is placed within the jurisdiction of the city, under conditions approved by the commission.*

Applicant Response: The applicant will follow the City's recommendations regarding reserve strips at the ends of streets that are stubbed to the boundaries of the project.

D. *Alignment. All streets other than minor streets or cul-de-sacs, shall, as far as possible, be in alignment with the existing streets by continuations of the center lines thereof. Jogs creating "T" intersections shall have centerline offsets of not less than one hundred fifty feet, unless it is found that community benefits of such an alignment outweigh its disadvantages.*

Applicant Response: The proposed layout creates intersections that are consistent with these requirements.

E. *Future Extension of Streets. Where a subdivision adjoins unplatted acreage, streets which in the opinion of the commission should be continued in the event of the subdivision of the acreage, will be required to be provided through to the boundary lines of the tract. Reserve strips, street plugs and temporary turnaround areas may be required to preserve the objectives of street extensions. Reserve strips and street plugs shall be deeded to the city prior to final plat approval. The Planning Commission may require that the costs of title insurance and recordation fees, if any, for such areas be borne by the subdivider. If, in the opinion of the city engineer, a traffic pedestrian, or safety hazard temporarily exists by the construction of a dead-end street, he may direct that a barricade of adequate design be installed at the developer's expense as one of the required improvement items for the subdivision.*

Applicant Response: Street stubs are provided to adjacent properties in order to allow for future development consistent with the NRDCP. Reserve strips will be deeded to the City as required.

F. *Intersection Angles. Streets shall intersect one another at an angle as near to a right angle as possible, and no intersections of streets at angles of less than thirty degrees will be approved unless necessitated by topographic conditions. When intersections of other than ninety degrees are unavoidable, the right-of-way lines along the acute angle shall have a minimum corner radius of twelve feet. All right-of-way lines at intersections with arterial streets shall have a corner radius of not less than twelve feet.*

Applicant Response: Intersection angles are at right angles as required.

G. *Existing Streets. Whenever existing streets, adjacent to or within a tract, are of inadequate width, dedication of additional right-of-way shall be provided at the time of subdivision.*

Applicant Response: Additional right-of-way is proposed to be dedicated to N. Redwood Street along the property's frontage on that street.

H. Half Streets. Half streets, while generally not acceptable, may be approved where essential to the reasonable development of the subdivision, when in conformity with the other requirements of these regulations, and when the commission finds it will be practical to require the dedication of the other half when the adjoining property is subdivided. Whenever a half street is adjacent to a tract to be subdivided, the other half of the street shall be platted within such tract. Reserve strips, street plugs, special signs and barricades may be required to preserve the objectives of half streets.

Applicant Response: No half streets are proposed.

I. Cul-de-sacs. A cul-de-sac shall only be allowed when environmental or topographical constraints, existing development patterns, or compliance with other standards in this code preclude street extension and through circulation. When cul-de-sacs are provided, all of the following shall be met:

Applicant Response: No cul-de-sac streets are proposed

J. Marginal Access Streets. Where a subdivision abuts or contains an existing or proposed arterial street, the commission may require marginal access streets, through lots with suitable depth, screen planting contained in a nonaccess reservation along the rear property line, or such other treatment as may be necessary for adequate protection of residential properties and to afford separation of through and local traffic.

Applicant Response: Not applicable. The subdivision does not abut or contain an existing or proposed arterial street.

K. Alleys.

- 1. Alleys shall be provided to commercial and industrial districts, unless other permanent provisions for access to off-street parking and loading facilities are made as approved by the commission.*
- 2. Alleys shall be provided within residential subdivisions when streets are designed to meet the narrow "green" street standards in the Canby Public Works Design Standards. Visitor parking areas may be required by the city to mitigate the lack of on-street parking.*
- 3. When alleys are provided as part of a new residential subdivision, streets shall be designed in accordance with the narrow "green" street standards in the Canby Public Works Design Standards. Visitor parking areas may be required by the city to mitigate the lack of on-street parking.*
- 4. Alley intersection corners shall have a minimum radius of ten feet.*

Applicant Response: No alleys are proposed.

L. Street Names. No street name shall be used which will duplicate or be confused with the name of existing streets except for extensions of existing streets. Street names and numbers

shall conform to the established pattern in the city and the surrounding area and shall be subject to the approval of the commission.

Applicant Response: The proposed street names are consistent with this requirement. NE 12th Place follows numbered naming conventions for east-west streets. N. Sycamore continues the name for the loop street established in Redwood Landing 1. NE River Alder continues the name of the street that is on the same alignment in Redwood Landing 1.

M. Planting Easements. The Planning Commission may require additional easements for planting street trees or shrubs.

Applicant Response: The applicant will accept reasonable conditions to this effect if requested by the City.

N. Grades and Curbs. Grades shall not exceed seven percent on arterials, ten percent on collector streets, or fifteen percent on any other street. In flat areas allowance shall be made for finished street grades having a minimum slope of .5 percent. Centerline radii of curves shall not be less than three hundred feet on major arterials, two hundred feet on secondary arterials, or one hundred feet on other streets, unless specifically approved by the City, and shall be to an even ten feet.

Applicant Response: As shown on preliminary street profiles submitted with this application, all streets comply with these requirements.

O. Streets Adjacent to Highway 99-E or Railroad Right-of-Way. Wherever the proposed subdivision contains or is adjacent to a railroad right-of-way or Highway 99-E, provisions may be required for a street approximately parallel to and on each side of such right-of-way at a distance suitable for the appropriate use of the land between the streets and the railroad or Highway 99-E. The distances shall be determined with due consideration of cross streets at a minimum distance required for approach grades to a future grade separation and to provide sufficient depth to allow screen planting along the railroad right-of-way. (Ord. 740 section 10.4.40(C)(1), 1984; Ord. 1043 section 3, 2000; Ord 1237, 2007; Ord. 1338, 2010)

Applicant Response: Not applicable. No development is proposed adjacent to 99E or the railroad right-of-way.

16.64.015 Access

A. Any application that involves access to the State Highway System shall be reviewed by the Oregon Department of Transportation for conformance with state access management standards (See appendix G of the Transportation System Plan).

Applicant Response: Not applicable. No access to a State Highway is proposed.

B. All proposed roads shall follow the natural topography and preserve natural features of the site as much as possible. Alignments shall be planned to minimize grading.

Applicant Response: The proposed street system is located on land that is generally flat.

C. Access shall be properly placed in relation to sight distance, driveway spacing, and other related considerations, including opportunities for joint and cross access.

Applicant Response: There is adequate sight distance at all proposed intersections. Driveway locations will be reviewed at the time of building permit application.

D. The road system shall provide adequate access to buildings for residents, visitors, deliveries, emergency vehicles, and garbage collection.

Applicant Response: The proposed road system meets City standards and will adequately provide for these uses.

E. Streets shall have sidewalks on both sides. Pedestrian linkages should also be provided to the peripheral street system.

Applicant Response: As shown on the preliminary utility plan, sidewalks are proposed on both sides of all streets in the subdivision.

F. Access shall be consistent with the access management standards adopted in the Transportation System Plan. (Ord. 1043 section 3, 2000)

Applicant Response: Proposed accesses will comply with these standards.

16.64.020 Blocks.

A. Generally. The lengths, widths and shapes of blocks shall be designed with due regard to providing adequate building sites suitable to the special needs of the type of use contemplated, needs for access, circulation, control and safety of street traffic and limitations and opportunities of topography.

Applicant Response: The proposed block lengths have been determined by the need to provide reasonable building sites and the need to provide for access to adjacent undeveloped properties. The proposed plan conforms to the NRDCP in its design.

B. Sizes. Block length shall be limited to 300 feet in the C-1 zone, 400 feet in residential zones, 600 feet in all other zones, except for 1,000 feet on arterials. Exceptions to this prescribed block standard shall be permitted where topography, barriers such as railroads or arterial roads, or environmental constraints prevent street extension. The block depth shall be sufficient to provide two lot depths appropriate to the sizes required by Division III. (Ord. 740 section 10.4.40(C)(2), 1984; Ord. 1043 section 3, 2000; Ord. 1076, 2001; Ord. 1338, 2010)

Applicant Response: Blocks are less than 600 feet in length.

16.64.030 Easements.

A. Utility Lines. Easements for electric lines or other public utilities are required, subject to the recommendations of the utility providing agency. Utility easements twelve feet in width shall

be required along all street lot lines unless specifically waived. The commission may also require utility easements along side or rear lot lines when required for utility provision. The construction of buildings or other improvements on such easements shall not be permitted unless specifically allowed by the affected utility providing agency.

Applicant Response: Easements will be provided along all streets and where needed for utility lines.

B. Watercourses. Where a subdivision is traversed by a watercourse, drainage way, channel or stream, there shall be provided a storm water easement or drainage right-of-way conforming substantially with the lines of such watercourse, and such further width as will be adequate for the purpose of assuring adequate flood control. Streets parallel to watercourses may be required.

Applicant Response: There are no watercourses on the subject property.

C. Pedestrian Ways. In any block over six hundred feet in length, a pedestrian way or combination pedestrian way and utility easement shall be provided through the middle of the block. If unusual conditions require blocks longer than one thousand two hundred feet, two pedestrian ways may be required. When essential for public convenience, such ways may be required to connect to cul-de-sacs, or between streets and other public or semipublic lands or through green way systems. Sidewalks to city standards may be required in easements where insufficient right-of-way exists for the full street surface and the sidewalk. All pedestrian ways shall address the following standards to provide for the safety of users:

- 1. Length should be kept to a minimum and normally not in excess of two hundred feet;*
- 2. Width should be maximized and shall not be below ten feet. For pathways over one hundred feet long, pathway width shall increase above the minimum by one foot for every twenty feet of length;*
- 3. A minimum of three foot-candles illumination shall be provided. Lighting shall minimize glare on adjacent uses consistent with the outdoor lighting provisions in section 16.43 of this code;*
- 4. Landscaping, grade differences, and other obstructions should not hinder visibility into the pedestrian way from adjacent streets and properties. Fencing along public pedestrian ways shall conform with the standards in Section 16.08.110;*
- 5. Surrounding land uses should be designed to provide surveillance opportunities from those uses into the pedestrian way, such as with the placement of windows;*
- 6. Exits shall be designed to maximize safety of users and traffic on adjacent streets; and*
- 7. Use of permeable surfacing materials for pedestrian ways and sidewalks is encouraged whenever site and soil conditions make permeable surfacing feasible. Permeable surfacing includes, but is not limited to: paving blocks, turf block, pervious concrete, and porous asphalt. All permeable surfacing shall be designed, constructed, and maintained*

in accordance with the Canby Public Works Design Standards and the manufacturer's recommendations. Maintenance of permeable surfacing materials located on private property are the responsibility of the property owner.

Applicant Response: No pedestrian ways are proposed.

D. Developments that abut the Molalla Forest Road multi-use path shall provide a pedestrian/bicycle access to the path. The city may determine the development to be exempt from this standard if there is an existing or planned access to the path within 300 feet of the development.

Applicant Response: Not applicable. The site does not abut the Molalla Forest Road.

E. Solar Easements. Subdividers shall be encouraged to establish solar easements and utilize appropriate solar design in their development proposals. Solar easements shall be shown on the final plat and in the deed restrictions of the subdivision. The Planning Commission may require the recordation of special easements or other documents intended to protect solar access. (Ord. 740 section 10.4.40(C)(3), 1984; Ord. 1043 section 3, 2000; Ord 1237, 2007; Ord. 1338, 2010; Ord. 1340, 2011)

Applicant Response: The applicant does not envision including solar easements.

16.64.040 Lots.

A. Size and Shape. The lot size, width, shape and orientation shall be appropriate for the location of the subdivision and for the type of development and use contemplated. To provide for proper site design and prevent the creation of irregularly shaped parcels, the depth of any lot or parcel shall not exceed three times its width (or four times its width in rural areas) unless there is a topographical or environmental constraint or an existing man-made feature such as a railroad line.

2 flag lots?

Applicant Response: The proposed lots are regularly configured to provide for reasonable building envelopes for single-family homes.

B. Minimum Lot Sizes:

- 1. Lot sizes shall conform with requirements of Division III unless the applicant chooses to use an alternative lot layout per subsection (3) below to accommodate interconnected and continuous open space and or other natural resources. In this case, the average minimum lot size may be reduced by 5,000 square feet after subtracting access tracts. Overall development densities shall comply with the underlying maximum density allowed by the zone.*

Applicant Response: The proposed lots all conform to lot size standards of the R-1.5 district, as discussed above in this narrative.

- 2. In areas that cannot be connected to sewer trunk lines, minimum lot sizes shall be greater than the minimum herein specified if necessary because of adverse soil structure for*

sewage disposal by septic systems. Such lot sizes shall conform to the requirements of Clackamas County for sewage disposal unless provisions are made for sanitary sewers.

Applicant Response: Not applicable. The lots will be connected to City sewer.

3. *Alternative lot layout. Applicants may deviate from standard lot setbacks and dimensions to accommodate dedicated interconnected open space or other natural areas. Clustered housing, lot-size averaging, and a mixture of approaches where building lots can be grouped into a smaller portion of the total development, reserving the remainder for open space or other natural areas. Alternative development layouts shall not exceed the underlying maximum density allowed by the zone.*

Applicant Response: The applicant proposes to meet standard setback and lot dimension requirements.

4. *When using the alternative lot layout option, the following must be met:*
- a. *The arrangement of the alternative lot layout shall be designed to avoid development forms commonly known as linear, straight-line or highway strip patterns.*
 - b. *To the maximum extent possible, open space and natural areas, where used, shall be continuous, interconnected, and concentrated in large usable areas.*
 - c. *Where possible, open space shall be connected to adjacent off-site open space areas.*
 - d. *Open space and natural areas shall be maintained permanently by the property owner or the property owner's association.*

Applicant Response: Not applicable. The project does not make use of the alternative lot layout option.

- C. *Lot Frontage. All lots shall meet the requirements specified in Division III for frontage on a public street, except that the Planning Commission may allow the creation of flag lots, cul-de-sac lots and other such unique designs upon findings that access and building areas are adequate. Lots that front on more than one major street shall be required to locate motor vehicle accesses on the street with the lower functional classification.*



Applicant Response: A total of two flag lots, Lots 20 and 21, are proposed. They will share a joint flag strip access to NE 12th Place. These lots meet the flag lot standards, as discussed below. Lots 27, 28, and 29 are double frontage lots that back up to N. Redwood Street, a collector level street. All of these lots will take their access from NE River Alder Street, a local street within the subdivision.

- D. *Double Frontage. Double frontage or through lots should be avoided except where essential to provide separation of residential development from traffic arteries or to overcome specific disadvantages of topography and orientation.*

Applicant Response: The only double frontage lots proposed are Lots 27, 28, and 29, which abut N. Redwood Street. The double frontage is proposed in order to avoid having direct driveway access onto N. Redwood Street, which is a collector street.

E. Lot Side Lines. The side lines of lots shall run at right angles to the street upon which the lots face, or on curved streets they shall be radial to the curve, unless there is some recognizable advantage to a different design.

Applicant Response: To the maximum extent practicable, the lots in this subdivision are designed with side lines at right angles to the streets onto which they front.

F. Resubdivision. In subdividing tracts into large lots which at some future time are likely to be resubdivided, the location of lot lines and other details of the layout shall be such that resubdivision may readily take place without violating the requirements of these regulations and without interfering with the orderly development of streets. Restriction of building locations in relationship to future street rights-of-way shall be made a matter of record if the commission considers it necessary.

Applicant Response: No lots are proposed that are capable of being re-subdivided.

G. Building Lines. If special building setback lines are to be established in the subdivision plat, they shall be shown on the subdivision plat or included in the deed restrictions. This includes lots where common wall construction is to be permitted between two single-family dwellings.

Applicant Response: No special building setback lines are proposed.

H. Potentially Hazardous Lots or Parcels. The commission shall utilize its prerogative to modify or deny a tentative plat or partition map where it is found that a proposed lot or parcel is potentially hazardous due to flooding or soil instability.

Applicant Response: No potentially hazardous lots are proposed.

I. Flag Lots or Panhandle-shaped Lots. The commission may allow the creation of flag lots provided that the following standards are met:

- 1. Not more than one flag lot shall be created to the rear of any conventional lot and having frontage on the same street unless it is found that access will be adequate and that multiple flag lots are the only reasonable method to allow for development of the site. Every flag lot shall have access to a public street.*

Applicant Response: Lots 20 is to the rear of Lot 19, while Lot 21 is to the rear of Lot 22. This standard is met.

- 2. The access strip is to be a minimum of twenty feet in width and shall be paved for its full width from its connection with the public street to the main body of the lot. Except, however, that the width requirement may be reduced to twelve feet, for accessing a single flag lot, where the total length of the access strip does not exceed one hundred feet. Access strips not less than ten feet in width may be permitted where two such drives abut*

and are provided with reciprocal easements for use. For drives accessing more than two flag lots, the access strip shall be a minimum of twenty feet with reciprocal access and maintenance agreements for all lots.

Applicant Response: The total width of the shared access strip serving Lots 20 and 21 is 20 feet. This standard is met.

3. *For residential flag lots, a minimum building setback of five feet from the access strip shall be maintained where such buildings exist prior to the creation of the flag lot.*

Applicant Response: There are no existing buildings abutting the proposed flag lots.

4. *Design and locations of buildings on flag lots shall be such that normal traffic will have sufficient area to turn around, rather than necessitating backing motions down the access strip. The commission may establish special setback requirements at the time of approving the creation of flag lots.*

Applicant Response: The driveway design for the two homes on these flag lots will provide for a turn-around area. This will be demonstrated at the time of building permit.

5. *Flag lots shall not be permitted when the result would be to increase the number of properties requiring direct and individual access connections to the State Highway System or other arterials.*

Applicant Response: The subject property does not abut a State Highway or other arterial.

6. *The area of a panhandle shaped or flag lot shall be considered to be the rear or buildable portion of the lot and shall not include the driveway or access strip.*

Applicant Response: As shown on the site plan, the area of Lots 20 and 21, exclusive of the access strip, exceeds the minimum lot area standard.

7. *For the purposes of defining setbacks, flag lots shall have three side yards and one rear yard. The rear yard may be placed on any side of the main dwelling.*

Applicant Response: Proposed homes on the flag lots will comply with the modified setbacks of this subsection. This will be demonstrated at the time of building permit application.

- J. *Designation of Lots as 'Infill Home' Sites. The Planning Commission may require that homes built on one or more lots adjacent to existing development be subject to any or all of the requirements of 16.21.050 - Infill Homes. Furthermore, for subdivisions where the parent parcel(s) is less than two acres in size, the Planning Commission may require that all homes built on lots in the subdivision be subject to any or all of the requirements of 16.21.050. These requirements are to be shown on the subdivision plat or included in the deed restrictions. (Ord. 740 section 10.3.05(F) and 10.4.40(C)(4), 1984; Ord. 890 section 54, 1993; Ord. 1043 section 3, 2000; Ord. 1107, 2002; Ord. 1111 section 6, 2003; Ord. 1338, 2010)*

Applicant Response: Not applicable. The lots are not infill home sites.

16.64.050 Parks and recreation.

Subdivisions shall meet the requirements for park, open space and recreation as specified in Division VI.

Applicant Response: The proposed development does not include park or open space. This area was not designated for such open space on the NRDCP. All homes will contribute to park needs through payment of the park SDCs at the time of building permit application.

COMPLIANCE WITH COMPREHENSIVE PLAN

The City of Canby Comprehensive Plan Map designates the subject property Low Density Residential. This plan designation is implemented by the R1 zoning district that is applied to the property. The proposed site plan has been designed at a density consistent with this designation and the proposed land use, single-family residential, is a use permitted in this designation.

CITIZEN INVOLVEMENT ELEMENT



Applicant Response: The proposed project will be reviewed in a manner that is consistent with the Citizen Involvement Element of the Comprehensive Plan. A neighborhood meeting was held in accordance with City standards prior to the submittal of the subdivision application. This meeting allowed the applicant to present the proposed development and to answer questions and take citizen comments that were used in formulating the final application. The City of Canby will provide public notice prior to the public hearing before the Planning Commission. Citizens will be allowed to present testimony regarding the proposal prior to the Planning Commission making a decision on the application.

URBAN GROWTH ELEMENT

Applicant Response: The subject property is within the Urban Growth Boundary and has been annexed to the City of Canby. Development of the property, therefore, is consistent with the Urban Growth Element.

LAND USE ELEMENT

POLICY NO. 1: CANBY SHALL GUIDE THE COURSE OF GROWTH AND DEVELOPMENT SO AS TO SEPARATE CONFLICTING OR INCOMPATIBLE USES WHILE GROUPING COMPATIBLE USES.

Applicant Response: The City has designated the subject property for Medium Density Residential Development. Further, the City has undertaken a detailed analysis of the area in which the subject property is located through the development of the North Redwood Development Concept Plan. The proposed development is consistent with the land use designation and with the policies that the City has adopted to guide development in this area of the city.

POLICY NO. 2: CANBY SHALL ENCOURAGE A GENERAL INCREASE IN THE INTENSITY AND DENSITY OF PERMITTED DEVELOPMENT AS A MEANS OF MINIMIZING URBAN SPRAWL.

Applicant Response: The proposed density of development is consistent with the Medium Density Residential/R-1.5 standards and with the North Redwood Development Concept Plan. The proposed plan for this subdivision is consistent with these provisions of the City code.

POLICY NO. 3: CANBY SHALL DISCOURAGE ANY DEVELOPMENT WHICH WILL RESULT IN OVERBURDENING ANY OF THE COMMUNITY'S PUBLIC FACILITIES OR SERVICES.

Applicant Response: The subject property is served with all required public facilities and services need for the proposed development. Sanitary sewer is available in N. Redwood Street, as is public water service. Storm water will be detained and treated in accordance with City standards. Police and fire protection are provided by the City of Canby.

POLICY NO. 4: CANBY SHALL LIMIT DEVELOPMENT IN AREAS IDENTIFIED AS HAVING AN UNACCEPTABLE LEVEL OF RISK BECAUSE OF NATURAL HAZARDS.

Applicant Response: No wetlands or other natural hazard areas are present on the subject property.

POLICY NO. 5: CANBY SHALL UTILIZE THE LAND USE MAP AS THE BASIS OF ZONING AND OTHER PLANNING OR PUBLIC FACILITY DECISIONS.

Applicant Response: The City has implemented the Medium Density Residential designation of the subject property on the Comprehensive Plan Map through the adoption of R1.5 zoning.

POLICY NO. 6: CANBY SHALL RECOGNIZE THE UNIQUE CHARACTER OF CERTAIN AREAS AND WILL UTILIZE THE FOLLOWING SPECIAL REQUIREMENTS, IN CONJUNCTION WITH THE REQUIREMENTS OF THE LAND DEVELOPMENT AND PLANNING ORDINANCE, IN GUIDING THE USE AND DEVELOPMENT OF THESE UNIQUE AREAS.

Applicant Response: The subject property is not identified on the Areas of Special Concern Map in this section of the Comprehensive Plan.

ENVIRONMENTAL CONCERNS ELEMENT

POLICY NO. 1-R-A: CANBY SHALL DIRECT URBAN GROWTH SUCH THAT VIABLE AGRICULTURAL USES WITHIN THE URBAN GROWTH BOUNDARY CAN CONTINUE AS LONG AS IT IS ECONOMICALLY FEASIBLE FOR THEM TO DO SO.

Applicant Response: The subject property is not in farm use and does not appear to have been used for such purpose in the recent past. Much of the site is wooded.

POLICY NO. 1-R-B: CANBY SHALL ENCOURAGE THE URBANIZATION OF THE LEAST PRODUCTIVE AGRICULTURAL AREA WITHIN THE URBAN GROWTH BOUNDARY AS A FIRST PRIORITY.

Applicant Response: As noted above, the subject property is not productive farm land. Urbanization does not conflict with this policy.

POLICY NO. 2-R: CANBY SHALL MAINTAIN AND PROTECT SURFACE WATER AND GROUNDWATER RESOURCES.

Applicant Response: There are no wetlands or streams on the subject property. The use of infiltration systems for roof drains will aid in maintaining groundwater resources in this area.

POLICY NO. 3-R: CANBY SHALL REQUIRE THAT ALL EXISTING AND FUTURE DEVELOPMENT ACTIVITIES MEET THE PRESCRIBED STANDARDS FOR AIR, WATER, AND LAND POLLUTION.

Applicant Response: The proposed development will comply with all applicable standards relating to air, water and land pollution.

POLICY NO. 4-R: CANBY SHALL SEEK TO MITIGATE, WHEREVER POSSIBLE, NOISE POLLUTION GENERATED FROM NEW PROPOSALS OR EXISTING ACTIVITIES.

Applicant Response: Not applicable. There are no significant noise pollution impacts associated with residential development.

POLICY NO. 5-R: CANBY SHALL SUPPORT LOCAL SAND AND GRAVEL OPERATIONS AND WILL COOPERATE WITH COUNTY AND STATE AGENCIES IN THE REVIEW OF AGGREGATE REMOVAL APPLICATIONS.

Applicant Response: Not applicable. The site plan does not include proposals for sand or gravel operations.

POLICY NO. 6-R: CANBY SHALL PRESERVE AND, WHERE POSSIBLE, ENCOURAGE RESTORATION OF HISTORIC SITES AND BUILDINGS.

Applicant Response: Not applicable. No identified historic resources are present on this site.

POLICY NO. 7-R: CANBY SHALL SEEK TO IMPROVE THE OVERALL SCENIC AND AESTHETIC QUALITIES OF THE CITY.

Applicant Response: The NRDCP preserves the Willow Creek drainageway to the east of this site as open space/park land. This will aid in providing a scenic and aesthetic resource area to the city.

POLICY NO. 8-R: CANBY SHALL SEEK TO PRESERVE AND MAINTAIN OPEN SPACE WHERE APPROPRIATE AND WHERE COMPATIBLE WITH OTHER LAND USES.

Applicant Response: There are no open space areas designated on this site in the NRDCP, but the Willow Creek drainageway is being maintained through park dedication in Redwood Landing 1.

POLICY NO. 9-R: CANBY SHALL ATTEMPT TO MINIMIZE THE ADVERSE IMPACTS OF NEW DEVELOPMENTS ON FISH AND WILDLIFE HABITATS.

Applicant Response: The proposed storm sewer system will provide for treatment of storm water. This will minimize the potential for pollutants to enter water resource areas.

POLICY NO. 10-R: CANBY SHALL ATTEMPT TO MINIMIZE THE ADVERSE IMPACTS OF NEW DEVELOPMENTS ON WETLANDS.

Applicant Response: There are no wetland areas on the subject site.

POLICY NO. 1-H: CANBY SHALL RESTRICT URBANIZATION IN AREAS OF IDENTIFIED STEEP SLOPES.

Applicant Response: There are no areas of steep slope on the subject property.

POLICY NO. 2-H: CANBY SHALL CONTINUE TO PARTICIPATE IN AND SHALL ACTIVELY SUPPORT THE FEDERAL FLOOD INSURANCE PROGRAM.

? Applicant Response: No wetlands are identified on the subject property.

TRANSPORTATION ELEMENT

POLICY NO. 1: CANBY SHALL PROVIDE THE NECESSARY IMPROVEMENT TO CITY STREETS, AND WILL ENCOURAGE THE COUNTY TO MAKE THE SAME COMMITMENT TO LOCAL COUNTY ROADS, IN AN EFFORT TO KEEP PACE WITH GROWTH.

Applicant Response: The development of this property will provide for street frontage improvements along N. Redwood Street by the project developer. The project will also contribute funds to the City's transportation improvement projects through SDCs paid with each building permit.

POLICY NO. 2: CANBY SHALL WORK COOPERATIVELY WITH DEVELOPERS TO ASSURE THAT NEW STREETS ARE CONSTRUCTED IN A TIMELY FASHION TO MEET THE CITY'S GROWTH NEEDS.

Applicant Response: All streets proposed in this subdivision will be improved or bonded prior to recording of the final plat for the subdivision.

POLICY NO. 3: CANBY SHALL ATTEMPT TO IMPROVE ITS PROBLEM INTERSECTIONS, IN KEEPING WITH ITS POLICIES FOR UPGRADING OR NEW CONSTRUCTION OF ROADS.

Applicant Response: A traffic study for the proposed development was conducted by the City's traffic engineering consultants, DKS Associates. The study analyzed the intersections of N. Redwood Street with Territorial and with Hwy. 99E. The study found that those intersections will continue to operate within accepted design parameters and that no improvements to the intersections are required.

POLICY NO. 4: CANBY SHALL WORK TO PROVIDE AN ADEQUATE SIDEWALK AND PEDESTRIAN PATHWAY SYSTEM TO SERVE ALL RESIDENTS.

Applicant Response: Sidewalks will be provided along all streets within the proposed development.

POLICY NO. 6: CANBY SHALL CONTINUE IN ITS EFFORTS TO ASSURE THAT ALL NEW DEVELOPMENTS PROVIDE ADEQUATE ACCESS FOR EMERGENCY RESPONSE VEHICLES AND FOR THE SAFETY AND CONVENIENCE OF THE GENERAL PUBLIC.

Applicant Response: The proposed street system will be developed to City standards. It provides for a direct connection to N. Redwood Street. In the future, N. Sycamore Street will be connected to the north and south to provide a looped circulation system which will facilitate emergency response vehicles.

POLICY NO. 7: CANBY SHALL PROVIDE APPROPRIATE FACILITIES FOR BICYCLES AND, IF FOUND TO BE NEEDED, FOR OTHER SLOW MOVING ENERGY EFFICIENT VEHICLES.

Applicant Response: The local street system will provide for bicycle traffic.

PUBLIC FACILITIES AND SERVICES ELEMENT

GOAL 1: TO ASSURE THE ADEQUATE PROVISION OF WATER SERVICES TO MEET THE NEEDS OF THE RESIDENTS AND PROPERTY OWNERS OF CANBY.

Applicant Response: According to information provided at the pre-application conference, adequate public water service is available in N. Redwood Street to service the proposed development. The project will tap into this water main and new water lines will be extended to all lots within the subdivision. Please refer to the preliminary utility plan.

GOAL 2: TO ASSURE THE ADEQUATE PROVISION OF WASTE WATER SERVICES TO MEET THE NEEDS OF THE RESIDENTS AND PROPERTY OWNERS OF CANBY.

Applicant Response: Sanitary sewer service is available in N. Redwood Street. Sewer lines will be extended into the proposed subdivision to provide sewer service to all lots. Please refer to the preliminary utility plan.

GOAL 3: TO ASSURE THE ADEQUATE PROVISION OF STORM DRAINAGE SERVICES TO MEET THE NEEDS OF THE RESIDENTS AND PROPERTY OWNERS OF CANBY.

Applicant Response: Storm water will be accommodated by collecting drainage from street areas, treating the water, and releasing it to either the existing storm sewer in N. Redwood Street or to Willow Creek, as shown on the preliminary utility plan. Storm water from roofs will be handled with on-site infiltration.

GOAL 4: TO ASSURE THE ADEQUATE PROVISION OF TRANSPORTATION SERVICES TO MEET THE NEEDS OF RESIDENTS AND PROPERTY OWNERS OF CANBY.

Applicant Response: As discussed above, the traffic study completed for this project demonstrates that the existing transportation system is adequate to handle traffic generated by the proposed subdivision.

GOAL 5: TO ASSURE THE ADEQUATE PROVISION OF PARKS AND RECREATION SERVICES TO MEET THE NEEDS OF THE RESIDENTS AND PROPERTY OWNERS OF CANBY.

Applicant Response: The homes in this project will provide funds for park projects through SDCs payable with each building permit. The NRDCP identifies a network of park/open space along Willow Creek, but none of that area is located on the subject property.

GOAL 6: TO ASSURE THE PROVISION OF A FULL RANGE PUBLIC FACILITIES AND SERVICES TO MEET THE NEEDS OF THE RESIDENTS AND PROPERTY OWNERS OF CANBY.

Applicant Response: All necessary public facilities and services will be provided to the proposed subdivision.

ECONOMIC ELEMENT

Applicant Response: The proposed residential development will provide short term jobs during development of the site and construction of homes. As a residential project, however, it is not directly relevant to the City's economic goals.

HOUSING ELEMENT

POLICY NO. 1: CANBY SHALL ADOPT AND IMPLEMENT AN URBAN GROWTH BOUNDARY WHICH WILL ADEQUATELY PROVIDE SPACE FOR NEW HOUSING STARTS TO SUPPORT AN INCREASE IN POPULATION TO A TOTAL OF 20,000 PERSONS.

Applicant Response: The subject property is within the UGB and the city limits. Development for residential purposes is consistent with helping to meet the housing need for projected population growth.

POLICY NO. 2: CANBY SHALL ENCOURAGE A GRADUAL INCREASE IN HOUSING DENSITY AS A RESPONSE TO THE INCREASE IN HOUSING COSTS AND THE NEED FOR MORE RENTAL HOUSING.

Applicant Response: The proposed density of development is consistent with the Medium Density Residential/R-1.5 designation of the property, as discussed above in this narrative.

ENERGY CONSERVATION ELEMENT

POLICY NO. 1: CANBY SHALL ENCOURAGE ENERGY CONSERVATION AND EFFICIENCY MEASURES IN CONSTRUCTION PRACTICES.

Applicant Response: The homes to be built on this site will comply with adopted building code energy conservation measures.

POLICY NO. 4: CANBY SHALL ATTEMPT TO REDUCE WASTEFUL PATTERNS OF ENERGY CONSUMPTION IN TRANSPORTATION SYSTEMS.

Applicant Response: This is achieved in residential development primarily by providing for connectivity so that there are few out-of-direction trips needed. The Redwood Landing project is designed with this in mind. Streets, as shown on the Future Streets Plan, will be interconnected and there are no cul-de-sacs.

Conclusion: The proposed application for the Redwood Landing subdivision meets the requirements of applicable development code and comprehensive plan policies. This report demonstrates that the proposal conforms to these applicable approval criteria and requests approval of this application.



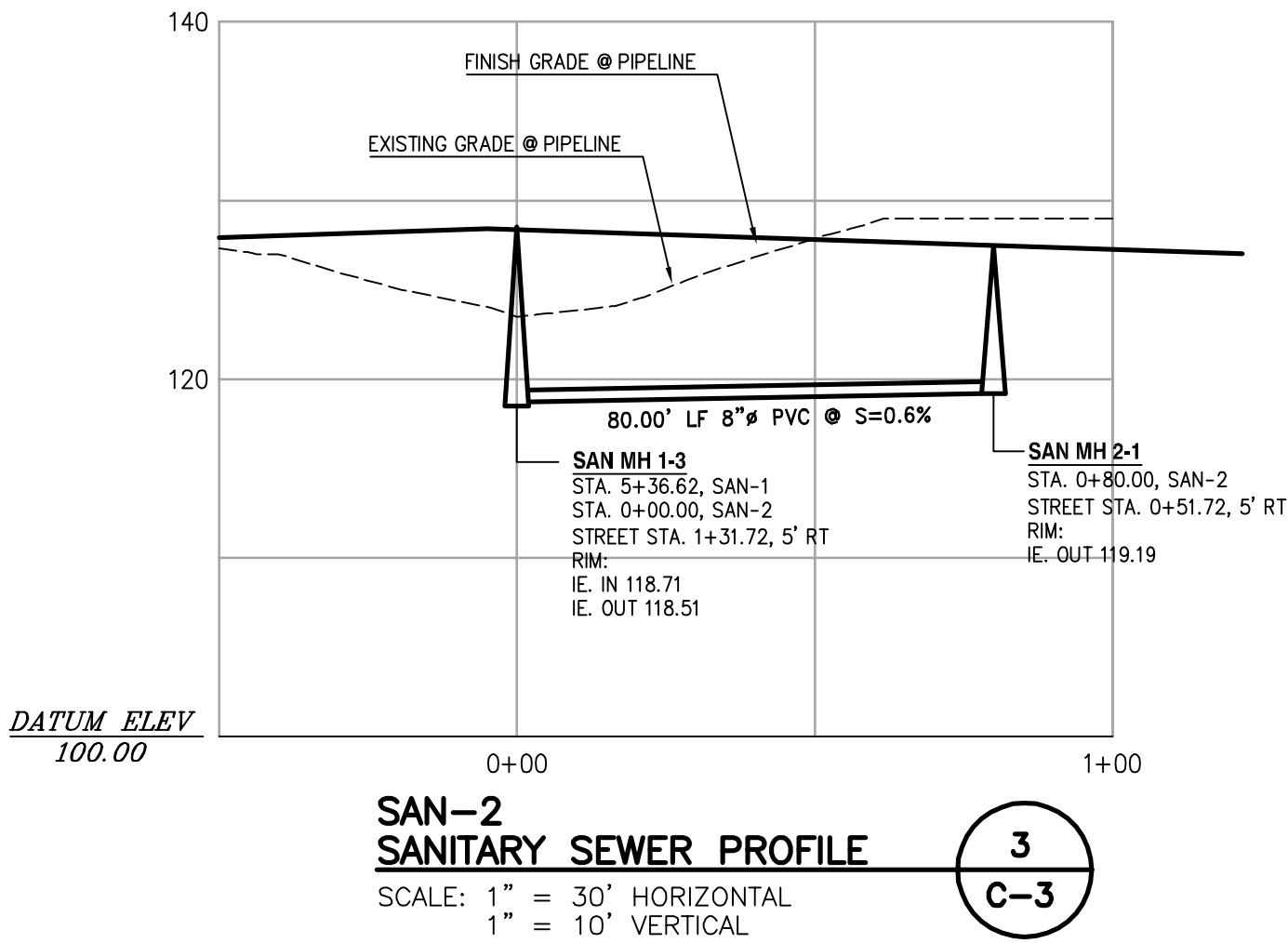
DESIGNED:	REG			
DRAWN:	REG			
SCALE:	1" = 80'			
DATE:	March 2020			
FILE:	18-ICN-104	DATE	NO.	REVISION

Richard E. Givens, Planning Consultant
 18680 Sunblaze Dr.
 Oregon City, OR 97045
 PH: (503) 479-0097

APPLICANT: Icon Construction & Development, LLC
 1980 Willamette Falls Drive, Suite 200
 West Linn, OR 97068
 PH: (503) 657-0406

Redwood Landing 2 Future Street Plan

SHEET:
1/1



2019-129V

DESIGNED:	BDG			
DRAWN:	BJS			
SCALE:	1" = 40'			
DATE:	October, 2019			
FILE:	Redwood Canby 2 Prelim3	DATE	NO.	REVISION

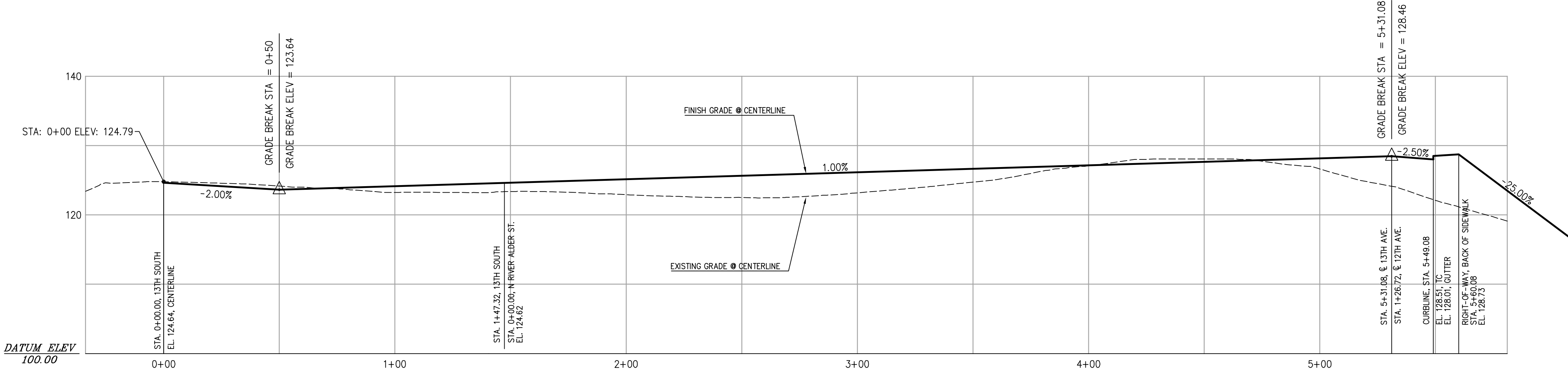
Theta, llc
ENGINEERING - SURVEYING - PLANNING
 PO Box 1345
 Lake Oswego, Oregon 97035
 503/481-8822
 email: thetaeng@comcast.net

Icon Construction & Development LLC
1980 Willamette Falls Drive, Suite 200
West Linn, Oregon 97068
Phone: 503-657-0406

PRELIMINARY SNITARY SEWER PROFILES

Redwood Landing Subdivision 2
1268 Redwood Street
Canby, Oregon
31E34B00400

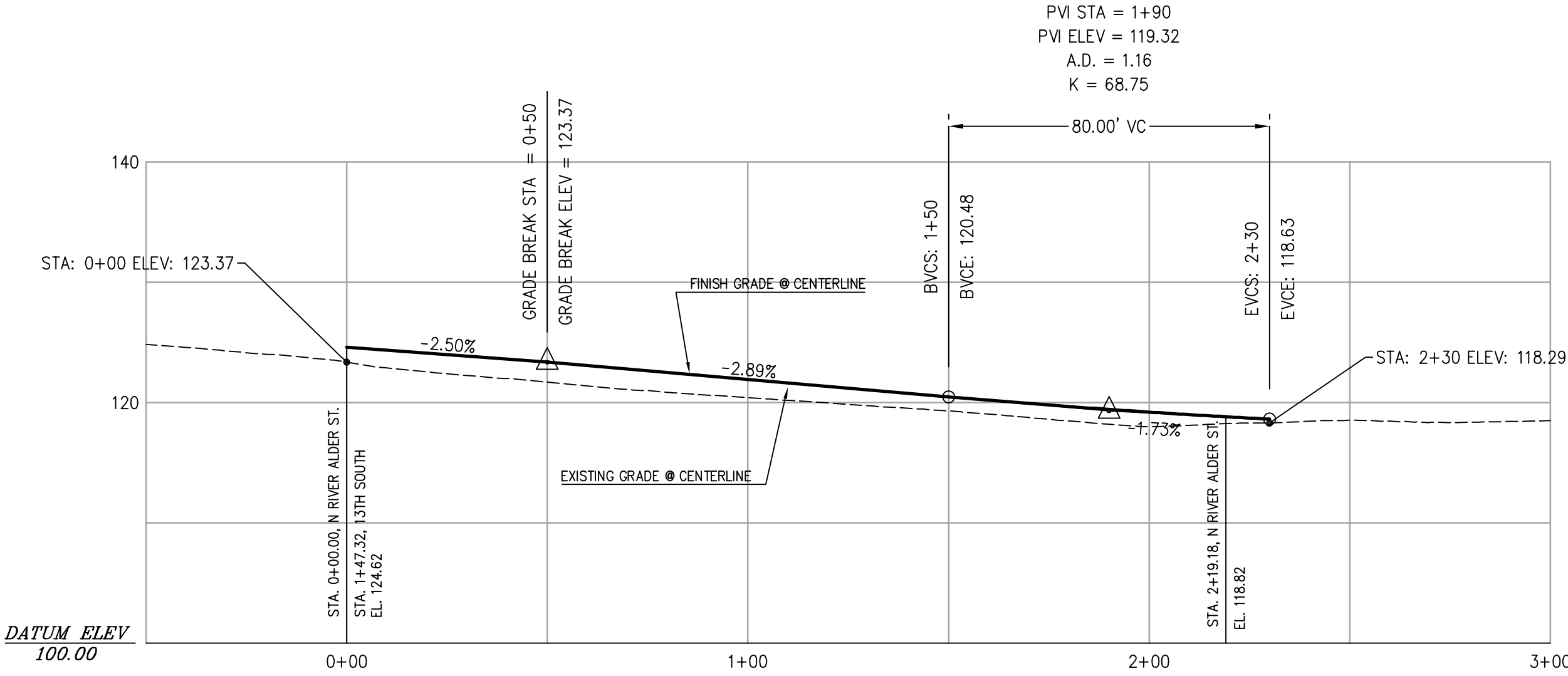
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**N.E. 13TH SOUTH
CENTERLINE PROFILE**

SCALE: 1" = 30' HORIZONTAL
1" = 10' VERTICAL

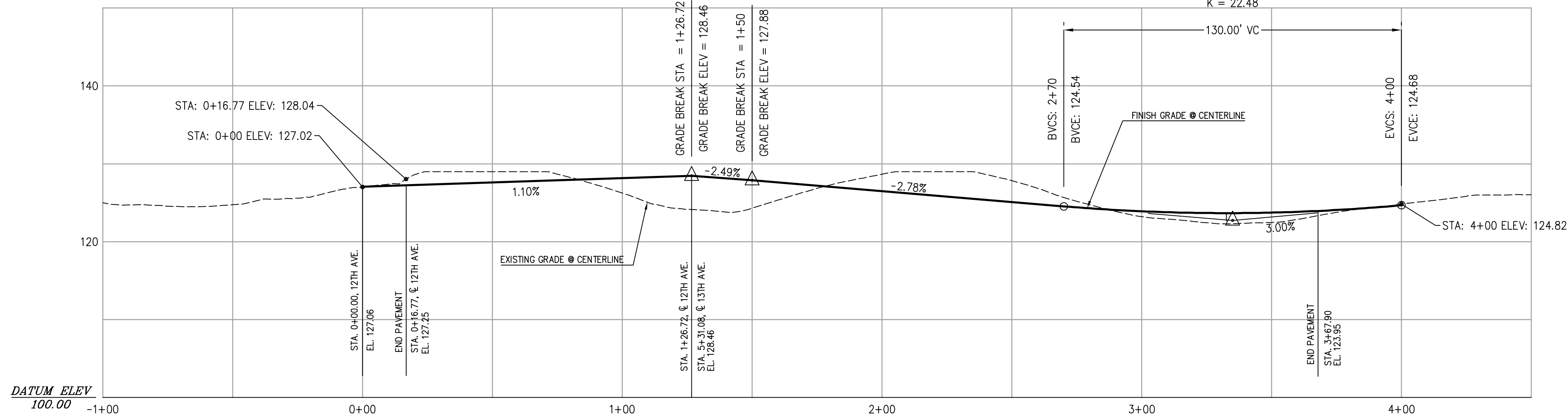
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C-2



**N. RIVER ALDER STREET
CENTERLINE PROFILE**

SCALE: 1" = 30' HORIZONTAL
1" = 10' VERTICAL

2
C-2



**N.E. 12TH AVENUE
CENTERLINE PROFILE**

SCALE: 1" = 30' HORIZONTAL
1" = 10' VERTICAL

3
C-2

2019-129V

DESIGNED: BDG			
DRAWN: BJS			
SCALE: 1" = 40'			
DATE: October, 2019			
FILE: Redwood Canby 2 Prelim3	DATE	NO.	REVISION

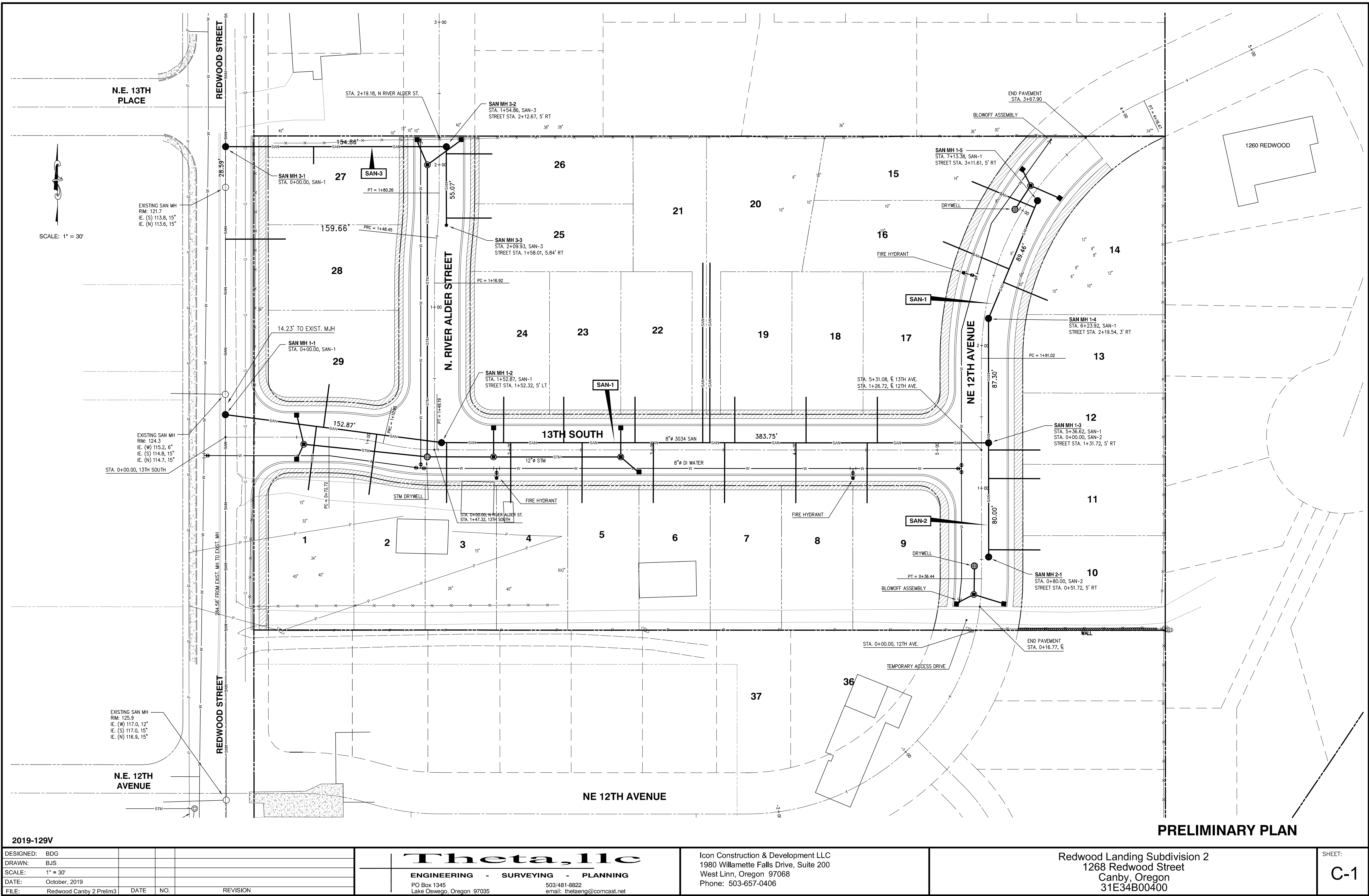
Theta, llc
ENGINEERING - SURVEYING - PLANNING
PO Box 1345
Lake Oswego, Oregon 97035
503/481-8822
email: thetaeng@comcast.net

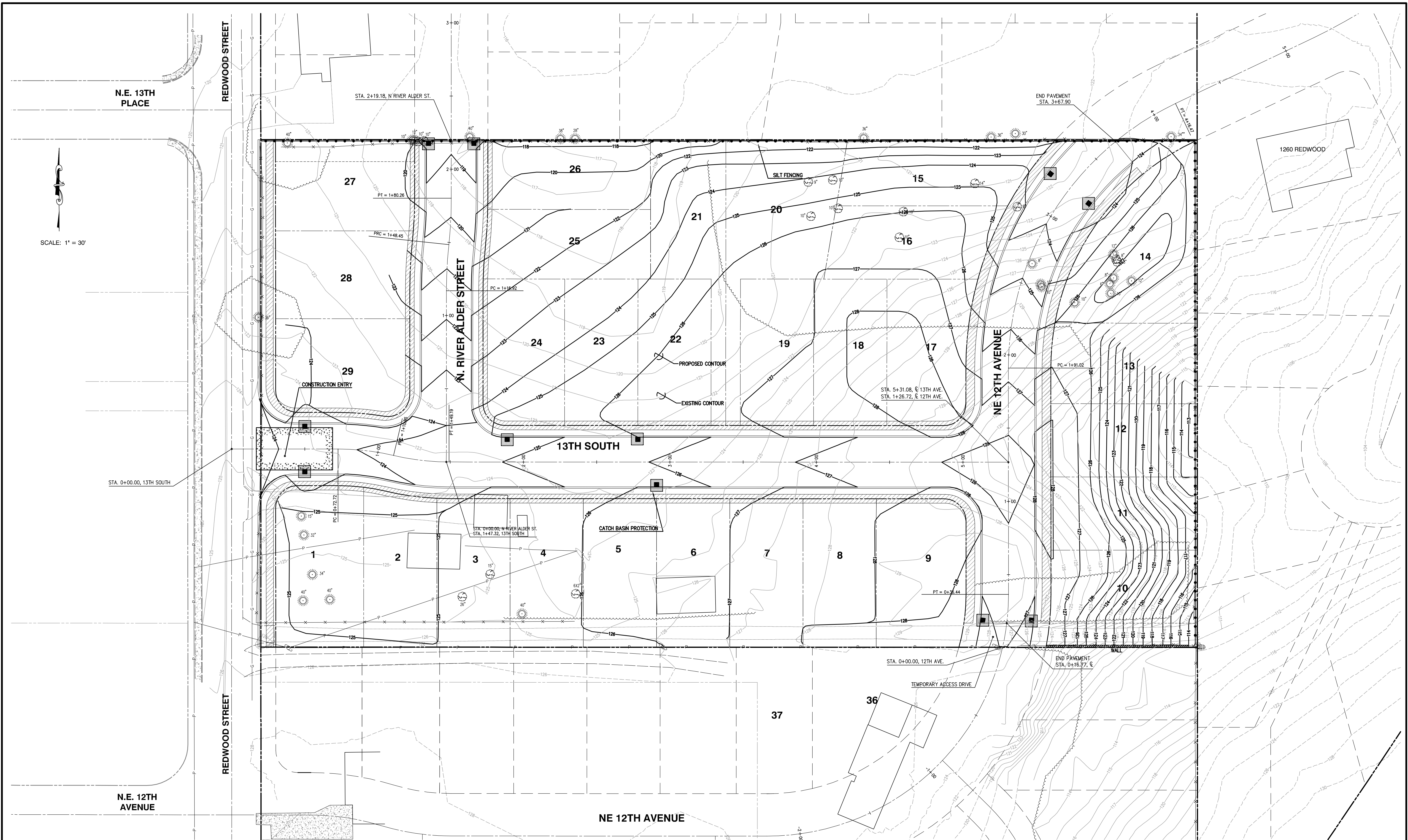
Icon Construction & Development LLC
1980 Willamette Falls Drive, Suite 200
West Linn, Oregon 97068
Phone: 503-657-0406

Redwood Landing Subdivision 2
1268 Redwood Street
Canby, Oregon
31E34B00400

SHEET:

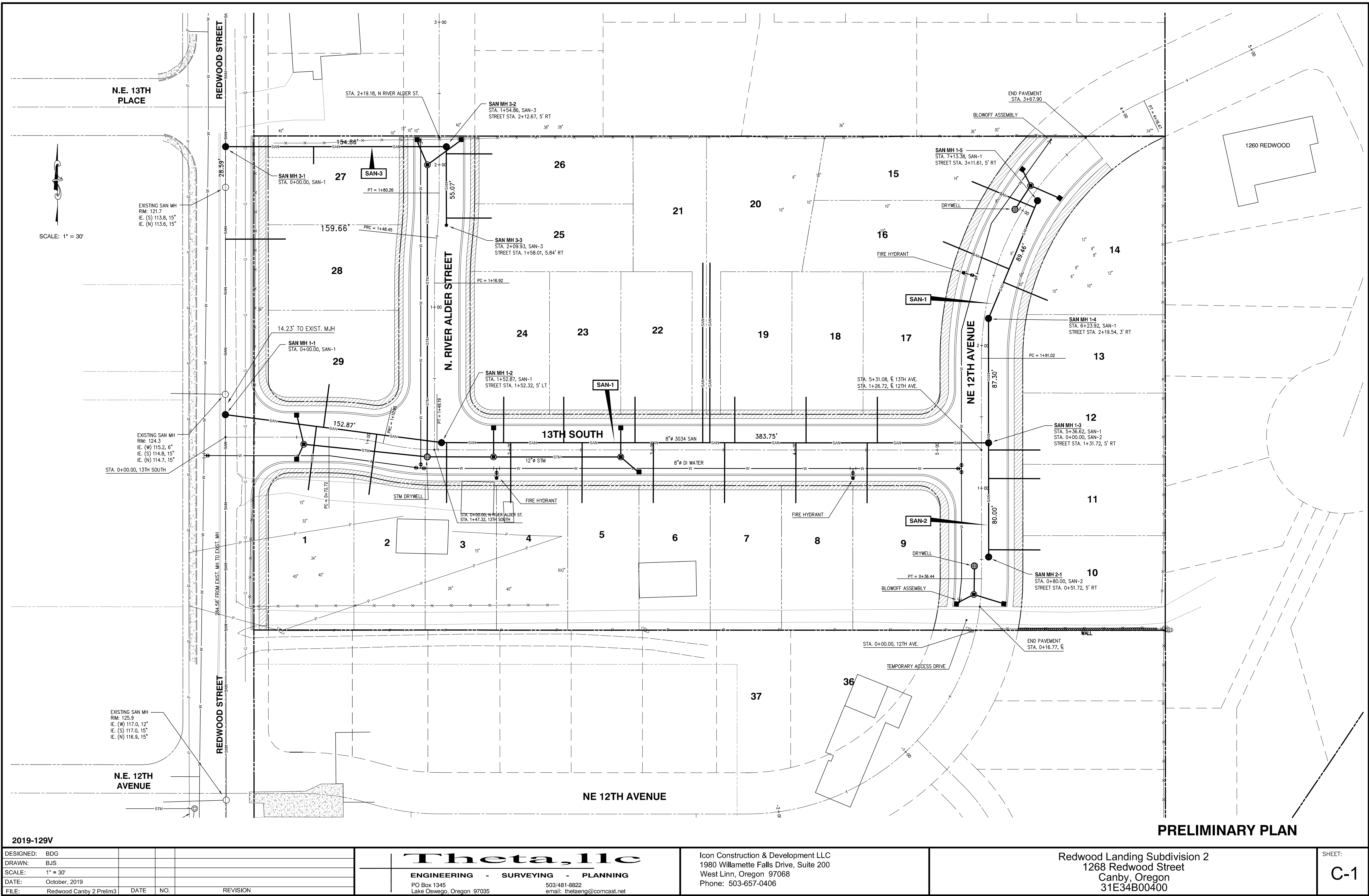
C-2





PRELIMINARY GRADING AND EROSION CONTROL PLAN

2019-129V											
DESIGNED: BDG				<div>Theta, llc</div> <div>ENGINEERING - SURVEYING - PLANNING</div> <div>PO Box 1345 Lake Oswego, Oregon 97035</div> <div>503/481-8822 email: thetaeng@comcast.net</div>	<div>Icon Construction & Development LLC</div> <div>1980 Willamette Falls Drive, Suite 200</div> <div>West Linn, Oregon 97068</div> <div>Phone: 503-657-0406</div>				<div>Redwood Landing Subdivision 2</div> <div>1268 Redwood Street</div> <div>Canby, Oregon</div> <div>31E34B00400</div>		SHEET: <div>C-4</div>
DRAWN: BJS											
SCALE: 1" = 30'											
DATE: October, 2019	05/07/2020	1	UPDATE GRADING								
FILE: Redwood Canby 2 Prelim3	DATE	NO.	REVISION								



RE: N. Redwood Design Modification



Gish, Jonny <JGish@clackamas.us>

5:09 AM

To: Rick Givens Cc: Darren Gusdorf; Kent, Ken; Curran, Sally; Bryan Brown

Hi Rick,

Sorry for the delay. Your Design Modification has been approved. Please include this email with your land Use application to we can reference the approval in the comments and conditions.

Thanks for your patience.

Jonny Gish | Engineering Tech 4

Clackamas County Department of Transportation and Development

150 Beavercreek Rd

Oregon City, OR 97045

Office Hours: M-TH 6am-4:30pm

Cell: 503-804-8271 | Jgish@clackamas.us

From: Rick Givens [<mailto:rickgivens@gmail.com>]

Sent: Friday, March 13, 2020 2:41 PM

To: Gish, Jonny <JGish@clackamas.us>

Cc: Darren Gusdorf <darren@iconconstruction.net>

Subject: Re: N. Redwood Design Modification

Hi Jonny,

I don't believe that I received a response on this request for a Design Modification. Have you had a chance to review it yet? We're getting ready to submit the application to the City of Canby and I'd like to be able to include the County's decision with the application.

Thanks,

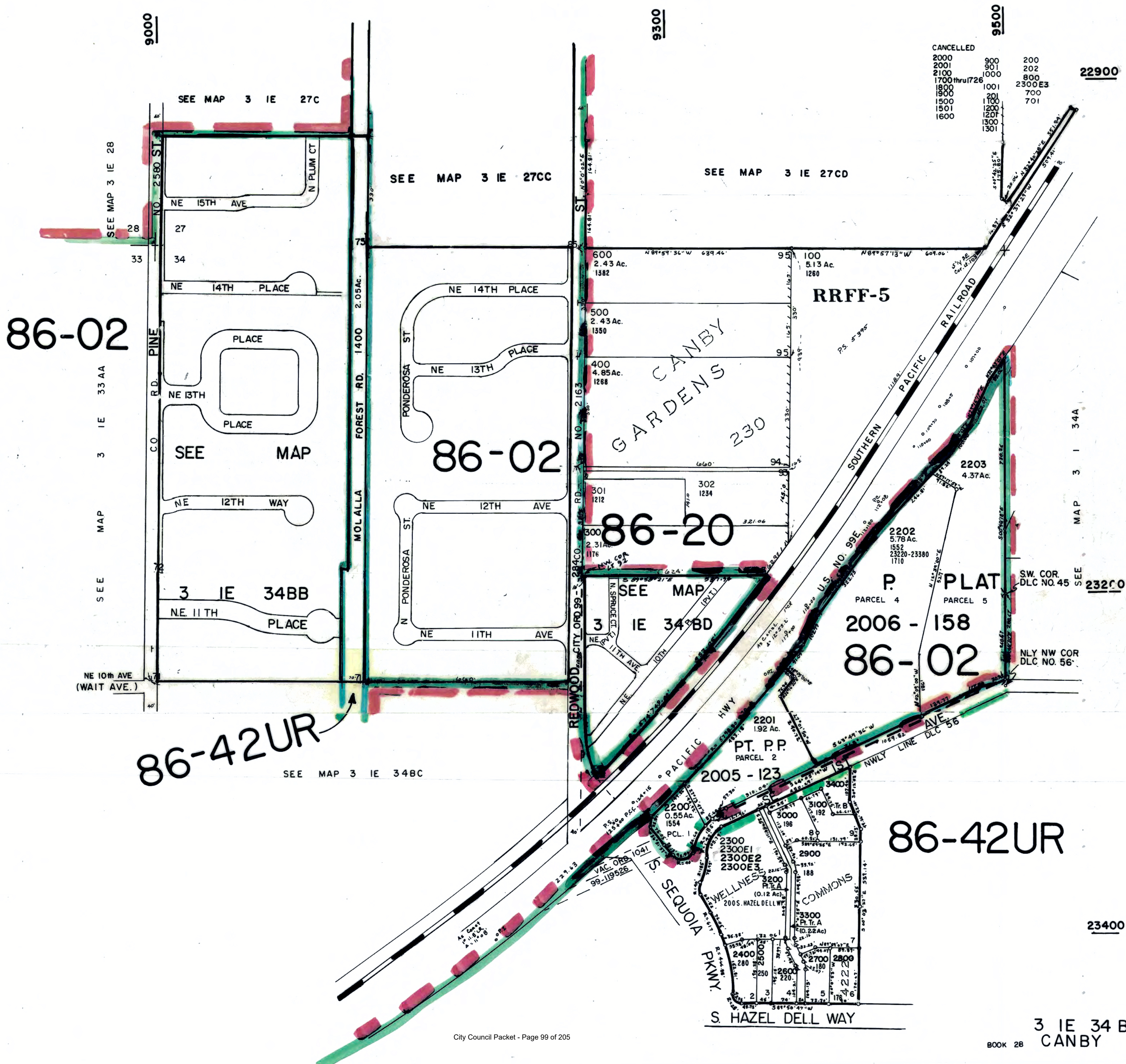
Rick

On Mon, Feb 3, 2020 at 10:52 AM Rick Givens <rickgivens@gmail.com> wrote:

City Council Packet - Page 97 of 205

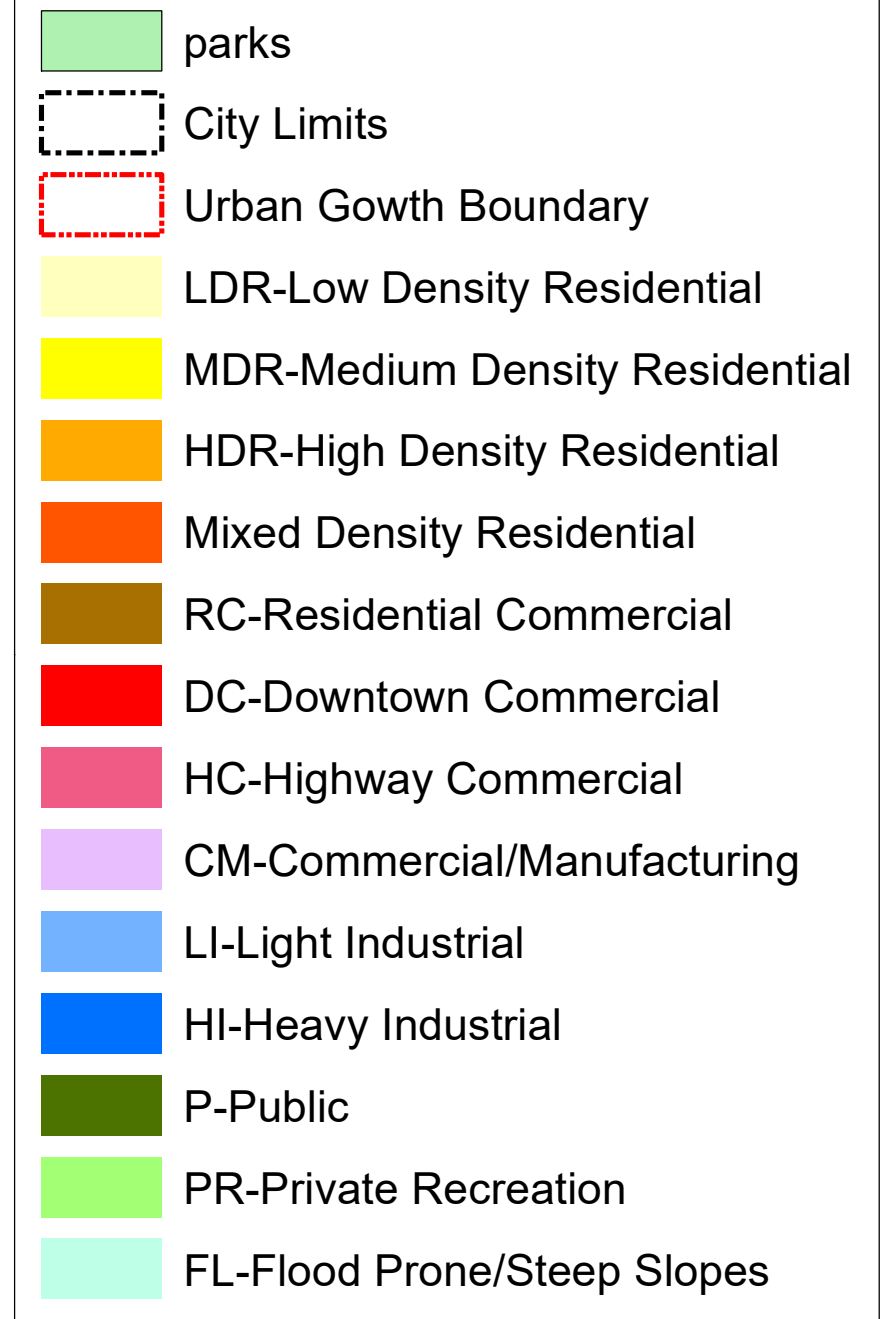
Hi Jonny,





City of Canby

Comprehensive Plan Map



0 0.275 0.55 1.1 Miles

September 2019

The information depicted on this map is for general reference only. The City of Canby cannot accept any responsibility for errors, omissions, or positional accuracy. However, notification of errors would be appreciated.



REDWOOD STREET

CENTER LINE

LOT 94

TAX LOT 400
(MAP 3 1E 34B)

DOCUMENT NO.
2009-078362

POINT OF
BEGINNING

S.E. CORNER
LOT 94, "CANBY
GARDENS"

TAX LOT
100
(3 1E 34B)
DOCUMENT NO.
83-4055

16.5' ANNEXATION
10,878 S.F.

PART OF
TAX LOT 100

S89°58'31"E 659.25'

N89°58'31"W 659.25'

N00°00'51"W 16.50'

S00°01'07"E 16.50'

TAX LOT 301
(MAP 3 1E 34B)

DOCUMENT NO.
2016-054290

TAX LOT 302
(MAP 3 1E 34B)

DOCUMENT NO.
2017-024893

LOT 93

CANBY GARDENS

SIGNED ON: 2-5-2020

REGISTERED
PROFESSIONAL
LAND SURVEYOR

GRAPHIC SCALE



(IN FEET)

1 INCH = 100 FT.

OREGON
NOVEMBER 30, 2007
JAMES BURTON BROWN
60379

RENEWES: DECEMBER 31, 2021

CLIENT: ICON
ORIG. DATE: 2-5-2020
DRAWN BY: MPW
SHEET No. 10F1

EXHIBIT "B"
ANNEXATION
CITY OF CANBY, CLACKAMAS COUNTY, OREGON
Scale: 1"=100'


CENTERLINE CONCEPTS
LAND SURVEYING, INC.
19376 MOLALLA AVE., SUITE 120
OREGON CITY, OREGON 97045
PHONE 503.650.0188 FAX 503.650.0189

CANBY REDWOOD LANDING 2 SUBDIVISION

TRANSPORTATION IMPACT ANALYSIS

MAY 2020

PREPARED FOR:

CITY OF CANBY

PREPARED BY DKS ASSOCIATES



EXPIRES: 12/31/20



720 SW WASHINGTON STREET, SUITE 500, PORTLAND, OR 97205 • 503.243.3500 • DKSASSOCIATES.COM

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SECTION 1. INTRODUCTION

The purpose of this transportation impact analysis is to identify potential transportation system needs triggered by the proposed Canby Redwood Landing 2 Subdivision located on N Redwood Street between OR 99E and NE Territorial Road in Canby, Oregon. The proposed site will consist of 29 single-family housing units¹ and is located within the North Redwood Development Concept Plan area. Access to the site is proposed via one driveway to N Redwood Street.

Included in the following sections is a documentation of existing transportation conditions, a summary of the assumptions and methodologies used to analyze future transportation conditions, a detail of traffic operating conditions and a summary of recommendations related to the proposed project.

PROJECT AREA

The project site is generally bounded by NE 13th Place to the north, NE 12th Avenue to the south, OR 99E to the east, and N Redwood Street to the west. The OR 99E / N Redwood Street/ Sequoia Parkway signalized intersection was evaluated as a study intersection (see Figure 1).

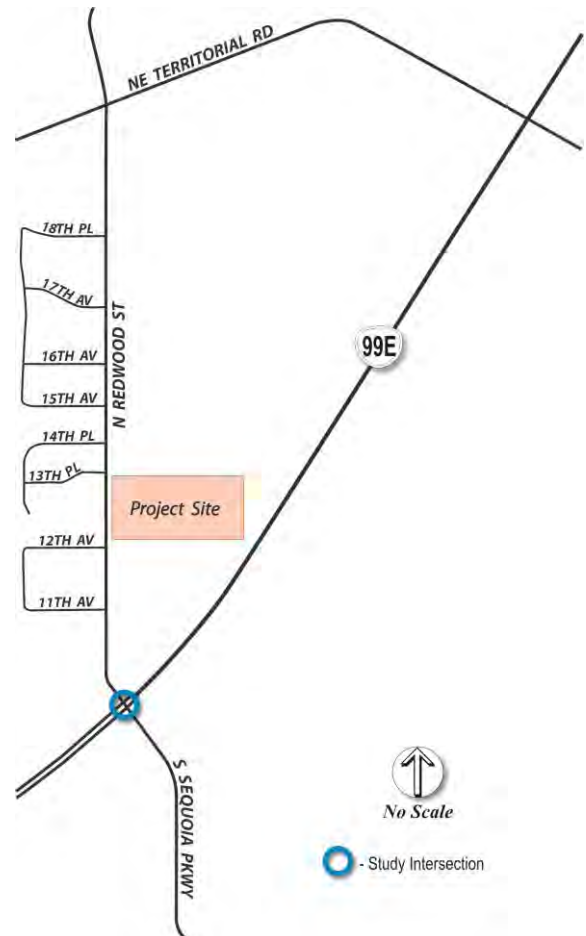


FIGURE 1: STUDY AREA

SECTION 2. EXISTING CONDITIONS

This section provides documentation of existing transportation conditions in the project area, including an inventory of the existing transportation network, and an operational analysis and safety evaluation of the study intersections. Supporting details are provided in the appendix.

PEDESTRIAN AND BICYCLE FACILITIES

An inventory of the existing pedestrian and bicycle facilities was conducted to determine the current location of sidewalks and bicycle lanes within the project area. Sidewalks are generally located along the frontages of new development on portions of N Redwood Street.

¹ Redwood Landing 2 site plan, January 2020.

There is currently a striped bike lane along N Redwood Street south of NE 11th Avenue connecting to OR 99E, however there are no other bike facilities on N Redwood Street north of this intersection.

Pedestrian and bicycle count data during the morning and evening peak periods was also collected at the study intersection². The count data indicated 7 pedestrian crossings at the intersection during the a.m. peak period (7:00 to 9:00 am) and 19 pedestrian crossings during the p.m. peak period (4:00 to 6:00 pm). Bicycle activity was minimal at the study intersection, with the count data indicating one movement during the a.m. peak period and two movements in the p.m. peak period.

TRANSIT

Transit service is provided in the vicinity of the project area by Canby Area Transit (CAT) via Route 99X to Oregon City and Woodburn. This route connects Canby to the Oregon City Transit Center where riders can transfer to several additional TriMet bus lines. The nearest bus stop to the project site is located approximately 0.20 miles to the south, near the OR 99E / Sequoia Parkway intersection.

CAT also provides general public Dial-A-Ride service for anyone traveling to or from destinations within the Canby Urban Growth Boundary (UGB). Service is provided between 8 a.m. and 6 p.m., Monday through Friday.

MOTOR VEHICLE FACILITIES

Key characteristics of N Redwood Street are summarized in Table 1. N Redwood Street provides for north-south motor vehicle movements through the study area. It is classified as a collector and maintains a continuous two-lane cross-section (i.e. one through lane in each direction) and connects OR 99E with NE Territorial Road.

TABLE 1: PROJECT AREA ROADWAY CHARACTERISTICS

ROADWAY	JURISDICTION	CLASSIFICATION*	NO. OF LANES	POSTED SPEED	SIDEWALKS	BIKE LANES
N REDWOOD STREET	County	Collector	2	25	Adjacent to new development	South of NE 11 th Avenue

* Source: Canby Transportation System Plan. Adopted December 2010.

² Based on traffic counts conducted during August 2018.

EXISTING TRAVEL CONDITIONS

To determine intersection operations, turn movement counts were obtained for the study intersection during the weekday morning peak period (7 to 9 a.m.) and evening peak period (4 to 6 p.m.). The raw traffic count data is included in the Appendix. The existing peak period traffic volumes are displayed in Figure 2.

The methodology from the ODOT Analysis Procedures Manual was applied to determine the 30th highest annual hour volume (30 HV) for the study intersection. The 30 HV is commonly used for design purposes and represents the level of congestion that is typically encountered during the peak travel month.

To determine when the 30th highest annual hour volume occurs, data is examined from Automatic Traffic Recorder (ATR) stations that record highway traffic volumes year-round. If no on-site ATR is **present, one with similar characteristics can be identified using ODOT's ATR Characteristics Table.** If these do not produce a similar ATR with average annual daily traffic volumes (AADT) within 10% of study area volumes, the seasonal trend method should be used. The seasonal trend method averages seasonal trend groupings from the ATR Characteristics Table. For the study area, no **ATR's are located on-site**, and the ATR Characteristics Table did not produce matches within 10% of the study area AADT volumes. Therefore, the seasonal trend method was utilized to develop a calculated seasonal factor of 1.01. This factor was applied to the existing count data.

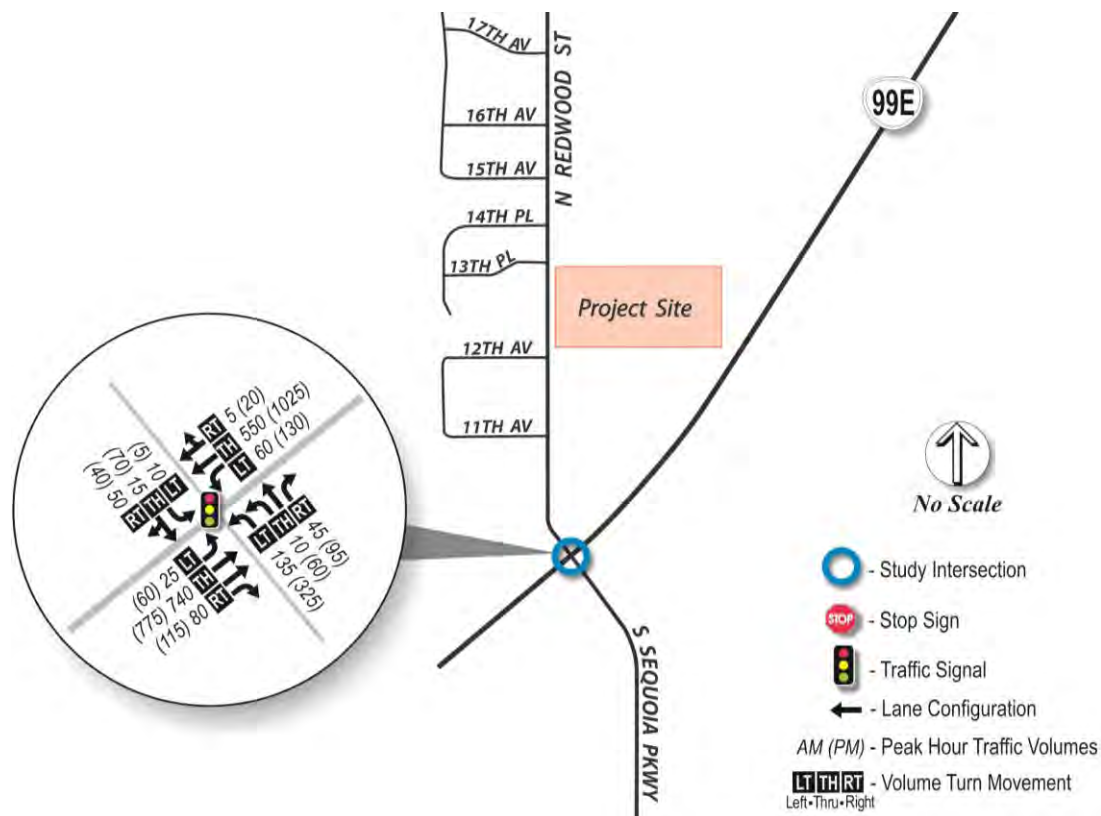


FIGURE 2: EXISTING PEAK HOUR TRAFFIC VOLUMES (30 HV)

INTERSECTION OPERATIONS

This section discusses the existing conditions for motor vehicles at the study intersection, including an analysis of traffic operations.

Intersection Performance Measures

Level of service (LOS) ratings and volume-to-capacity (v/c) ratios are two commonly used performance measures that provide a good picture of intersection operations. Agencies often incorporate these performance measures into their mobility standards. Descriptions are given below:

- Level of service (LOS): A “report card” rating (A through F) based on the average delay experienced by vehicles at the intersection. LOS A, B, and C indicate conditions where traffic moves without significant delays over periods of peak hours travel demand. LOS D and E are progressively worse operation conditions. LOS F represents conditions where average vehicle delay has become excessive and demand has exceeded capacity.
- Volume-to-capacity (v/c) ratio: A decimal representation (typically between 0.00 and 1.00) of the proportion of capacity that is being used at a turn movement, approach leg, or intersection. It is determined by dividing the peak hour traffic volume by the hourly capacity of a given intersection or movement. A lower ratio indicates smooth operations and minimal delays. As the ratio approaches 1.00, congestion increases, and performance is reduced. If the ratio is greater than 1.00, the turn movement, approach leg, or intersection is oversaturated and usually results in excessive queues and long delays.

Jurisdictional Mobility Standards

The mobility standards for intersections vary according to the agency of jurisdiction for each roadway. The study intersection is under ODOT jurisdiction. ODOT requires a volume to capacity ratio of 0.85 or less to be maintained.

Existing Operating Conditions

Motor vehicle conditions were evaluated during the peak hours at the study intersection (see Table 2) using the 2000 Highway Capacity Manual (HCM) methodology for signalized intersections. During the peak hours, the study intersection operates within the adopted mobility standard.

TABLE 2: EXISTING STUDY INTERSECTION OPERATIONS

INTERSECTION	TRAFFIC CONTROL	JURISDICTION	MOBILITY STANDARD	AM PEAK			PM PEAK		
				DELAY	LOS	V/C	DELAY	LOS	V/C
OR 99E / N REDWOOD STREET / SEQUOIA PARKWAY	Signal	ODOT	0.85 V/C	17.5	B	0.47	30.8	C	0.69

SAFETY ANALYSIS

The most recent three years of available collision data (2015 – 2017) for the study intersection was obtained from Oregon Department of Transportation (ODOT) and used to evaluate the collision history³. There were 11 crashes recorded at the study intersection over the three-year period.

A crash rate at the study intersection was calculated to identify any needed mitigations. The total number of crashes experienced at an intersection is typically proportional to the number of vehicles entering it, therefore, a crash rate describing the frequency of crashes per million entering vehicles (MEV) is used to determine if the number of crashes should be considered high. Using this technique, a collision rate of 1.0 MEV or greater is commonly used to identify when collision occurrences are higher than average and should be further evaluated. As shown in Table 3, the crash rate calculated is well below this threshold, indicating the frequency of collisions is typical for the volume of traffic served.

TABLE 3: CRASH DATA SUMMARY (2015 - 2017)

INTERSECTION	TOTAL CRASHES	CRASH TYPE			CRASH SEVERITY			COLLISION RATE
		ANGLE OR TURN	REAR END	FIXED OBJECT	PDO*	MINOR INJURY	MAJOR INJURY	
OR 99E / N REDWOOD STREET / SEQUOIA PARKWAY	11	5	5	1	3	8	0	0.40

*PDO = Property Damage Only

SECTION 3. ASSUMPTIONS AND METHODOLOGIES

This section outlines key assumptions and methodologies that were used to analyze future conditions and identify any potential impacts at the study intersection. Areas of interest covered in this section are trip generation, trip distribution and background traffic growth.

PROJECT DESCRIPTION

The proposed site will consist of 29 single-family housing units and is located on the east side of N Redwood Street, between OR 99E and NE Territorial Road. The site plan can be seen in Figure 3.

³ ODOT reported collisions for January 1, 2015 through December 31, 2017.



FIGURE 3: SITE PLAN

SITE ACCESS

Access to the site is proposed via one local street connection to N Redwood Street. N Redwood Street is classified as collector roadway in the TSP and is under Clackamas County jurisdiction. According to the Clackamas County roadway standards, the minimum spacing between accesses on a collector is 150 feet⁴. The proposed local street connection to N Redwood Street would be approximately 240 feet north and south of the nearest roadways, complying with the spacing standard for a collector roadway.

SIGHT DISTANCE REVIEW

The sight triangle at intersections should be clear of objects (large signs, landscaping, parked cars, etc.) that could potentially limit vehicle sight distance. In addition, all proposed accesses should

⁴ Clackamas County Roadway Standards 220.5. Retrieved May 2020.

meet AASHTO sight distance requirements as measured from 15 feet back from the edge of pavement⁵.

The proposed access to N Redwood Street would require a minimum of 335-feet of sight distance based on an assumed 30-mph design speed. Preliminary sight distance evaluation from the access indicate that the proposed connection would be expected to provide sight distance of at least 650-feet looking to the south and at least 600-feet of sight distance looking to the north.

Prior to occupancy, sight distance will need to be verified, documented, and stamped by a registered professional Civil or Traffic Engineer licensed in the State of Oregon.

INTERNAL SIGHT CIRCULATION

The proposed site plan (shown earlier in Figure 3) shows one local street connection to N Redwood Street. This access road is proposed to run east-to-west and connect to two new north-south oriented local streets. These roadways will provide motor vehicle access to individual lots. The proposed roadways will provide adequate circulation to the surrounding existing roadway network, and internally within the site.

The proposed site will also provide frontage improvements along N Redwood Street. This will include a sidewalk and a bike lane on N Redwood Street. Internal streets will include sidewalks on both sides and will provide a sidewalk connection to N Redwood Street. Bicyclists will share the roadways with motor vehicles along the internal local streets. The proposed internal pedestrian and bicycle facilities are consistent with the City of Canby local street standard and are adequate for the site.

NORTH REDWOOD DEVELOPMENT CONCEPT PLAN CONSISTENCY

The proposed Redwood Landing 2 Subdivision is within the North Redwood Development Concept Plan area and was evaluated for consistency with the plan. A map of the proposed road network for the North Redwood Concept Plan area is shown in Figure 4. Access to the site is proposed via one local street connection to N Redwood Street, located midway between the NE 13th Place and NE 12th Avenue intersections. This connection will replace the access planned at NE 13th Place in the N Redwood Development Concept. This proposed east-to-west access roadway will connect to two new north-south oriented streets, consistent with the N Redwood Development Concept Plan.

⁵ AASHTO – *Geometric Design of Highways and Streets*, 6th edition, 2011.

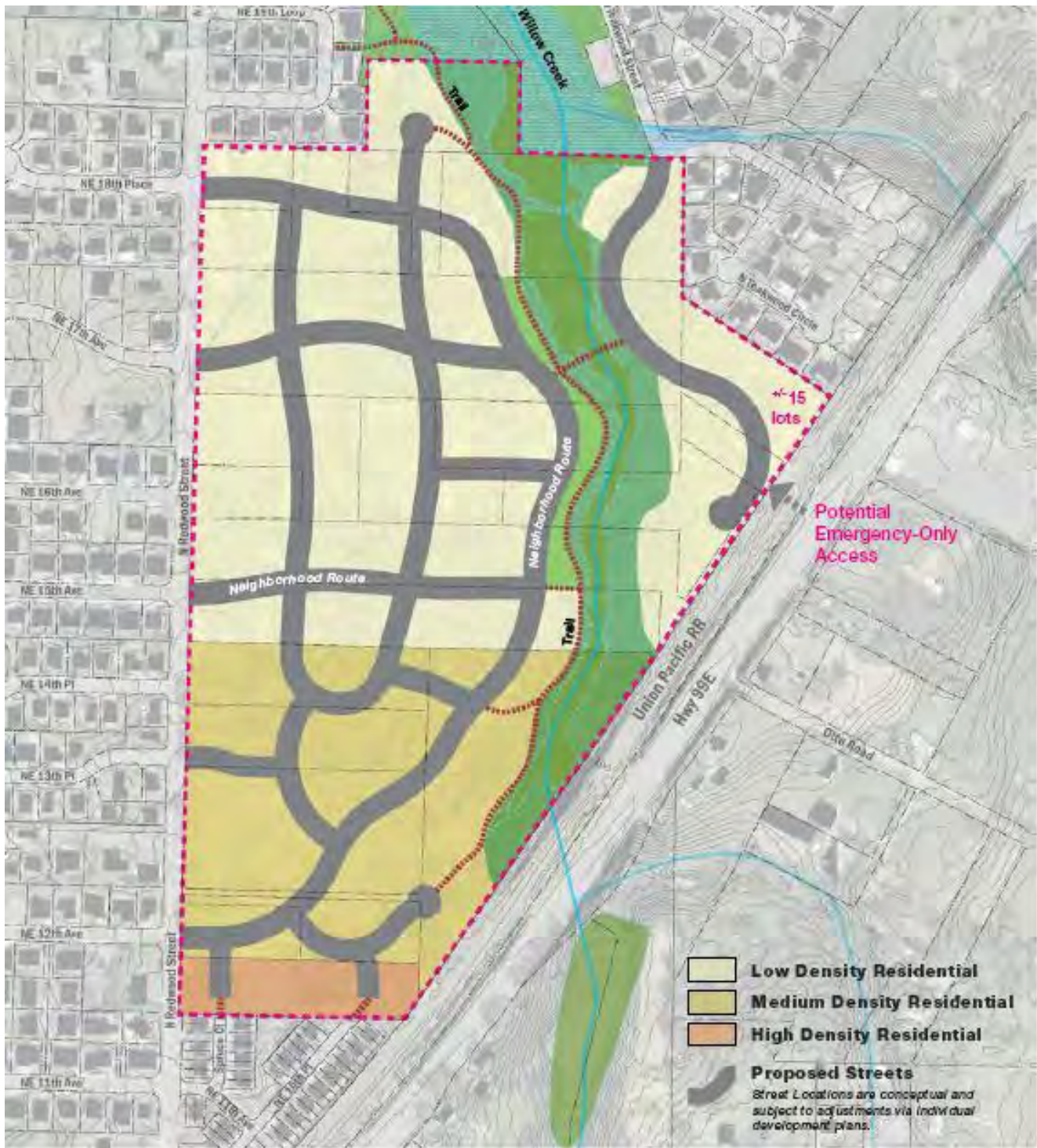


FIGURE 4: NORTH REDWOOD CONCEPT PLAN

TRIP GENERATION

Trip generation is the method used to estimate the number of vehicles that are added to the surrounding roadway network as a result of the proposed project. The trip generation was estimated using similar land uses as reported by the Institute of Transportation Engineers (ITE)⁶. The trip generation was conducted for the a.m. and p.m. peak hours using the Single-Family Detached Housing (ITE Code 210) land use.

Table 4 summarizes the expected trip generation for the proposed project. As shown, the proposed site is expected to generate approximately 21 (5 in, 16 out) a.m. peak hour trips, 29 (18 in, 11 out) p.m. peak hour trips, and 274 daily trips.

TABLE 4: TRIP GENERATION FOR THE PROPOSED PROJECT

LAND USE (SIZE)	AM PEAK			PM PEAK			DAILY TRIPS
	IN	OUT	TOTAL	IN	OUT	TOTAL	
SINGLE-FAMILY DETACHED HOUSING (210)	5	16	21	18	11	29	274

TRIP DISTRIBUTION

Trip distribution involves estimating how project generated traffic will leave and arrive at the proposed site. The trip distribution for the proposed project was estimated based on the City of Canby travel demand model⁷. It is estimated that 45 percent of the trips will originate or end from the southwest on OR 99E, 15 percent from the south on Sequoia Parkway, 15 percent from the northeast via OR 99E and 25 percent from the north on N Redwood Street. The assumed trip distribution for the proposed project can be seen in Figure 5.

⁶ *Trip Generation Manual*, Institute of Transportation Engineers, 10th Edition.

⁷ City of Canby Travel Forecast Tool; select zone model run for Traffic Analysis Zone 116.

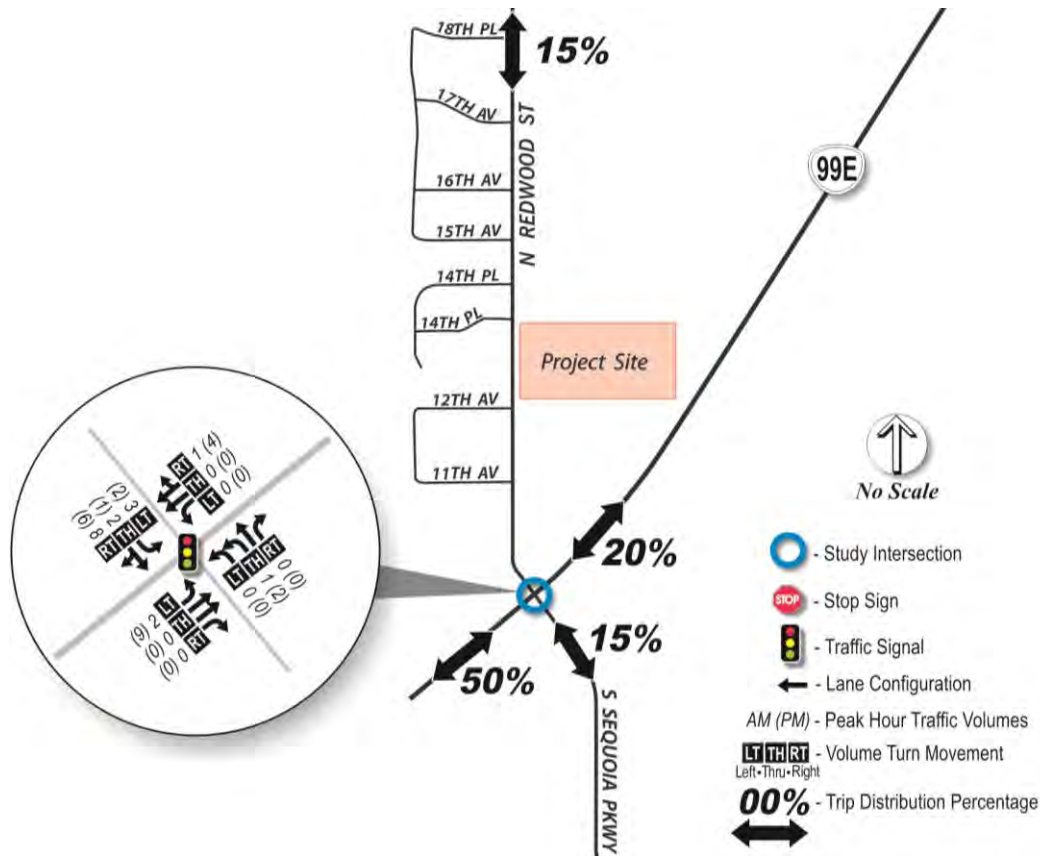


FIGURE 5: DISTRIBUTION OF SITE GENERATED TRIPS

BACKGROUND TRAFFIC

In addition to the trips generated from the proposed project, trips from nearby approved but unconstructed developments were added as background traffic. Trips added as background traffic included those from the following developments:

1. Alpha Scents: 7,500 square foot corporate headquarters building including warehouse/ shipping area
2. Canby Active Water Sports: 25,000 square foot building including boat sales, display, and warehousing plus 35,000 square foot outdoor display area
3. BBC Steel Expansion: 31,050 square foot building including storage, office, and manufacturing space
4. Project Shakespeare: 514,500 square foot warehouse, which includes supporting office space
5. Stanton Furniture: 150,350 square foot manufacturing, warehouse and associated office uses
6. Caruso Produce: 85,250 square foot warehouse and associated office uses

PLANNING HORIZONS

The planning horizon year selected for analysis is 2022, which represents the expected year of build-out and occupancy for the proposed project. Two scenarios were evaluated to allow for the identification of capacity constraints associated with proposed project, including:

- 2022 Background Conditions – Existing traffic volumes plus background traffic growth.
- 2022 Project Conditions – Existing traffic volumes plus background traffic growth, with the added traffic associated with the proposed project.

Figures 6 and 7 summarize the traffic volumes for the a.m. and p.m. peak.

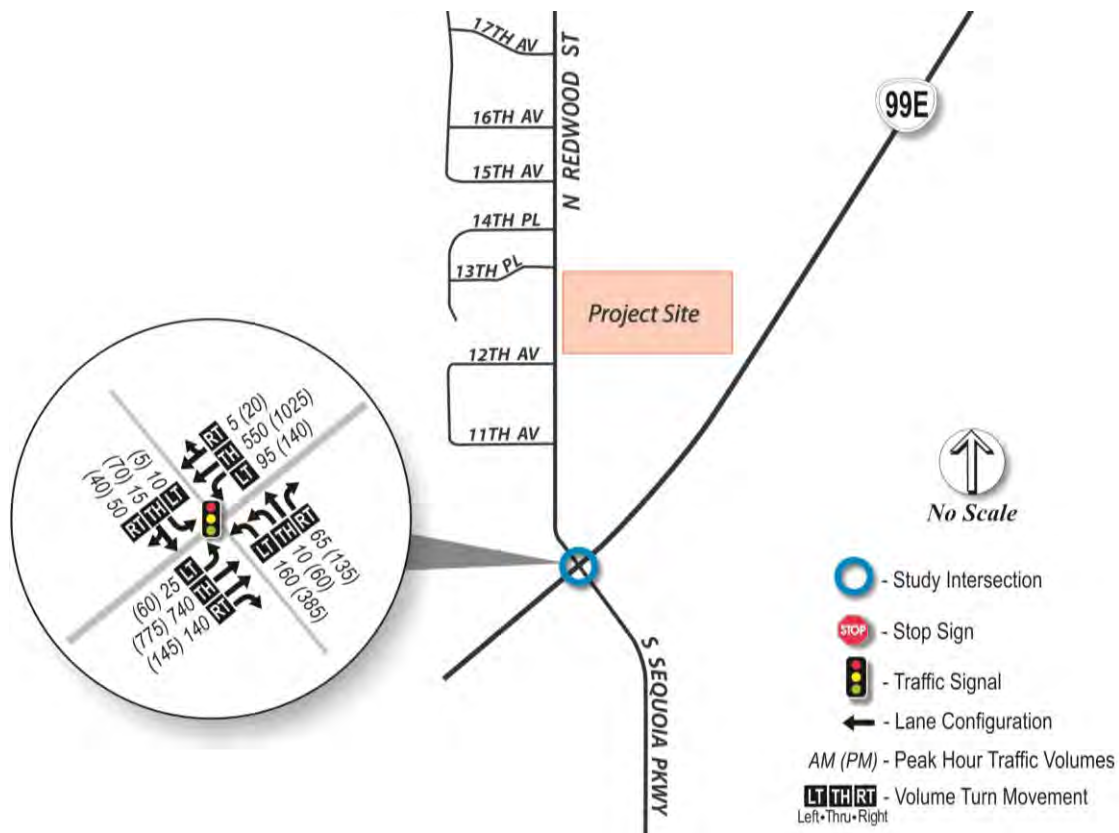


FIGURE 6: 2022 BACKGROUND CONDITIONS TRAFFIC VOLUMES

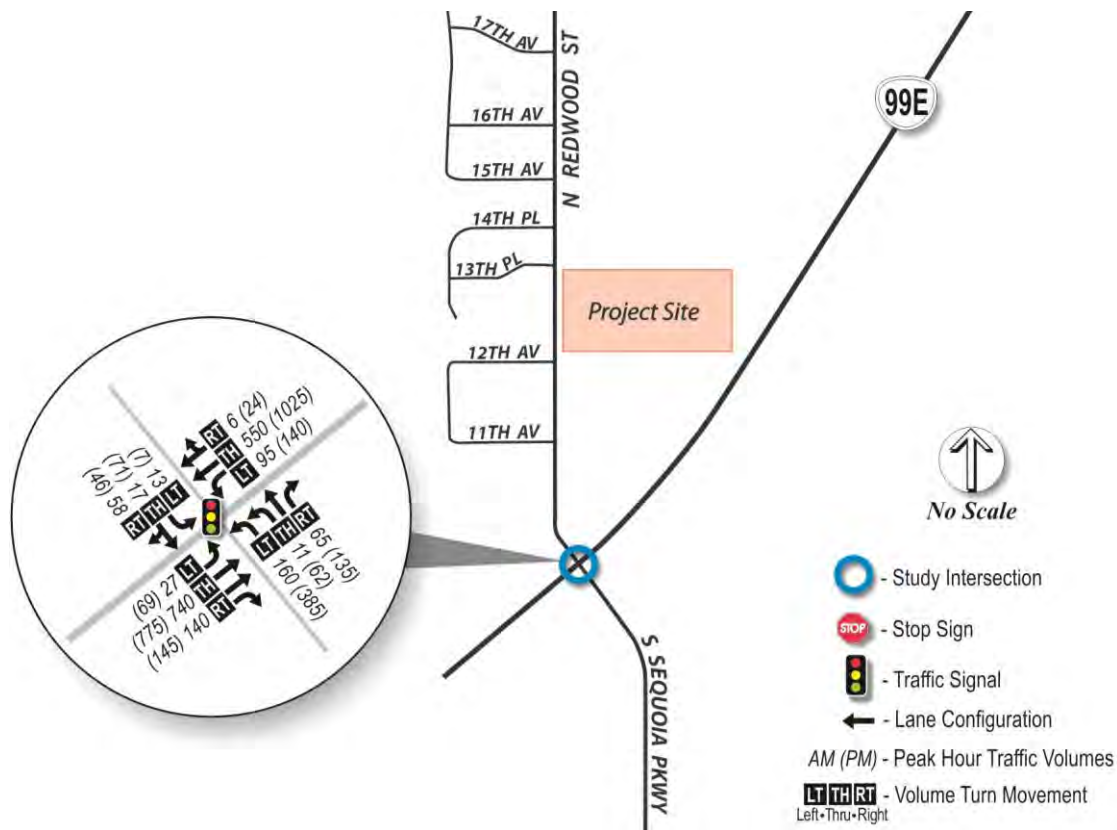


FIGURE 7: 2022 PROJECT CONDITIONS TRAFFIC VOLUMES

SECTION 4. FUTURE CONDITIONS

The following section summarizes the peak hour transportation operating conditions for the planning horizon year of 2022. Future traffic operating conditions were analyzed at the study intersection to determine if the transportation network can support traffic generated by the proposed project. If the intersection mobility standard is not met, then mitigations may be necessary to improve network performance.

2022 BACKGROUND CONDITIONS INTERSECTION OPERATIONS

Table 5 shows the future 2022 intersection operations at the study intersection, without the proposed project. As shown, the study intersection will continue to meet the mobility standard with the background traffic growth. Detailed intersection operations calculation worksheets are included in the Appendix.

TABLE 5: 2022 BACKGROUND CONDITIONS INTERSECTION OPERATIONS

INTERSECTION	TRAFFIC CONTROL	JURISDICTION	MOBILITY STANDARD	AM PEAK			PM PEAK		
				DELAY	LOS	V/C	DELAY	LOS	V/C
OR 99E / N REDWOOD STREET / SEQUOIA PARKWAY	Signal	ODOT	0.85 V/C	19.5	B	0.51	33.1	C	0.72

2022 PROJECT CONDITIONS INTERSECTION OPERATIONS

The 2022 peak hour operations with the proposed project are shown in Table 6. As shown, the added traffic associated with the proposed project is expected to have little impact on traffic operations when compared to the background conditions without the project (see Table 5 earlier in this document).

TABLE 6: 2022 PROJECT CONDITIONS INTERSECTION OPERATIONS

INTERSECTION	TRAFFIC CONTROL	JURISDICTION	MOBILITY STANDARD	AM PEAK			PM PEAK		
				DELAY	LOS	V/C	DELAY	LOS	V/C
OR 99E / N REDWOOD STREET / SEQUOIA PARKWAY	Signal	ODOT	0.85 V/C	20.2	C	0.51	34.0	C	0.72

TRANSPORTATION SYSTEM CONTEXT

The traffic volumes resulting from the proposed project on N Redwood Street were compared to existing traffic volumes, as well as the projected volumes from the City's **Transportation System Plan (TSP)** to provide an evaluation of growth on the roadway compared to planned conditions. A 24-hour weekday traffic volume was obtained along on N Redwood Street near the proposed site⁸. A comparison of the traffic volumes along this segment can be seen in Table 7. As shown, the volume of traffic has been steady on N Redwood Street between 2009 and 2019, which slightly **lower than the annual growth that was projected in the City's TSP through 2030.**

N Redwood Street does not currently meet the cross-section requirements for standard collector streets, but once improved it should safely accommodate additional vehicle traffic consistent with the TSP forecast.

⁸ Historical count data was obtained from August 3, 2017 along N Redwood Street near the proposed site.

TABLE 7: VOLUME GROWTH COMPARISON ALONG N REDWOOD STREET

PERIOD	ESTIMATED SITE TRIPS	CURRENT VOLUME (2019)	TOTAL 2019 VOLUME (SITE TRIPS + CURRENT VOLUME)	TSP VOLUME (2009) *	TSP ESTIMATED FUTURE VOLUME (2030) *	TSP FORECASTED ANNUAL GROWTH RATE (2030- 2009)	REALIZED ANNUAL GROWTH RATE (TOTAL 2019-2009)
DAILY	274	2,761	3,035	--	--	--	--
AM PEAK HOUR	21	115	136	--	--	--	--
PM PEAK HOUR	29	255	284	287	590	5%	0%

* Year 2009 and 2030 volumes are from 2010 City of Canby Transportation System Plan

SECTION 5. RECOMMENDATIONS

The following section summarizes the key findings and recommendations related to the proposed project.

MOTOR VEHICLE IMPROVEMENTS

No impacts were identified at the study intersection based on projected growth from the proposed project. However, a few improvements are recommended to support the proposed project.

SITE FRONTAGE RECOMMENDATIONS

The project site frontage along N Redwood Street is under County jurisdiction and designated as a Collector roadway in the TSP. Although it is under County jurisdiction, it should be constructed to the City collector standard. It does not currently meet the **City's cross-section** requirements for standard collector streets (34-50 feet paved with 50-80 feet of ROW). It is assumed that the City and the developer will work together determine required frontage improvements and right-of-way dedications.

SITE ACCESS RECOMMENDATIONS

Access to the site is proposed via one local street connection to N Redwood Street, located midway between the NE 13th Place and NE 12th Avenue intersections. This connection will replace the access planned at NE 13th Place in the N Redwood Development Concept and should be constructed according to the City of Canby local street roadway standard. This proposed east-to-west access roadway will connect to two new north-south oriented streets. The western-most north-south oriented street adjacent to N Redwood Street should be constructed according to the City of Canby local street roadway standard, while the eastern-most north-south oriented street should be

constructed according to the City of Canby neighborhood route standard, consistent with the N Redwood Development Concept Plan.

SIGHT DISTANCE RECOMMENDATIONS

Preliminary sight distance evaluation from the proposed access indicates that it would be expected to provide adequate sight distance. Prior to occupancy, sight distance at all access points will need to be verified, documented, and stamped by a registered professional Civil or Traffic Engineer licensed in the State of Oregon.

PEDESTRIAN/BICYCLE IMPROVEMENTS

Sidewalks and bike lanes are recommended to be included along the site frontage of N Redwood Street. The proposed internal streets will include sidewalks on both sides and bicyclists will share the roadways with motor vehicles.

APPENDIX

PEAK HOUR TRAFFIC COUNT DATA



KEY DATA NETWORK

Data Provided by K-D-N.com 503-594-4224	
N/S street:	99E
E/W street:	N Redwood St
City, State	Canby OR
Study ID #	
Location	45.269037 - -122.67597
Start Date	Thursday, August 23, 2018
Start Time	07:00:00 AM
Peak Hour Start	07:00:00 AM
Peak 15 Min Start	07:35:00 AM
PHF (15-Min Int)	0.90

Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
24	732	79	0	59	546	4	0	11	15	50	0	134	11	44	0	835	609	76	189	730	787	39	153
Percent Heavy Vehicles																							
4.2%	7.7%	2.5%	0.0%	10.2%	9.0%	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	5.2%	0.0%	18.2%	0.0%	7.1%	9.0%	1.3%	7.9%	7.8%	8.1%	2.6%	5.2%

PHV- Bicycles																PHV - Pedestrians						
Northbound				Southbound				Eastbound				Westbound				Sum	in Crosswalk					Sum
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		NB	SB	EB	WB		
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	1	0	1	2	

All Vehicle Volumes																		
Time	Northbound				Southbound				Eastbound				Westbound				15 Min 1 HR	
	99E				99E				N Redwood St				Sequoia Pkwy				Sum	Sum
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		
07:00:00 AM	2	69	4	0	4	42	0	0	1	4	3	0	4	0	1	0		
07:05:00 AM	1	58	2	0	2	38	1	0	1	0	6	0	10	0	4	0		
07:10:00 AM	2	72	10	0	4	42	0	0	1	0	2	0	9	1	3	0	403	
07:15:00 AM	0	49	4	0	4	39	1	0	1	1	6	0	11	1	3	0	389	
07:20:00 AM	2	69	5	0	6	53	0	0	2	2	6	0	12	1	4	0	428	
07:25:00 AM	1	73	6	0	9	45	0	0	0	0	4	0	7	0	2	0	429	
07:30:00 AM	2	56	10	0	5	36	0	0	4	0	2	0	18	0	4	0	446	
07:35:00 AM	0	54	7	0	5	44	0	0	0	1	3	0	14	1	6	0	419	
07:40:00 AM	2	70	9	0	8	59	1	0	0	1	3	0	15	1	7	0	448	
07:45:00 AM	6	66	6	0	4	48	1	0	1	3	4	0	20	1	4	0	475	
07:50:00 AM	5	46	9	0	3	51	0	0	0	0	4	0	5	3	4	0	470	
07:55:00 AM	1	50	7	0	5	49	0	0	0	3	7	0	9	2	2	0	429	1709
08:00:00 AM	2	55	10	0	4	32	0	0	0	0	5	0	11	3	4	0	391	1701
08:05:00 AM	1	49	2	0	5	47	0	0	0	3	6	0	8	2	5	0	389	1706
08:10:00 AM	4	44	4	0	4	38	1	0	2	5	3	0	11	1	6	0	377	1683
08:15:00 AM	0	58	10	0	5	34	0	0	3	2	3	0	12	1	4	0	383	1695
08:20:00 AM	4	42	9	0	7	53	2	0	1	0	5	0	13	3	2	0	396	1674
08:25:00 AM	0	42	8	0	5	45	0	0	0	2	2	0	20	2	6	0	405	1659
08:30:00 AM	2	32	7	0	1	32	0	0	0	0	3	0	19	5	5	0	379	1628
08:35:00 AM	4	57	7	0	6	48	1	0	1	3	5	0	8	1	8	0	387	1642
08:40:00 AM	3	44	3	0	3	33	2	0	0	4	4	0	9	0	0	0	360	1571
08:45:00 AM	1	42	3	0	3	30	0	0	1	5	6	0	16	3	1	0	365	1518
08:50:00 AM	3	38	7	0	5	34	0	0	3	2	4	0	11	3	4	0	330	1502
08:55:00 AM	9	42	6	0	2	41	1	0	1	0	8	0	10	2	4	0	351	1493

Bicycles on Road																	
Northbound				Southbound				Eastbound				Westbound					



KEY DATA NETWORK

Time	99E				99E				N Redwood St				Sequoia Pkwy				15 Min 1 HR	
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
07:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:20:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:25:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:40:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
08:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:20:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:25:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:35:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:40:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:50:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:55:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Passenger vehicles and light trucks																		
Time	Northbound				Southbound				Eastbound				Westbound				15 Min 1 HR	
	99E				99E				N Redwood St				Sequoia Pkwy				Sum	Sum
07:00:00 AM	1	63	4	0	3	39	0	0	1	4	3	0	4	0	1	0		
07:05:00 AM	1	55	2	0	2	30	1	0	1	0	6	0	10	0	3	0		
07:10:00 AM	2	68	10	0	4	41	0	0	1	0	2	0	9	1	3	0	375	
07:15:00 AM	0	46	4	0	3	36	1	0	1	1	6	0	11	1	3	0	365	
07:20:00 AM	2	65	5	0	6	48	0	0	2	2	5	0	9	1	3	0	402	
07:25:00 AM	1	67	5	0	8	42	0	0	0	0	4	0	7	0	2	0	397	
07:30:00 AM	2	54	9	0	5	33	0	0	4	0	2	0	18	0	2	0	413	
07:35:00 AM	0	50	7	0	4	39	0	0	0	1	3	0	14	1	6	0	390	
07:40:00 AM	2	63	9	0	8	55	1	0	0	1	3	0	14	1	7	0	418	
07:45:00 AM	6	56	6	0	3	47	1	0	1	3	4	0	19	1	3	0	439	
07:50:00 AM	5	43	9	0	2	44	0	0	0	0	4	0	4	3	2	0	430	
07:55:00 AM	1	46	7	0	5	43	0	0	0	3	7	0	8	2	1	0	389	1579
08:00:00 AM	2	47	8	0	4	29	0	0	0	0	5	0	10	1	4	0	349	1566
08:05:00 AM	0	40	1	0	4	43	0	0	0	3	6	0	8	2	5	0	345	1567
08:10:00 AM	4	38	4	0	3	34	1	0	2	5	3	0	8	1	6	0	331	1535
08:15:00 AM	0	49	9	0	4	31	0	0	3	2	3	0	11	1	4	0	338	1539
08:20:00 AM	3	37	9	0	6	49	2	0	1	0	5	0	11	3	2	0	354	1519
08:25:00 AM	0	38	8	0	5	41	0	0	0	0	4	0	0	0	4	0	367	1505



KEY DATA NETWORK

08:30:00 AM	2	29	5	0	1	30	0	0	0	0	3	0	18	4	5	0	347	1473
08:35:00 AM	4	52	7	0	5	43	1	0	1	3	4	0	8	1	4	0	352	1481
08:40:00 AM	3	42	2	0	3	29	2	0	0	4	4	0	9	0	0	0	328	1415
08:45:00 AM	1	36	3	0	3	26	0	0	1	5	6	0	16	2	1	0	331	1365
08:50:00 AM	3	34	6	0	3	32	0	0	3	2	4	0	11	3	4	0	303	1354
08:55:00 AM	7	37	6	0	2	34	1	0	1	0	7	0	10	1	4	0	315	1341

FHWA 4-13 -Truck/Multi-Unit/Heavy Trucks

Time	Northbound 99E				Southbound 99E				Eastbound N Redwood St				Westbound Sequoia Pkwy				15 Min 1 HR	
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
07:00:00 AM	1	6	0	0	1	3	0	0	0	0	0	0	0	0	0	0		
07:05:00 AM	0	3	0	0	0	8	0	0	0	0	0	0	0	0	1	0		
07:10:00 AM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	28	
07:15:00 AM	0	3	0	0	1	3	0	0	0	0	0	0	0	0	0	0	24	
07:20:00 AM	0	4	0	0	0	5	0	0	0	0	1	0	3	0	1	0	26	
07:25:00 AM	0	6	1	0	1	3	0	0	0	0	0	0	0	0	0	0	32	
07:30:00 AM	0	2	1	0	0	3	0	0	0	0	0	0	0	0	2	0	33	
07:35:00 AM	0	4	0	0	1	5	0	0	0	0	0	0	0	0	0	0	29	
07:40:00 AM	0	7	0	0	0	4	0	0	0	0	0	0	1	0	0	0	30	
07:45:00 AM	0	10	0	0	1	1	0	0	0	0	0	0	1	0	1	0	36	
07:50:00 AM	0	3	0	0	1	7	0	0	0	0	0	0	1	0	2	0	40	
07:55:00 AM	0	4	0	0	0	6	0	0	0	0	0	0	1	0	1	0	40	130
08:00:00 AM	0	8	2	0	0	3	0	0	0	0	0	0	1	2	0	0	42	135
08:05:00 AM	1	9	1	0	1	4	0	0	0	0	0	0	0	0	0	0	44	139
08:10:00 AM	0	6	0	0	1	4	0	0	0	0	0	0	3	0	0	0	46	148
08:15:00 AM	0	9	1	0	1	3	0	0	0	0	0	0	1	0	0	0	45	156
08:20:00 AM	1	5	0	0	1	4	0	0	0	0	0	0	2	0	0	0	42	155
08:25:00 AM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	2	0	38	154
08:30:00 AM	0	3	2	0	0	2	0	0	0	0	0	0	1	1	0	0	32	155
08:35:00 AM	0	5	0	0	1	5	0	0	0	0	1	0	0	0	4	0	35	161
08:40:00 AM	0	2	1	0	0	4	0	0	0	0	0	0	0	0	0	0	32	156
08:45:00 AM	0	6	0	0	0	4	0	0	0	0	0	0	0	1	0	0	34	153
08:50:00 AM	0	4	1	0	2	2	0	0	0	0	0	0	0	0	0	0	27	148
08:55:00 AM	2	5	0	0	0	7	0	0	0	0	1	0	0	1	0	0	36	152

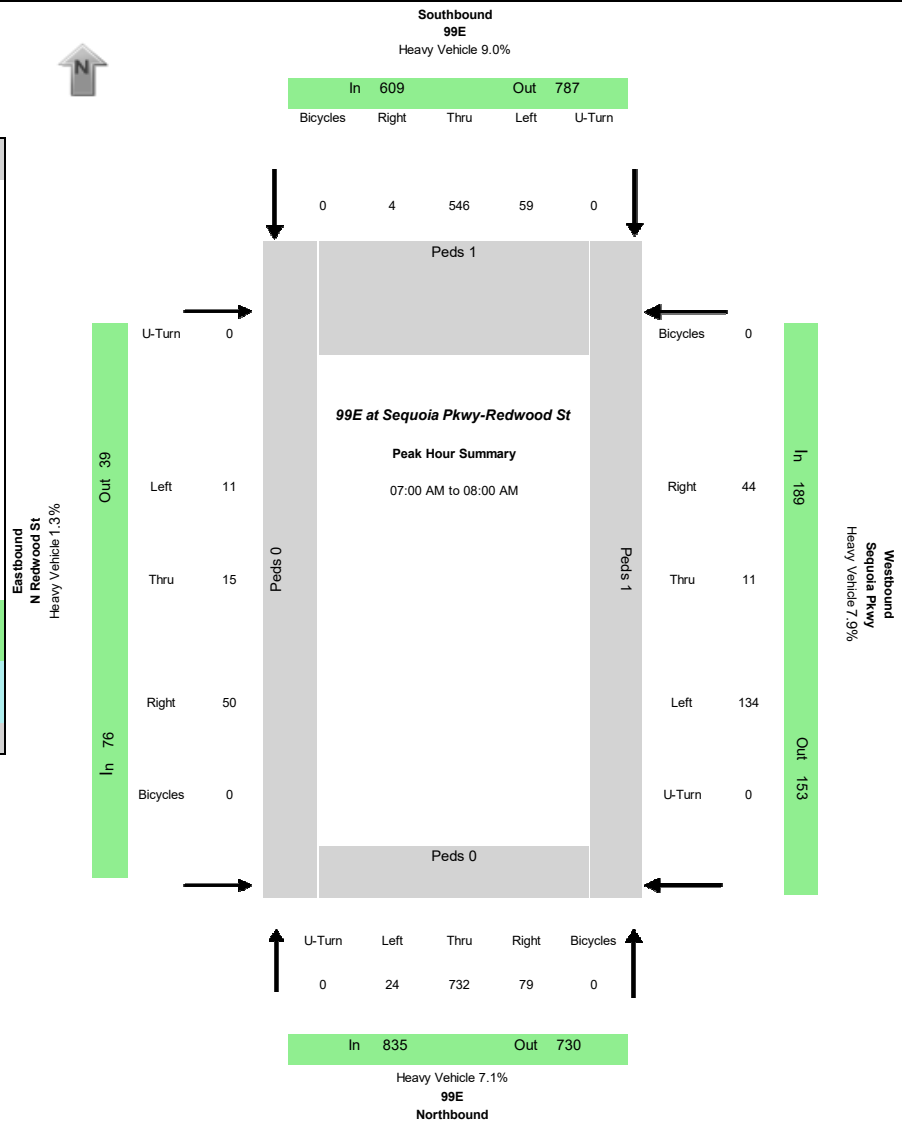
Pedestrians Crossing					15 Min	1 HR
Time	NB	SB	EB	WB	Sum	Sum
07:00:00 AM	0	0	0	0		
07:05:00 AM	0	0	0	0		
07:10:00 AM	0	0	0	0	0	
07:15:00 AM	0	0	0	0	0	
07:20:00 AM	0	0	0	0	0	
07:25:00 AM	0	1	0	1	2	
07:30:00 AM	0	0	0	0	2	
07:35:00 AM	0	0	0	0	2	
07:40:00 AM	0	0	0	0	0	
07:45:00 AM	0	0	0	0	0	
07:50:00 AM	0	0	0	0	0	
07:55:00 AM	0	0	0	0	0	2



KEY DATA NETWORK

08:00:00 AM	0	0	0	0	0	2
08:05:00 AM	0	0	0	0	0	2
08:10:00 AM	0	1	0	0	1	3
08:15:00 AM	0	0	0	0	1	3
08:20:00 AM	0	0	0	0	1	3
08:25:00 AM	0	0	0	0	0	1
08:30:00 AM	0	1	0	0	1	2
08:35:00 AM	0	1	0	0	2	3
08:40:00 AM	0	0	0	0	2	3
08:45:00 AM	0	0	0	0	1	3
08:50:00 AM	0	0	0	0	0	3
08:55:00 AM	0	1	0	1	2	5

Data Provided by K-D-N.com 503-594-4224	
N/S street	99E
E/W street	N Redwood St
City, State	Canby OR
Site Notes	
Location	45.269037 - -122.67597
Start Date	Thursday, August 23, 2018
Start Time	07:00:00 AM
Weather	
Study ID #	
Peak Hour Start	07:00:00 AM
Peak 15 Min Start	07:35:00 AM
PHF (15-Min Int)	0.90



Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
24	732	79	0	59	546	4	0	11	15	50	0	134	11	44	0	835	609	76	189	730	787	39	153
Percent Heavy Vehicles																							
4.2%	7.7%	2.5%	0.0%	10.2%	9.0%	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	5.2%	0.0%	18.2%	0.0%	7.1%	9.0%	1.3%	7.9%	7.8%	8.1%	2.6%	5.2%
PHV - Bicycles																PHV - Pedestrians							
Northbound				Southbound				Eastbound				Westbound				in Crosswalk							
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	NB	SB	EB	WB	Sum		
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2		
All Vehicle Volumes																							
Time	Northbound 99E				Southbound 99E				Eastbound N Redwood St				Westbound Sequoia Pkwy				15 Min	1 HR					
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum					
07:00:00 AM	2	69	4	0	4	42	0	0	1	4	3	0	4	0	1	0							
07:05:00 AM	1	58	2	0	2	38	1	0	1	0	6	0	10	0	4	0							
07:10:00 AM	2	72	10	0	4	42	0	0	1	0	2	0	9	1	3	0	403						
07:15:00 AM	0	49	4	0	4	39	1	0	1	1	6	0	11	1	3	0	389						
07:20:00 AM	2	69	5	0	6	53	0	0	2	2	6	0	12	1	4	0	428						
07:25:00 AM	1	73	6	0	9	45	0	0	0	0	4	0	7	0	2	0	429						
07:30:00 AM	2	56	10	0	5	36	0	0	4	0	2	0	18	0	4	0	446						
07:35:00 AM	0	54	7	0	5	44	0	0	0	1	3	0	14	1	6	0	419						
07:40:00 AM	2	70	9	0	8	59	1	0	0	1	3	0	15	1	7	0	448						
07:45:00 AM	6	66	6	0	4	48	1	0	1	3	4	0	20	1	4	0	475						
07:50:00 AM	5	46	9	0	3	51	0	0	0	0	4	0	5	3	4	0	470						
07:55:00 AM	1	50	7	0	5	49	0	0	0	3	7	0	9	2	2	0	429	1709					
08:00:00 AM	2	55	10	0	4	32	0	0	0	0	5	0	11	3	4	0	391	1701					
08:05:00 AM	1	49	2	0	5	47	0	0	0	3	6	0	8	2	5	0	389	1706					
08:10:00 AM	4	44	4	0	4	38	1	0	2	5	3	0	11	1	6	0	377	1683					
08:15:00 AM	0	58	10	0	5	34	0	0	3	2	3	0	12	1	4	0	383	1695					
08:20:00 AM	4	42	9	0	7	53	2	0	1	0	5	0	13	3	2	0	396	1674					
08:25:00 AM	0	42	8	0	5	45	0	0	0	2	2	0	20	2	6	0	405	1659					
08:30:00 AM	2	32	7	0	1	32	0	0	0	0	3	0	19	5	5	0	379	1628					
08:35:00 AM	4	57	7	0	6	48	1	0	1	3	5	0	8	1	8	0	387	1642					
08:40:00 AM	3	44	3	0	3	33	2	0	0	4	4	0	9	0	0	0	360	1571					
08:45:00 AM	1	42	3	0	3	30	0	0	1	5	6	0	16	3	1	0	365	1518					
08:50:00 AM	3	38	7	0	5	34	0	0	3	2	4	0	11	3	4	0	330	1502					
08:55:00 AM	9	42	6	0	2	41	1	0	1	0	4	0	8	1	4	0	344	1493					



KEY DATA NETWORK

Data Provided by K-D-N.com 503-594-4224	
N/S street:	99E
E/W street:	N Redwood St
City, State	Canby OR
Study ID #	
Location	45.269037 - -122.67597
Start Date	Thursday, August 23, 2018
Start Time	04:00:00 PM
Peak Hour Start	04:05:00 PM
Peak 15 Min Start	04:05:00 PM
PHF (15-Min Int)	0.91

Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
62	764	114	0	131	1015	19	0	6	71	39	0	321	59	93	0	940	1165	116	473	1375	863	140	316
Percent Heavy Vehicles																							
0.0%	5.1%	3.5%	0.0%	0.8%	4.1%	0.0%	0.0%	0.0%	1.4%	5.1%	0.0%	1.2%	0.0%	4.3%	0.0%	4.6%	3.7%	2.6%	1.7%	3.5%	5.0%	0.0%	1.9%

PHV- Bicycles																PHV - Pedestrians					
Northbound				Southbound				Eastbound				Westbound				in Crosswalk					
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	NB	SB	EB	WB	Sum
0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	6	0	4	10

All Vehicle Volumes																		
Time	Northbound				Southbound				Eastbound				Westbound				15 Min 1 HR	
	99E				99E				N Redwood St				Sequoia Pkwy					
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
04:00:00 PM	5	61	7	0	8	68	1	0	0	6	0	0	32	7	7	0		
04:05:00 PM	3	86	8	0	8	96	2	0	0	2	2	0	46	3	10	0		
04:10:00 PM	10	64	12	0	14	103	3	0	1	6	2	0	17	2	6	0	708	
04:15:00 PM	7	67	10	0	10	75	4	0	1	8	9	0	31	6	7	0	741	
04:20:00 PM	3	54	9	0	6	89	0	0	1	14	2	0	32	6	9	0	700	
04:25:00 PM	7	67	9	0	15	110	1	0	0	2	3	0	19	3	8	0	704	
04:30:00 PM	4	70	11	0	8	87	2	0	1	7	2	0	26	7	4	0	698	
04:35:00 PM	5	78	11	0	14	80	0	0	0	4	6	0	25	6	9	0	711	
04:40:00 PM	2	53	11	0	9	81	2	0	0	4	4	0	21	4	4	0	662	
04:45:00 PM	6	40	5	0	14	73	2	0	0	6	5	0	28	2	13	0	627	
04:50:00 PM	1	57	11	0	6	67	1	0	0	6	3	0	29	10	8	0	588	
04:55:00 PM	5	81	7	0	15	80	1	0	1	2	1	0	20	3	4	0	613	2687
05:00:00 PM	9	47	10	0	12	74	1	0	1	10	0	0	27	7	11	0	628	2694
05:05:00 PM	11	84	10	0	6	79	1	0	0	6	2	0	15	6	5	0	654	2653
05:10:00 PM	8	48	9	0	13	87	3	0	0	4	6	0	23	7	6	0	648	2627
05:15:00 PM	5	78	18	0	9	89	1	0	0	6	5	0	28	6	5	0	689	2642
05:20:00 PM	6	67	13	0	14	93	2	0	0	3	5	0	17	5	6	0	695	2648
05:25:00 PM	7	60	8	0	15	83	3	0	1	5	2	0	31	6	9	0	711	2634
05:30:00 PM	5	57	10	0	12	78	0	0	0	4	5	0	20	3	7	0	662	2606
05:35:00 PM	3	66	13	0	11	96	1	0	0	5	3	0	22	5	4	0	660	2597
05:40:00 PM	7	58	13	0	18	48	4	0	1	5	2	0	25	3	4	0	618	2590
05:45:00 PM	5	70	4	0	11	99	1	0	1	2	7	0	21	3	5	0	646	2625
05:50:00 PM	3	58	11	0	10	61	1	0	0	6	4	0	27	5	2	0	605	2614
05:55:00 PM	6	61	9	0	11	83	2	0	2	6	2	0	33	5	5	0	642	2619

Bicycles on Road																	
Northbound				Southbound				Eastbound				Westbound					



KEY DATA NETWORK

Time	99E				99E				N Redwood St				Sequoia Pkwy				15 Min	1 HR
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
04:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
04:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:55:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:20:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:25:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:35:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:40:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:50:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:55:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1

Passenger vehicles and light trucks

Time	Northbound				Southbound				Eastbound				Westbound				15 Min	1 HR
	99E				99E				N Redwood St				Sequoia Pkwy				Sum	Sum
04:00:00 PM	4	58	6	0	7	68	1	0	0	5	0	0	30	7	7	0		
04:05:00 PM	3	78	7	0	8	90	2	0	0	2	2	0	46	3	9	0		
04:10:00 PM	10	60	11	0	14	98	3	0	1	6	2	0	17	2	6	0	673	
04:15:00 PM	7	64	10	0	10	73	4	0	1	8	9	0	29	6	6	0	707	
04:20:00 PM	3	52	9	0	6	87	0	0	1	14	2	0	32	6	9	0	678	
04:25:00 PM	7	61	9	0	15	107	1	0	0	2	2	0	19	3	7	0	681	
04:30:00 PM	4	67	10	0	8	82	2	0	1	7	2	0	26	7	4	0	674	
04:35:00 PM	5	75	11	0	14	76	0	0	0	4	5	0	25	6	9	0	683	
04:40:00 PM	2	52	11	0	8	80	2	0	0	4	4	0	21	4	4	0	642	
04:45:00 PM	6	38	5	0	14	67	2	0	0	6	5	0	27	2	12	0	606	
04:50:00 PM	1	55	11	0	6	64	1	0	0	5	3	0	29	10	8	0	569	
04:55:00 PM	5	80	7	0	15	78	1	0	1	2	1	0	19	3	4	0	593	2589
05:00:00 PM	9	43	9	0	12	71	1	0	1	10	0	0	27	7	11	0	610	2597
05:05:00 PM	11	81	10	0	6	76	1	0	0	6	2	0	15	6	5	0	636	2566
05:10:00 PM	8	48	8	0	12	79	3	0	0	4	6	0	23	7	6	0	624	2540
05:15:00 PM	5	76	17	0	9	87	1	0	0	6	5	0	27	6	5	0	667	2557
05:20:00 PM	6	66	12	0	14	90	2	0	0	3	5	0	17	5	6	0	674	2562
05:25:00 PM	7	59	8	0	15	81	3	0	0	3	5	0	18	5	9	0	697	2556



KEY DATA NETWORK

05:30:00 PM	5	56	10	0	12	75	0	0	0	4	5	0	20	3	6	0	649	2532
05:35:00 PM	3	65	12	0	11	93	1	0	0	5	3	0	22	5	4	0	647	2526
05:40:00 PM	7	56	13	0	18	45	4	0	1	4	2	0	25	3	3	0	601	2515
05:45:00 PM	5	66	4	0	11	96	1	0	1	2	7	0	19	3	5	0	625	2551
05:50:00 PM	3	55	11	0	9	57	1	0	0	6	4	0	27	5	2	0	581	2538
05:55:00 PM	6	60	9	0	11	83	2	0	2	6	2	0	33	5	5	0	624	2546

FHWA 4-13 -Truck/Multi-Unit/Heavy Trucks

Time	Northbound 99E				Southbound 99E				Eastbound N Redwood St				Westbound Sequoia Pkwy				15 Min 1 HR	
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Sum	Sum
04:00:00 PM	1	3	1	0	1	0	0	0	0	1	0	0	2	0	0	0		
04:05:00 PM	0	8	1	0	0	6	0	0	0	0	0	0	0	0	1	0		
04:10:00 PM	0	4	1	0	0	5	0	0	0	0	0	0	0	0	0	0	35	
04:15:00 PM	0	3	0	0	0	2	0	0	0	0	0	0	2	0	1	0	34	
04:20:00 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	22	
04:25:00 PM	0	6	0	0	0	3	0	0	0	0	0	1	0	0	1	0	23	
04:30:00 PM	0	3	1	0	0	5	0	0	0	0	0	0	0	0	0	0	24	
04:35:00 PM	0	3	0	0	0	4	0	0	0	0	0	1	0	0	0	0	28	
04:40:00 PM	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	20	
04:45:00 PM	0	2	0	0	0	6	0	0	0	0	0	0	1	0	1	0	21	
04:50:00 PM	0	2	0	0	0	3	0	0	0	0	1	0	0	0	0	0	19	
04:55:00 PM	0	1	0	0	0	2	0	0	0	0	0	0	1	0	0	0	20	98
05:00:00 PM	0	4	1	0	0	3	0	0	0	0	0	0	0	0	0	0	18	97
05:05:00 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	18	87
05:10:00 PM	0	0	1	0	1	8	0	0	0	0	0	0	0	0	0	0	24	87
05:15:00 PM	0	2	1	0	0	2	0	0	0	0	0	0	1	0	0	0	22	85
05:20:00 PM	0	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	21	86
05:25:00 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	14	78
05:30:00 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	1	0	13	74
05:35:00 PM	0	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	13	71
05:40:00 PM	0	2	0	0	0	3	0	0	0	0	1	0	0	0	1	0	17	75
05:45:00 PM	0	4	0	0	0	3	0	0	0	0	0	0	2	0	0	0	21	74
05:50:00 PM	0	3	0	0	1	4	0	0	0	0	0	0	0	0	0	0	24	76
05:55:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	73

Pedestrians Crossing					15 Min	1 HR
Time	NB	SB	EB	WB	Sum	Sum
04:00:00 PM	0	1	0	1		
04:05:00 PM	0	1	0	1		
04:10:00 PM	0	0	0	1	5	
04:15:00 PM	0	2	0	0	5	
04:20:00 PM	0	0	0	0	3	
04:25:00 PM	0	0	0	0	2	
04:30:00 PM	0	1	0	0	1	
04:35:00 PM	0	0	0	0	1	
04:40:00 PM	0	0	0	1	2	
04:45:00 PM	0	1	0	0	2	
04:50:00 PM	0	1	0	0	3	
04:55:00 PM	0	0	0	0	2	11



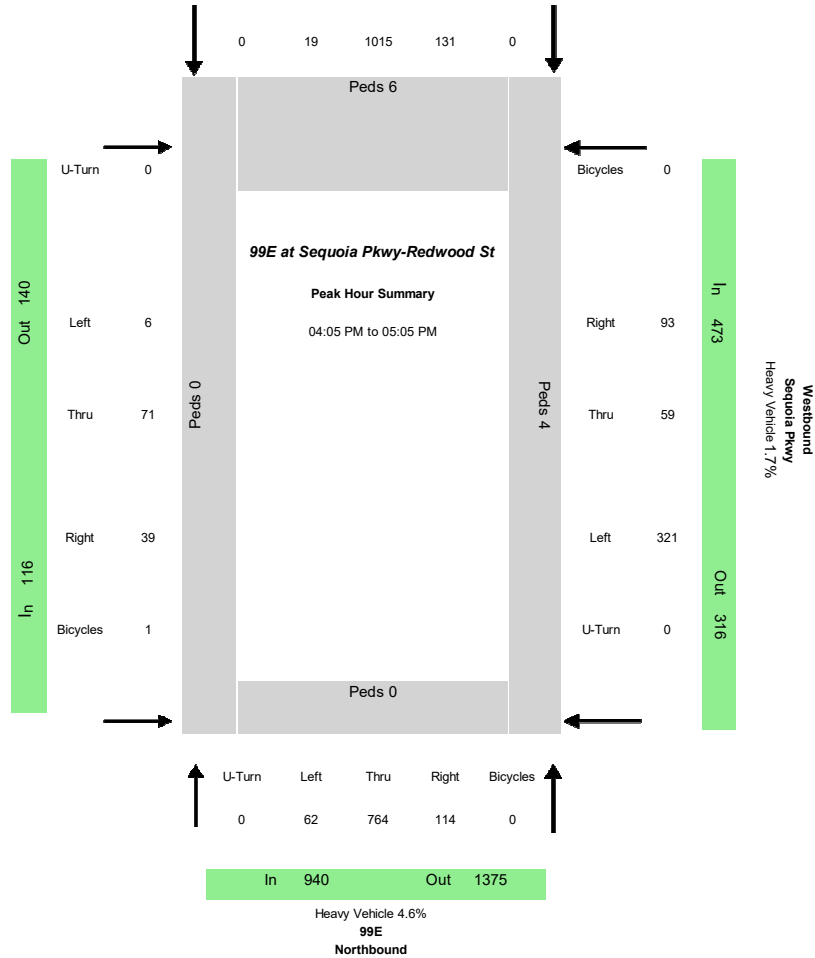
KEY DATA NETWORK

05:00:00 PM	0	0	0	1	2	10
05:05:00 PM	0	0	0	0	1	8
05:10:00 PM	0	0	0	0	1	7
05:15:00 PM	0	1	0	1	2	7
05:20:00 PM	0	0	0	1	3	8
05:25:00 PM	0	1	0	0	4	9
05:30:00 PM	0	0	0	0	2	8
05:35:00 PM	0	1	0	1	3	10
05:40:00 PM	0	0	0	0	2	9
05:45:00 PM	0	0	0	0	2	8
05:50:00 PM	0	0	0	0	0	7
05:55:00 PM	0	0	0	1	1	8



Data Provided by K-D-N.com 503-594-4224	
N/S street	99E
E/W street	N Redwood St
City, State	Canby OR
Site Notes	
Location	45.269037 - -122.67597
Start Date	Thursday, August 23, 2018
Start Time	04:00:00 PM
Weather	
Study ID #	
Peak Hour Start	04:05:00 PM
Peak 15 Min Start	04:05:00 PM
PHF (15-Min Int)	0.91

Eastbound
N Redwood St
Heavy Vehicle 2.6%



Peak-Hour Volumes (PHV)																							
Northbound				Southbound				Eastbound				Westbound				Entering				Leaving			
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	NB	SB	EB	WB	NB	SB	EB	WB
62	764	114	0	131	1015	19	0	6	71	39	0	321	59	93	0	940	1165	116	473	1375	863	140	316
Percent Heavy Vehicles																							
0.0%	5.1%	3.5%	0.0%	0.8%	4.1%	0.0%	0.0%	0.0%	1.4%	5.1%	0.0%	1.2%	0.0%	4.3%	0.0%	4.6%	3.7%	2.6%	1.7%	3.5%	5.0%	0.0%	1.9%

PHV - Bicycles												PHV - Pedestrians					
Northbound				Southbound				Eastbound				Westbound				Sum	
Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		
0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	













All Vehicle Volumes																		
Time	Northbound 99E				Southbound 99E				Eastbound N Redwood St				Westbound Sequoia Pkwy				15 Min Sum	1 HR Sum
	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn		
04:00:00 PM	5	61	7	0	8	68	1	0	0	6	0	0	32	7	7	0		
04:05:00 PM	3	86	8	0	8	96	2	0	0	2	2	0	46	3	10	0		
04:10:00 PM	10	64	12	0	14	103	3	0	1	6	2	0	17	2	6	0	708	
04:15:00 PM	7	67	10	0	10	75	4	0	1	8	9	0	31	6	7	0	741	
04:20:00 PM	3	54	9	0	6	89	0	0	1	14	2	0	32	6	9	0	700	
04:25:00 PM	7	67	9	0	15	110	1	0	0	2	3	0	19	3	8	0	704	
04:30:00 PM	4	70	11	0	8	87	2	0	1	7	2	0	26	7	4	0	698	
04:35:00 PM	5	78	11	0	14	80	0	0	0	4	6	0	25	6	9	0	711	
04:40:00 PM	2	53	11	0	9	81	2	0	0	4	4	0	21	4	4	0	662	
04:45:00 PM	6	40	5	0	14	73	2	0	0	6	5	0	28	2	13	0	627	
04:50:00 PM	1	57	11	0	6	67	1	0	0	6	3	0	29	10	8	0	588	
04:55:00 PM	5	81	7	0	15	80	1	0	1	2	1	0	20	3	4	0	613 2687	
05:00:00 PM	9	47	10	0	12	74	1	0	1	10	0	0	27	7	11	0	628 2694	
05:05:00 PM	11	84	10	0	6	79	1	0	0	6	2	0	15	6	5	0	654 2653	
05:10:00 PM	8	48	9	0	13	87	3	0	0	4	6	0	23	7	6	0	648 2627	
05:15:00 PM	5	78	18	0	9	89	1	0	0	6	5	0	28	6	5	0	689 2642	
05:20:00 PM	6	67	13	0	14	93	2	0	0	3	5	0	17	5	6	0	695 2648	
05:25:00 PM	7	60	8	0	15	83	3	0	1	5	2	0	31	6	9	0	711 2634	
05:30:00 PM	5	57	10	0	12	78	0	0	0	4	5	0	20	3	7	0	662 2606	
05:35:00 PM	3	66	13	0	11	96	1	0	0	5	3	0	22	5	4	0	660 2597	
05:40:00 PM	7	58	13	0	18	48	4	0	1	5	2	0	25	3	4	0	618 2590	
05:45:00 PM	5	70	4	0	11	99	1	0	1	2	7	0	21	3	5	0	646 2625	
05:50:00 PM	3	58	11	0	10	61	1	0	0	6	4	0	27	5	2	0	605 2614	
05:55:00 PM	6	61	9	0	11	83	2	0	2	6	0	0	25	5	0	0	605 2619	

HCM ANALYSIS REPORTS

HCM Signalized Intersection Capacity Analysis

6: OR 99E & Redwood St/Sequoia Pkwy



























05/04/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	15	50	135	10	45	25	740	80	60	550	5
Future Volume (vph)	10	15	50	135	10	45	25	740	80	60	550	5
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00		0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.88		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1662	1510		3072	1750	1261	1599	3079	1444	1511	3048	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1662	1510		3072	1750	1261	1599	3079	1444	1511	3048	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	11	17	56	150	11	50	28	822	89	67	611	6
RTOR Reduction (vph)	0	50	0	0	0	44	0	0	46	0	0	0
Lane Group Flow (vph)	11	23	0	150	11	6	28	822	43	67	617	0
Confl. Peds. (#/hr)			1	1			1					1
Heavy Vehicles (%)	0%	0%	2%	5%	0%	18%	4%	8%	3%	10%	9%	0%
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8		1	6		5	2	
Permitted Phases						8			6			
Actuated Green, G (s)	8.0	8.0		9.8	9.8	9.8	2.5	36.4	36.4	7.3	41.2	
Effective Green, g (s)	8.0	8.0		9.8	9.8	9.8	2.5	37.8	37.8	7.3	42.6	
Actuated g/C Ratio	0.10	0.10		0.12	0.12	0.12	0.03	0.48	0.48	0.09	0.54	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	5.4	5.4	4.0	5.4	
Vehicle Extension (s)	2.3	2.3		2.3	2.3	2.3	2.3	5.5	5.5	2.3	5.5	
Lane Grp Cap (vph)	168	153		381	217	156	50	1475	691	139	1645	
v/s Ratio Prot	0.01	c0.02		c0.05	0.01		0.02	c0.27		c0.04	0.20	
v/s Ratio Perm						0.00			0.03			
v/c Ratio	0.07	0.15		0.39	0.05	0.04	0.56	0.56	0.06	0.48	0.37	
Uniform Delay, d1	32.1	32.3		31.8	30.5	30.4	37.7	14.6	11.0	34.0	10.5	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.1	0.3		0.4	0.1	0.1	10.0	0.9	0.1	1.5	0.4	
Delay (s)	32.2	32.6		32.2	30.5	30.5	47.6	15.5	11.1	35.5	10.8	
Level of Service	C	C		C	C	C	D	B	B	D	B	
Approach Delay (s)		32.5			31.7			16.0			13.2	
Approach LOS		C			C			B			B	
Intersection Summary												
HCM 2000 Control Delay			17.5									HCM 2000 Level of Service B
HCM 2000 Volume to Capacity ratio			0.47									
Actuated Cycle Length (s)			78.9									Sum of lost time (s) 16.0
Intersection Capacity Utilization			46.7%									ICU Level of Service A
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

6: OR 99E & Redwood St/Sequoia Pkwy

05/04/2020

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations				 				 			 		
Traffic Volume (vph)	5	70	40	325	60	95	60	775	115	130	1025	20	
Future Volume (vph)	5	70	40	325	60	95	60	775	115	130	1025	20	
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Lane Util. Factor	1.00	1.00		0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95		
Frt	1.00	0.95		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	1662	1615		3193	1750	1430	1599	3167	1430	1646	3190		
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		
Satd. Flow (perm)	1662	1615		3193	1750	1430	1599	3167	1430	1646	3190		
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Adj. Flow (vph)	5	77	44	357	66	104	66	852	126	143	1126	22	
RTOR Reduction (vph)	0	16	0	0	0	87	0	0	74	0	1	0	
Lane Group Flow (vph)	5	105	0	357	66	17	66	852	52	143	1147	0	
Heavy Vehicles (%)	0%	1%	5%	1%	0%	4%	4%	5%	4%	1%	4%	0%	
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA		
Protected Phases	4	4		8	8		1	6		5	2		
Permitted Phases						8			6				
Actuated Green, G (s)	14.3	14.3		17.4	17.4	17.4	7.3	42.9	42.9	14.8	50.4		
Effective Green, g (s)	14.3	14.3		17.4	17.4	17.4	7.3	44.3	44.3	14.8	51.8		
Actuated g/C Ratio	0.13	0.13		0.16	0.16	0.16	0.07	0.41	0.41	0.14	0.49		
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	5.4	5.4	4.0	5.4		
Vehicle Extension (s)	2.3	2.3		2.3	2.3	2.3	2.3	5.5	5.5	2.3	5.5		
Lane Grp Cap (vph)	222	216		520	285	232	109	1313	593	228	1547		
v/s Ratio Prot	0.00	c0.07		c0.11	0.04		0.04	0.27		c0.09	c0.36		
v/s Ratio Perm						0.01			0.04				
v/c Ratio	0.02	0.49		0.69	0.23	0.07	0.61	0.65	0.09	0.63	0.74		
Uniform Delay, d1	40.2	42.9		42.1	38.9	37.9	48.4	25.0	19.0	43.4	22.1		
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Incremental Delay, d2	0.0	1.0		3.3	0.2	0.1	7.2	1.7	0.2	4.3	2.5		
Delay (s)	40.2	43.9		45.4	39.1	37.9	55.6	26.7	19.1	47.7	24.6		
Level of Service	D	D		D	D	D	E	C	B	D	C		
Approach Delay (s)		43.7			43.1			27.6			27.2		
Approach LOS		D			D			C			C		
Intersection Summary													
HCM 2000 Control Delay			30.8									HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.69										
Actuated Cycle Length (s)			106.8									Sum of lost time (s)	16.0
Intersection Capacity Utilization			61.8%									ICU Level of Service	B
Analysis Period (min)			15										
c Critical Lane Group													
























5:00 pm Existing PM Peak

Synchro 9 - Report
Page 1

HCM Signalized Intersection Capacity Analysis

6: OR 99E & Redwood St/Sequoia Pkwy

2022 Background Conditions AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	15	50	160	10	65	25	740	140	95	550	5
Future Volume (vph)	10	15	50	160	10	65	25	740	140	95	550	5
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00		0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.88		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1662	1510		3072	1750	1261	1599	3079	1444	1511	3048	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1662	1510		3072	1750	1261	1599	3079	1444	1511	3048	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	11	17	56	178	11	72	28	822	156	106	611	6
RTOR Reduction (vph)	0	51	0	0	0	62	0	0	84	0	0	0
Lane Group Flow (vph)	11	22	0	178	11	10	28	822	72	106	617	0
Confl. Peds. (#/hr)			1	1			1					1
Heavy Vehicles (%)	0%	0%	2%	5%	0%	18%	4%	8%	3%	10%	9%	0%
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8		1	6		5	2	
Permitted Phases						8			6			
Actuated Green, G (s)	7.9	7.9		11.4	11.4	11.4	3.5	36.7	36.7	9.5	42.7	
Effective Green, g (s)	7.9	7.9		11.4	11.4	11.4	3.5	38.1	38.1	9.5	44.1	
Actuated g/C Ratio	0.10	0.10		0.14	0.14	0.14	0.04	0.46	0.46	0.11	0.53	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	5.4	5.4	4.0	5.4	
Vehicle Extension (s)	2.3	2.3		2.3	2.3	2.3	2.3	5.5	5.5	2.3	5.5	
Lane Grp Cap (vph)	158	143		422	240	173	67	1415	663	173	1621	
v/s Ratio Prot	0.01	c0.01		c0.06	0.01		0.02	c0.27		c0.07	0.20	
v/s Ratio Perm						0.01			0.05			
v/c Ratio	0.07	0.16		0.42	0.05	0.06	0.42	0.58	0.11	0.61	0.38	
Uniform Delay, d1	34.2	34.4		32.7	31.0	31.1	38.7	16.5	12.7	34.9	11.4	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.1	0.3		0.4	0.0	0.1	2.4	1.1	0.2	5.0	0.4	
Delay (s)	34.3	34.7		33.1	31.1	31.2	41.2	17.6	12.9	40.0	11.8	
Level of Service	C	C		C	C	C	D	B	B	D	B	
Approach Delay (s)		34.7			32.5			17.5			15.9	
Approach LOS		C			C			B			B	
Intersection Summary												
HCM 2000 Control Delay			19.5		HCM 2000 Level of Service					B		
HCM 2000 Volume to Capacity ratio			0.51									
Actuated Cycle Length (s)			82.9		Sum of lost time (s)					16.0		
Intersection Capacity Utilization			49.5%		ICU Level of Service					A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

6: OR 99E & Redwood St/Sequoia Pkwy

2022 Background Conditions PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	70	40	385	60	135	60	775	145	140	1025	20
Future Volume (vph)	5	70	40	385	60	135	60	775	145	140	1025	20
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00		0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.95		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1662	1615		3193	1750	1430	1599	3167	1430	1646	3190	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1662	1615		3193	1750	1430	1599	3167	1430	1646	3190	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	5	77	44	423	66	148	66	852	159	154	1126	22
RTOR Reduction (vph)	0	16	0	0	0	121	0	0	95	0	1	0
Lane Group Flow (vph)	5	105	0	423	66	27	66	852	64	154	1147	0
Heavy Vehicles (%)	0%	1%	5%	1%	0%	4%	4%	5%	4%	1%	4%	0%
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8		1	6		5	2	
Permitted Phases						8			6			
Actuated Green, G (s)	14.5	14.5		20.1	20.1	20.1	7.3	43.1	43.1	15.4	51.2	
Effective Green, g (s)	14.5	14.5		20.1	20.1	20.1	7.3	44.5	44.5	15.4	52.6	
Actuated g/C Ratio	0.13	0.13		0.18	0.18	0.18	0.07	0.40	0.40	0.14	0.48	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	5.4	5.4	4.0	5.4	
Vehicle Extension (s)	2.3	2.3		2.3	2.3	2.3	2.3	5.5	5.5	2.3	5.5	
Lane Grp Cap (vph)	218	211		580	318	260	105	1275	575	229	1518	
v/s Ratio Prot	0.00	c0.07		c0.13	0.04		0.04	0.27		c0.09	c0.36	
v/s Ratio Perm						0.02			0.04			
v/c Ratio	0.02	0.50		0.73	0.21	0.10	0.63	0.67	0.11	0.67	0.76	
Uniform Delay, d1	41.8	44.6		42.6	38.4	37.7	50.3	27.0	20.6	45.2	23.7	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.0	1.1		4.1	0.2	0.1	9.1	1.9	0.2	6.5	2.8	
Delay (s)	41.9	45.7		46.8	38.6	37.8	59.4	28.9	20.8	51.7	26.4	
Level of Service	D	D		D	D	D	E	C	C	D	C	
Approach Delay (s)		45.6			43.8			29.6			29.4	
Approach LOS		D			D			C			C	
Intersection Summary												
HCM 2000 Control Delay			33.1									
HCM 2000 Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			110.5									
Intersection Capacity Utilization			63.7%									
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

6: OR 99E & Redwood St/Sequoia Pkwy

2022 Project Conditions AM Peak

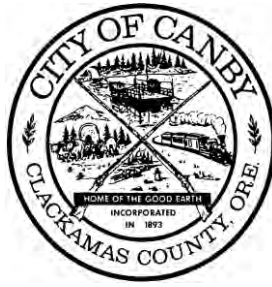
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	17	58	160	11	65	27	740	140	95	550	6
Future Volume (vph)	13	17	58	160	11	65	27	740	140	95	550	6
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00		0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.88		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1662	1509		3072	1750	1261	1599	3079	1444	1511	3047	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1662	1509		3072	1750	1261	1599	3079	1444	1511	3047	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	14	19	64	178	12	72	30	822	156	106	611	7
RTOR Reduction (vph)	0	58	0	0	0	63	0	0	86	0	0	0
Lane Group Flow (vph)	14	25	0	178	12	9	30	822	70	106	618	0
Confl. Peds. (#/hr)			1	1			1					1
Heavy Vehicles (%)	0%	0%	2%	5%	0%	18%	4%	8%	3%	10%	9%	0%
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8		1	6		5	2	
Permitted Phases						8			6			
Actuated Green, G (s)	8.2	8.2		11.0	11.0	11.0	3.6	37.6	37.6	12.2	46.2	
Effective Green, g (s)	8.2	8.2		11.0	11.0	11.0	3.6	39.0	39.0	12.2	47.6	
Actuated g/C Ratio	0.09	0.09		0.13	0.13	0.13	0.04	0.45	0.45	0.14	0.55	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	5.4	5.4	4.0	5.4	
Vehicle Extension (s)	2.3	2.3		2.3	2.3	2.3	2.3	5.5	5.5	2.3	5.5	
Lane Grp Cap (vph)	157	143		391	222	160	66	1389	651	213	1678	
v/s Ratio Prot	0.01	c0.02		c0.06	0.01		0.02	c0.27		c0.07	0.20	
v/s Ratio Perm						0.01			0.05			
v/c Ratio	0.09	0.18		0.46	0.05	0.06	0.45	0.59	0.11	0.50	0.37	
Uniform Delay, d1	35.7	36.0		34.9	33.1	33.1	40.4	17.7	13.7	34.3	10.9	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.1	0.3		0.5	0.1	0.1	2.9	1.1	0.2	1.1	0.3	
Delay (s)	35.8	36.3		35.4	33.2	33.2	43.3	18.9	13.9	35.3	11.3	
Level of Service	D	D		D	C	C	D	B	B	D	B	
Approach Delay (s)		36.3			34.7			18.8			14.8	
Approach LOS		D			C			B			B	
Intersection Summary												
HCM 2000 Control Delay			20.2									HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio			0.51									
Actuated Cycle Length (s)			86.4									Sum of lost time (s) 16.0
Intersection Capacity Utilization			49.5%									ICU Level of Service A
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

6: OR 99E & Redwood St/Sequoia Pkwy

2022 Project Conditions PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	71	46	385	62	135	69	775	145	140	1025	24
Future Volume (vph)	7	71	46	385	62	135	69	775	145	140	1025	24
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00		0.97	1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1662	1605		3193	1750	1430	1599	3167	1430	1646	3189	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1662	1605		3193	1750	1430	1599	3167	1430	1646	3189	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	8	78	51	423	68	148	76	852	159	154	1126	26
RTOR Reduction (vph)	0	17	0	0	0	121	0	0	95	0	1	0
Lane Group Flow (vph)	8	112	0	423	68	27	76	852	64	154	1151	0
Heavy Vehicles (%)	0%	1%	5%	1%	0%	4%	4%	5%	4%	1%	4%	0%
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	4	4		8	8		1	6		5	2	
Permitted Phases						8			6			
Actuated Green, G (s)	15.0	15.0		20.4	20.4	20.4	7.8	44.3	44.3	15.6	52.1	
Effective Green, g (s)	15.0	15.0		20.4	20.4	20.4	7.8	45.7	45.7	15.6	53.5	
Actuated g/C Ratio	0.13	0.13		0.18	0.18	0.18	0.07	0.41	0.41	0.14	0.47	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	5.4	5.4	4.0	5.4	
Vehicle Extension (s)	2.3	2.3		2.3	2.3	2.3	2.3	5.5	5.5	2.3	5.5	
Lane Grp Cap (vph)	221	213		577	316	258	110	1284	579	227	1513	
v/s Ratio Prot	0.00	c0.07		c0.13	0.04		0.05	0.27		c0.09	c0.36	
v/s Ratio Perm						0.02			0.05			
v/c Ratio	0.04	0.52		0.73	0.22	0.10	0.69	0.66	0.11	0.68	0.76	
Uniform Delay, d1	42.6	45.5		43.6	39.3	38.5	51.3	27.2	20.9	46.2	24.3	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.0	1.5		4.4	0.2	0.1	15.1	1.9	0.2	6.7	2.9	
Delay (s)	42.6	47.0		48.0	39.5	38.6	66.4	29.1	21.1	52.9	27.2	
Level of Service	D	D		D	D	D	E	C	C	D	C	
Approach Delay (s)		46.8			44.9			30.6			30.2	
Approach LOS		D			D			C			C	
Intersection Summary												
HCM 2000 Control Delay			34.0									
HCM 2000 Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			112.7									
Intersection Capacity Utilization			64.3%									
Analysis Period (min)			15									
c Critical Lane Group												



Pre-Application Meeting

Redwood Landing Phase 2 Annexation December 10, 2019

Attended by:

Joe Keppner, DirectLink, 503-348-6097

Bryan Brown, Planning Department, 503-266-0702

Hassan Ibrahim, Curran-McLeod Engineering, 503-684-3478

Rick Givens, Planning Consultant, 503-479-0097

Mark Handris, ICON, 503-522-0888

Jonny Gish, Clackamas Co, DTD, 503-742-4707

Doug Erksen, Canby Utility, 503-263-4331

Jerry Nelzen, Public Works, 503-266-0759

Ryan Potter, Planning Department, 503-266-0712

Darren Gusdorf, ICON, 503-481-4450

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PLANNING CONSULTANT FOR ICON, Rick Givens

- We have been working on this project for a while and we want to talk about the master plan and move on with an application for at least a subdivision and annexation.
- We are working on the different pieces of properties and trying to get it all coordinated. Mark said we have a few properties we have purchase agreements with and we are working with other property owners to sell us their land. There is an access strip of land in the county, which is 16 ft wide and it creates a problem with the project and questions are can we simultaneously annex it with the other properties.
- We have zoning plan district boundaries of mixed houses with townhome developments.
- We were wanting to make connection points for these townhomes to the property to the south, but they are all private road and it would be a discussion with them if they want to have a connection or not. We can put up emergency vehicle gates there to allow for emergency vehicles otherwise everything will be private in that area.

CLACKAMAS COUNTY, DTD, Jonny Gish

- North Redwood Street is a county collector and will require a 60 ft right-of-way (ROW) dedication very similar too Redwood Landing just to the north of this project. There were complications with that project and we worked through it and hopefully, this will go better. The proposed connection does not meet the spacing standards and you can do a design modification, as well you know it is free, you have a better chance if the triangle piece was not there and because you would have two access points and if the connection is made with the small triangle piece you obviously have an in/out and why do you need another out. Rick said we are looking at this project with the standpoint of a neighborhood circulation and Jon said it would be nicer if you could come in at NE 13th Place or 14th. Rick said we have this connection for the future if when we are given the ROW shown and Darren said their house is right in the ROW of the NE 13th Place connection. Jon said if you have either NE 13th or

NE 14th connections you have a better line of sight coming out. Rick said the N Redwood concept plan shows these two places and Hassan said you need better distance spacing if this connection is not made and the reason I say this is you are giving the ROW away here, but when this development goes through who is going to build the other half of the roadway because this property owner is not benefitting from this side of the street and why would he have to build the entire street. Rick said as far as this property goes I agree with the alignment would make the most sense. Jon said you could do a half-street there at NE 13th Place and have it as a right-in only if you were able to acquire the ROW and Mark said their house is directly in the way and I like the idea of having NE 14th Place and Hassan said to do away with the NE 13th Place connection and everyone agreed. Bryan said there might be spacing problems again with NE 15th Avenue, a discussion ensued. Rick said we will look at all the options and get back to you.

- We would like to see the transportation analysis on this and ODOT will probably want to be involved in it and send it to our contact person is Christian Sniffin.
- A development permit will be required for all the work within the ROW of N Redwood Street. The cost is 8.33% of frontage improvements/cost estimate for everything put in, 30 ft half-street dedication, 8 ft Public Utility Easement (PUE) on the backside. Our standard shows and 8 ft sidewalk for collectors and the existing is 6 ft on the north and south of this project and I do not know if you are willing to use a design modification for it. Keep the alignment for the roadway same with the north and south of the project and just for your information it does not meet our standard for the cross-section for a collector, keep the curb line straight all the way through. Hassan said it is 36 ft wide in that area and Jerry asked what are we going to do with the ADA ramps for aligning them across the street, what do you want to do? Jon said I have tried to do the single ADA ramps and I get a lot of push back on it and Jerry said is there anything the city can help you with? Jon said we can go with the combo and have one match with the one across the street.
- The standard for a collector street is 6 inches of asphalt, 4 inches of 3/4 minus, 10 inches of 1-1/2 minus with the geotextile matting fabric.
- Twenty-foot curb radius between the collector and local streets.
- ADA ramps on intersections, pretty standard.
- The intersection sight distance is not going to be an issue it requires 240 ft north and south.
- Curb and gutter are standard with the city and I do not know what you are planning to do with the stormwater, we have an agreement with the city on having UIC in the roadway where the city maintains them in the ROW. We just need the agreement done beforehand because we do not allow them nor we do not maintain them. We need to see a copy of the hydrology study if you are putting the UIC's in the roadway. Hassan said there is going to be a problem with the UIC's and Mark said we did some tests on Redwood Landing phase 1, it was rocky and we had groundwater issues also. Jerry said if you can find a spot to put the drywells in, pipe it to them and can we do an overflow into our system and Hassan said it is almost at capacity. Mark said if it all fails will you accept detention ponds and Hassan said yes, but should be the last resort. Jon said you if you can get any percolation in N Redwood the option is there.
- You will need to do striping removal and reinstallation.

- Plans will need to be stamped and signed by a professional engineer registered in the State of Oregon and put the County Land Use File number on the plans.
- Any utility connections will need to have a ROW permit.
- The dedications and proposed or existing easements need to be shown on the plat.
- We do a lot of bonding and we are writing new roadway standards and they will be going into effect at the end of January or the first part of the February, not a lot is changing except frontage improvements will be required to be bonded upfront. In your situation here everything that is bonding to be permitted for N Redwood will need to be bonded before development permit issuance. Before it was you could get the plat recorded and Mike asked about putting up the bond and if I do not move forward with the development you guys cannot put those improvements in, so why would you need my bond? Jon said if the frontage improvements are required it gives you the incentive to get them done. Discussion ensued.
- No staging in the ROW.

CURRAN-MCLEOD ENGINEERING, Hassan Ibrahim

- Depending on where the connection is on N Redwood Street and if you are intending on doing the NE 13th connection you will need to do a fee-in-lieu when the property owner to the north decides to develop and the city will give the money to the developer of that section of land to build the connecting intersection. Discussion ensued on different entry points for the proposed subdivisions. Mark said it would be hard to pay a fee-in-lieu on property we do not own and Hassan said you are putting it into the system and when that road goes through the city will give the money to the developer to build the half street because the city is not in the business of developing land for someone else to benefit. Rick said we will look at it and get back to you.
- I wanted to point out the horizontal centerline curve has to be a minimum 165 ft, it is our standard.
- Any stubbed street exceeding 150 ft has to have a temporary turn-around.
- All of our local streets are 34 ft wide paved, 5 ft planter strip and 6 ft sidewalks. Rick said we are proposing the same as we did for Redwood Landing phase 1. Hassan said 12 ft PUE on each side of the street and we are going with curb and gutter now. Darren asked if we were still doing G-2 catch basins and Hassan said yes and we are doing curb inlets and Jerry said unless there is a reason to change it.
- Any septic or water wells will need to be decommissioned in conformance with the Oregon Water Resources Department (OWRD).
- Darren asked if the cul-de-sac was okay and Hassan stated it has to be 96 ft diameter, a fire department requirement.
- We have a block length of 400 ft and Bryan said it is our standard and we have not really enforced it, but it has come up in the last couple of years with all the subdivisions lately. We have another standard which is if you go up to 600 ft block length and we know it contradicts the 400 ft length you need to put in a pedestrian connection. One of the most important things we wanted is the connecting road as the neighborhood route and it was missing from the previous design on the five acres. Hassan said we have a street coming down and then it becomes a no man's land here and we are back to the little corner and Rick said if we

dedicate the ROW and make the connection will we get a System Development Charge (SDC) credit? Hassan said yes, we could give you an SDC credit.

- We have a cleanout at Redwood Landing phase 1, it is 7-1/2 ft deep, but it will not make it down to this cul-de-sac and Rick said the conception plans show a pump station here, but we do not want to do that and Hassan concurred. Rick said we are looking at a probably good size fill for this area and Hassan said to build a wall as you did in phase 1. We have a 15 inch sewer on N Redwood Street and I do not know how deep it is and Jerry said I did not know if you would be able to serve this entire area. Rick said Bruce had a layout where he had certain infills to make it gravity and Darren said we are getting a new topo to confirm it. Hassan said you have access to the sewer on N Redwood and possibly serve some from phase 1's cleanout. Rick asked if the city has ever done a step system it is a septic tank with an effluent pump and each house would go into a septic tank and then the effluent is pumped up to gravity. Jerry said what advantage would it be for us to have this extra maintenance of a septic tank and Rick said it provides a place if the power is out for a bit for the effluent to go temporarily, Bruce just mentioned this as a possibility for some of the houses. Jerry said we have allowed grinder pumps, but never a septic tank/holding tank and are you thinking of proposing it and Rick said he did not think so.
- You have to have a 50 ft tangent angles at the intersections and you cannot exceed less than 75 degrees from the curb line extension.
- We briefly touched on the storm drainage and we had issues up here and maybe you will get luckier by doing some drywells. Hassan said you can do a retention pond, but Jerry is not a fan of them and Jerry said if you have a Homeowners Association (HOA) to do all the maintenance on it. Darren said drywells are still preferred and the overflow would go into here and Jerry said as long as we do not have to maintain it and the answer was correct. Hassan said the individual lots stormwater will be discharged on their own site/lot. Jerry said we will work through the stormwater as we did in phase 1 that is the only issue I am seeing at the moment. Hassan said I would like to see the drywells planned and not in the field as we did in phase 1 and Darren concurred.

CANBY UTILITY, Doug Erkson

- We have a 12 inch water main in N Redwood Street as you know since you tapped into it on phase 1 and you will do the same as before on having a looped system. Our specs call for an 8 inch water main minimum for the interior.
- The electric system has stubs coming across at NE 12th and 13th Place and also at Spruce and Sycamore for future stubs.
- Once you have a water design complete you need to send it to us and once it is accepted and you are ready to install the water mains we will have an inspector on-site during construction and you will pay for his services.

DIRECTLINK, Joe Keppner

- This is pretty early in the game, but we do not require a lot and we try to follow the power design as much as we can and we do ask as soon as you do get a design from the power, send it to us, to look it over and make sure we do not need anything else.
- No development fee, we do ask for you to buy a 4 inch pipe for road crossings.

- Give us a call ahead of time when you will have the trenches open and we provide all the material.

CITY OF CANBY, PLANNING DEPARTMENT, Ryan Potter

- We talked already about the main parts and the overall pattern seems to be consistent with the concept plan, the road network and it sounds like it may be shifting, but overall we have the looped road we were looking for.
- I did a rough calculation for the density on the high-density part and it is meeting our 14 units per acre minimum.
- We were wondering what this would be on the far corner and we noticed there was a small piece of the buildable pad that did not have a numbered lot on it and what you were going to do with it?. Rick said we were thinking the city would take it as part of the nature park and I suspect that is what you are asking. Mike said that is the question, this all comes in as the same part scenario we had in phase 1. Bryan said our question was whether you were trying to follow what was intended to be city park on the concept plan or in the previous Redwood phase. We made the distinction between wetland and potentially developable parkland you were going to dedicate and here I cannot tell if there is any developable parkland. Rick said right now we have not shown any density transfer and when you get down to the nuts and bolts you talk about it and Bryan said you probably do not need it with the 1.5 zoning. Bryan said with park dedication, less is better for the city now, but we still want to preserve the potential of doing this trail in the park master plan. It is a nice way to make it usable to all the people living in the area and it should be in your mind as to where we would draw it in. Ryan said it is pretty steep over here and I do not know if it would work and Rick said there was a crossing shown on the plan and our thought was primarily dedication and possibly we may need some of this for detention for the storm system. Discussion ensued on the wetland's dedication.
- Would these townhomes have a driveway space for parking and the answer was yes along with garages.
- The city has a requirement when you put a street to a collector you need to be at the absolute minimum of 150 ft from another street on the other side. I think you may have some flexibility and it will be mostly working with the county getting the street connected.
- Rick asked procedurally if we get the annexation and we will do it first and Mike said we want to do it simultaneously. Bryan said it will be a little bit different since you already have the concept plan. We have been telling everybody else not to risk doing a concept plan and a subdivision at the same time, but you already have it completed and since you are following the majority of the concept plan, I guess you can try to do them together. Mike said I think it makes perfect sense. Bryan said you would avoid doing an extra traffic study later and Mike said it is the timing. Bryan said we set the tasks that are required by the city with DKS.

Redwood Landing 2 Subdivision and Annexation

Neighborhood Meeting

February 20, 2020

The neighborhood meeting for the Redwood Landing 2 subdivision and the annexation of a 16.5' strip of land serving as driveway to Tax Lot 100. The meeting was held at 7:00 pm at the Canby United Methodist Church.

Rick Givens, planning consultant for the project, represented Icon Construction and Development, LLC, the proposed developer of the Redwood Landing 2 project. He started by explaining the nature of the proposed annexation and the 29 lot subdivision. Mr. Givens discussed how the proposed development would eventually tie in with Redwood Landing 1. A site plan of the development was presented, along with a future street plan showing conceptual development of adjacent properties in the future. It was explained that the shadow plat depicted was conceptual in nature only and that there was no requirement that other properties in the area actually use that design.

Mr. Givens explained how the application would be processed by the City and that there would be a hearing before the Planning Commission on the annexation and subdivision, and before the City Council on the annexation. He explained that people would have the opportunity to participate in the hearings.

Questions were asked about the lack of open space in the subdivision. Mr. Givens explained that the N. Redwood Development Concept Plan provides for open space along Trillium Creek, but not in this particular area. He explained that open space is provided in Redwood Landing 1.

Street improvements and traffic were a concern of the neighbors in attendance. Mr. Givens said that the application was in the process of being prepared and that a traffic study was being prepared by the City's traffic consultant, DKS. He also explained that the project's frontage on Redwood would be improved with the subdivision and that the houses that will eventually be built will contribute System Development Charges for road improvements on the City's capital improvements list. Neighbors were concerned about parking on Redwood due to its narrow width in this area. Speeding was mentioned as a problem. The idea of a flashing radar speed light was discussed, but mentioned that would be a Clackamas County issue since it's a County road.

No major objections to the proposed development and its design were raised.

June 15, 2020

CURRAN-McLEOD, INC.
CONSULTING ENGINEERS

6655 S.W. HAMPTON STREET, SUITE 210
PORTLAND, OREGON 97223

MEMORANDUM

TO: Public Comments
City of Canby

FROM: Hassan Ibrahim, P.E.
Curran-McLeod, Inc.

**RE: CITY OF CANBY
REDWOOD LANDING SUBDIVISION PHASE 2**

We have reviewed the submitted preliminary plans on the above mentioned project and have the following comments:

1. N Redwood Street is under Clackamas County jurisdiction and classified in the City Transportation System Plan and the County as a collector road, the total half right-of-way (ROW) width shall be 30 feet. The half street improvements along the entire site frontage shall meet County Standards with half street paved width surface of 18-foot measured from the centerline ROW. The improvements shall also include curb and gutter, 5-foot planter strip, 6-foot wide concrete sidewalks, dual ADA ramps, street lights, utilities as required and an asphalt tapers at the rate of 10:1 shall be constructed to match existing asphalt surface. Clackamas County approval will be needed for those improvements. A minimum of an 8-foot wide public utility easement or width as required by Canby Utility abutting the right-of-way will also be required.
2. All interior streets within the subdivision shall be designed to City local street standards with 34-foot paved width, curb and gutter, 4.5' planters, 6' sidewalks, street lights, 12-foot wide public utility easement and utilities in conformance with Chapter 2 of the City of Canby Public Works Design Standards, dated June 2012. Turnarounds may be required at the north end of NE 12th Avenue and N River Alder Street as directed by Canby Fire Department.
3. As part of the final design, the developer's design engineer shall provide a minimum of 200-foot future centerline street profile design to assure future grades can be met at all the adjoining properties.
4. Sight distance by a registered professional engineer shall be verified at all access points and documented as per the Transportation Impact Analysis, dated May 2020 and prepared by DKS Associates.
5. The plans don't show ADA ramps, all interior street corners shall have ADA ramps, and at least one ADA ramp across the street to facilitate pedestrian crossings and shall be constructed as part of this development in conformance with PROWAG guidelines.

6. Street trees shall be selected from the City approved tree list. The street tree ordinance requires the developer to pay the City \$250 per tree for installation and two (2) year period maintenance, the property owners will take over all of the responsibilities after that date.
7. The developer's design engineer will be required to submit as part of the construction plans a signing and striping plan. All street names and traffic signs shall be installed by the developer at his expense and as part of this development. The City may supply the required traffic and street name signs based on a mutually agreed cost.
8. Any public improvement that are not completed as part of this development and deferred until a future date, the developer will be required to pay the City a fee-in-lieu or cash amount based on 125% of the approved engineer's cost estimate by the City.
9. A demolition permit will be required from Clackamas County prior to demoing the existing structures on-site.
10. An erosion control permit will be required from the City of Canby prior to any on-site disturbance.
11. Any existing domestic or irrigation wells shall be abandoned in conformance with OAR 690-220-0030. A copy of WRD abandonment shall be submitted to the City.
12. Any existing on-site sewage disposal system shall be abandoned in conformance with Clackamas County WES regulations. A copy of the septic tank removal certificate shall be submitted to the City.
13. Sanitary sewer exists along N Redwood Street to serve this site. Sanitary sewer lines shall be extended to serve the adjoining properties.
14. All private storm drainage runoff generated from the lots shall be discharged on-site as per Chapter 4-4.113 of the City of Canby Public Works Design Standards dated June 2012.
15. Storm drainage analysis weren't submitted with this application. The developer's engineer will be required to demonstrate how the storm runoff generated from the new impervious surfaces will be disposed. If drywells (UIC) are used as a means to discharge storm runoff from the private streets, they must meet the following criteria: The UIC structures location shall meet at least one of the two conditions: (1) the vertical separation distance between the UIC and seasonal high groundwater is more than 2.5 feet or (2) the horizontal separation distance between the UIC and any water well is a minimum of 267 feet in accordance of the City of Canby Stormwater Master Plan, Appendix "C", Groundwater Protectiveness Demonstration and Risk Prioritization for Underground Injection Control (UIC) Devices. The storm drainage report shall be in conformance with the requirements as stated in Chapter 4 of the City of Canby Public Works Design Standards dated June 2012.

Should you have any questions or need additional information, please let me know.

From the Post office we would like the boxes located in 1 location on Sycamore just like phase 1 are.

Sheila L Laney
Postmaster
615 NW 2nd Ave
Canby, Or 97013
503-266-3353 (W)
503-999-3690 (C)

From: Erik Forsell [<mailto:ForsellE@canbyoregon.gov>]

Sent: Tuesday, June 9, 2020 5:28 PM

To: akahut@kahutwasteservices.com; David.Benton@nwnatural.com; customerservice@canbydisposal.com; CSnuffin@co.clackamas.or.us; cjm@curran-mcleod.com; DMurphy@canbyutility.org; Darryl Hughes <HughesD@canbyoregon.gov>; engineering@directlink.coop; derkson@canbyutility.org; hai@curran-mcleod.com; Jeff Snyder <SnyderJ@canbyoregon.gov>; Jerry Nelzen <nelzenj@canbyoregon.gov>; jgish@co.clackamas.or.us; Joseph Lindsay <LindsayJ@canbyoregon.gov>; kenken@co.clackamas.or.us; menglish@canbyfire.org; Laney, Sheila L - Canby, OR <Sheila.L.Laney@usps.gov>

Subject: [EXTERNAL] Request for Comment / Conditions of Approval - Redwood Landing Phase 2 (Annexation / Subdivision)

CAUTION: This email originated from outside USPS. **STOP and CONSIDER** before responding, clicking on links, or opening attachments.

June 9, 2020
Sent Via Email

Good afternoon all,

I am the assigned project Planner for the proposed **Redwood Landing Phase 2** Annexation and Subdivision project, and have attached the application materials for your review to provide comments and/or conditions of approval.

This project will be going before the Planning Commission, as public hearing items, on **July 27, 2020**. In order to include your agency's comments and/or conditions of approval specific to the project, I will need your comments back by **July 7, 2020**. It is important that your applicable conditions of approval are clearly stated, as well as who is responsible in ensuring the conditions are met as the project is constructed.

I understand you may have reviewed this project at the Pre-Application meeting of **December 10, 2019** and provided comments at the meeting which were subsequently captured in the minutes prepared by Ronda Rozzell in Canby Public Works. However, it is important to remember that the pre-application was not the official and final design that is captured within this submitted land use application currently under review. Often times, applicants change their design as a result of the pre-application comments received in preparation of the official land use application submittal.

This is your opportunity to be sure the applicant has met your cursory requirements provided to them at the pre-application meeting, as well as review any changes made since that meeting. Please keep in mind, your conditions of approval are the only mechanism we have in Planning to make the public, developer, and decision makers aware of what is required for this new project, as submitted.

Your conditions should be specific as to what, who, and when said items will need to be in place, as well as regulations/code citations supporting that condition (as applicable). For example, if you require fire hydrant pads to be level with the sidewalks for ADA compliance, when will that need to occur during the development phase, and who will be sure it is done correctly and to specifications?, and so on.

It is your specific conditions of approval, when provided in writing to Planning staff (the project planner) that make it into the staff report, which is then published and reviewed at the Planning Commission meeting. Without the specific language of your conditions of approval, we cannot enforce the applicable requirements of the Municipal Code if they are not listed accordingly (Of course any life, safety requirements are always enforceable whether written in the staff report or not). It is these conditions of approval that will ultimately be reviewed at the pre-construction meeting, and prior to C of O for the project.

Of note, is that this project is somewhat unique in that the proposal will encompass two land use approvals which are contingent upon each other. While this does not alter the ultimate goal of the proposal, it may require some special consideration by your department/agency.

Thank you in advance for your consideration of my request. If you have any questions regarding this letter or any other aspect of our process, please contact me at (503) 266-0723 or by email at forselle@canbyoregon.gov. We look forward to working with you on this project.

Sincerely,

Erik Forsell | Associate Planner
City of Canby | Development Services Department
222 NE 2nd Ave. | PO Box 930
Canby, OR 97013
Phone | (503) 266-0723
Email | forselle@canbyoregon.gov
Website | www.canbyoregon.gov
Send applications to: PlanningApps@canbyoregon.gov



Hello Erik -

Conditions of construction.

Here is the hydrant spacing noted on the plan.

Noting that we use the Oregon fire code most recent addition which was adopted by the city Council a couple of months ago.

Turn around for appendix D

Chapter 33 for the fire code for fire safety during construction.

Fire lane access for flag lots per appendix D

Please let me know if you need something more formal than this -

Great working with you.

Matt English
Division Chief / Paramedic
Canby Fire District
503.878.0187

www.canbyfire.org

On Jun 26, 2020, at 8:24 AM, Erik Forsell <ForsellE@canbyoregon.gov> wrote:

I've also got a zoom meeting ready if that works better:

Meeting ID: 948 433 6111

Password: canby

From: Matt English [<mailto:menglish@canbyfire.org>]

Sent: Friday, June 26, 2020 8:07 AM

To: Erik Forsell <ForsellE@canbyoregon.gov>

Subject: Re: REMNIDER: Request for Comment / Conditions of Approval - Redwood Landing Phase 2 (Annexation / Subdivision)

That would be great -

Matt English

Division Chief / Paramedic

Canby Fire District

Work Cell - 503 878 0187

Office 503 266 5851

Fax 503 266 1320

From: Erik Forsell <ForsellE@canbyoregon.gov>

Sent: Friday, June 26, 2020 7:46 AM

To: Matt English <menglish@canbyfire.org>

Subject: Re: REMNIDER: Request for Comment / Conditions of Approval - Redwood Landing Phase 2 (Annexation / Subdivision)

Sure,

I'm working from home today, should I call the 503 878 0187 number?

From: Matt English <menglish@canbyfire.org>

Sent: Friday, June 26, 2020 7:44:06 AM

To: Erik Forsell

Subject: Re: REMNIDER: Request for Comment / Conditions of Approval - Redwood Landing Phase 2 (Annexation / Subdivision)

Good morning can we do 9 AM?

Phone

Matt English
DC / Paramedic
Canby Fire District

503 878 0187
Station number 503 266 5851
Fax 503 266 1320

On Jun 26, 2020, at 6:51 AM, Erik Forsell <ForsellE@canbyoregon.gov> wrote:

Good Morning Matt,

Hope you got the day off yesterday! Do you want to discuss this project today via phone or zoom?

Thanks,

Erik Forsell | Associate Planner
City of Canby | Development Services Department
222 NE 2nd Ave. | PO Box 930
Canby, OR 97013
Phone | (503) 266-0723
Email | forselle@canbyoregon.gov
Website | www.canbyoregon.gov
Send applications to: PlanningApps@canbyoregon.gov

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From: Matt English <menglish@canbyfire.org>

Sent: Wednesday, June 24, 2020 3:16:55 PM

To: Erik Forsell

Subject: Re: REMNIDER: Request for Comment / Conditions of Approval - Redwood Landing Phase 2 (Annexation / Subdivision)

Thank you sir,

Can we talk on Friday morning to figure out what we would need to do.
We have board meeting tonight and I'm trying to take tomorrow off if possible.

Matt English
DC / Paramedic
Canby Fire District

503 878 0187
Station number 503 266 5851
Fax 503 266 1320

On Jun 24, 2020, at 2:33 PM, Erik Forsell <ForsellE@canbyoregon.gov> wrote:

Matt,

Thanks a lot for this! Perhaps we can discuss this in detail tomorrow via phone or Zoom meeting if that works for you? If you need things for the developer to do for fire, life, safety we are certainly on board.

Erik Forsell | Associate Planner
City of Canby | Development Services Department
222 NE 2nd Ave. | PO Box 930
Canby, OR 97013
Phone | (503) 266-0723
Email | forselle@canbyoregon.gov
Website | www.canbyoregon.gov
Send applications to: PlanningApps@canbyoregon.gov
<image001.png>

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From: Matt English [<mailto:menglish@canbyfire.org>]
Sent: Wednesday, June 24, 2020 2:24 PM
To: Erik Forsell <ForsellE@canbyoregon.gov>
Subject: Re: REMNIDER: Request for Comment / Conditions of Approval - Redwood Landing Phase 2 (Annexation / Subdivision)

Hello Erik -

Here is a preliminary reply on this -
Oregon fire code overall -

Oregon fire code Chapter 33 = we need to have the fire hydrants live and ready for water supply and ensure access is clear for emergency response.

I have attached a picture with hydrant locations and we need to talk about turn around capabilities on the streets that are dead ends. (anything over 150` should have a rated turn around - how long will it take to tie the developments together ?)

I don't want any hydrants further than 300 feet apart anymore -
300 feet or closer

<image002.jpg>

Thank you - —

Matt English

Division Chief / Paramedic

Canby Fire District

503.878.0187

www.canbyfire.org

On Jun 24, 2020, at 11:44 AM, Erik Forsell <ForsellE@canbyoregon.gov> wrote:

<Annexation Narrative.pdf>

<Annexation Legal Description & Map Exhibit.pdf>

<Design Modification Approval.pdf>

<Redwood Landing 2 Narrative.pdf>

<Redwood Canby 2 Prelim3 Grading (1).pdf>

<Redwood Canby 2 Prelim3 Plan (1) (1).pdf>

<Redwood Canby 2 Prelim3 Profiles (1) (2).pdf>

<Redwood Canby 2 Prelim3 San Prof (1).pdf>

<Redwood Landing 2 Future Streets Plan.pdf>

<Redwood Landing 2 Prelim Plan.pdf>

<Canby Redwood Landing 2 Subdivision TIA.DOCX>

<SUB 20-02 ANN 20-01 - Agency Review Letter.docx>

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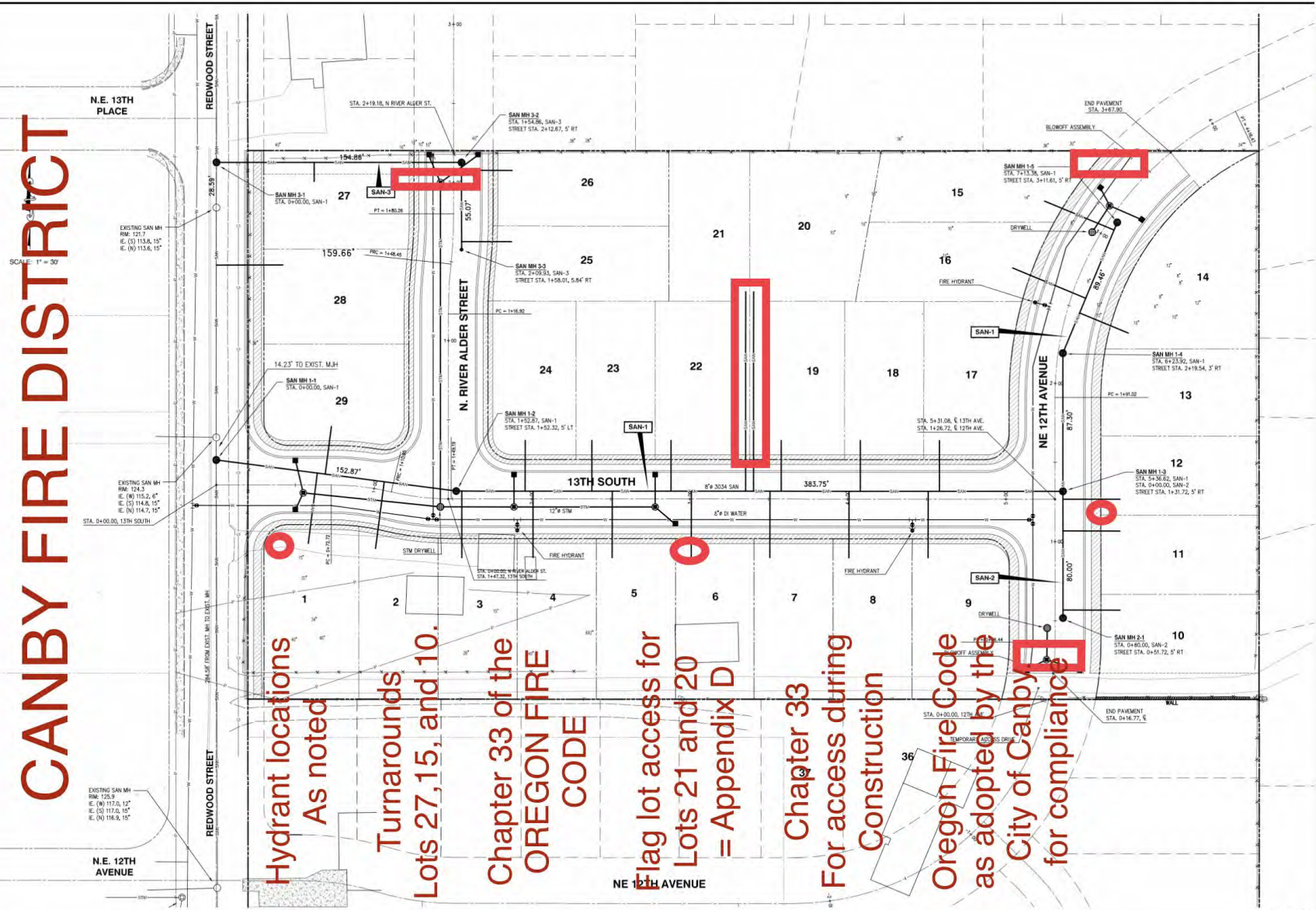
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CANBY FIRE DISTRICT



PRELIMI

2019-129V															
DESIGNED: BDO				Theta, LLC				Icon Construction & Development LLC 1900 Willamette Falls Drive, Suite 200 West Linn, Oregon 97068 Phone: 503-657-0406				Redwood Landing Subdivision 2 1268 Redwood Street Canby, Oregon 31E34B00400			
DRAWN: BUS				ENGINEERING - SURVEYING - PLANNING											
SCALE: 1" = 30'				PO Box 1345 Lake Oswego, Oregon 97035				503-481-8822 email: thetaeng@comcast.net							
DATE: October, 2019															
FILE: Redwood Canby 2 Prelim3	DATE	NO.	REVISION												



Date: 7-3-2020

Comments from DirectLink for Redwood Landing 2 Subdivision:

- DirectLink services will be available through the development. We do not charge a development fee.
- DirectLink will follow the power design as much as possible to minimize trenching; however, additional trenches may be required for communication facilities. We will notify you if any extra trenches are needed after we review a copy of the power trenches.
- The Developer/Owner is required to provide 4" Schedule 40 PVC sleeves for all road crossing. DirectLink requires (1) 4" Schedule 40 PVC sleeves per road crossing. Developer is responsible for placement and material for the 4" Schedule 40 PVC sleeves.
- The Developer/Owner is required to provide open trenches for all underground communication facilities from an existing connection point and throughout the development. DirectLink will place and provide all materials for the open trenches.
- Please call 503-266-8242 as soon as you have the utility trenching schedule to be open. DirectLink requires at least a week prior notice before placing material into an open trench.
- If temporary service is required for the construction site, please contact our Customer Care Center to place an order. All temporary service work is bill on a time and material bases.

Contact Information:

Engineering Manager	Eric Kehler	503-266-8223
Construction Inspector	Matt Downs	503-266-8252
DirectLink Engineering	engineering@directlink.coop	
Customer care center		503-266-8111
Open trench hotline		503-266-8242

ORDINANCE NO. 1535

AN ORDINANCE, PROCLAIMING ANNEXATION INTO THE CITY OF CANBY, OREGON 10,878 SQUARE FEET OF REAL PROPERTY DESCRIBED AS A PORTION OF TAX LOT 100 OF NW ¼, SEC. 34, T.3S., R.1E., W.M. (TAX MAP 31E34B); AND APPROX. 350 SQUARE FEET OF ADJACENT NORTH REDWOOD STREET RIGHT-OF-WAY; AND AMENDING THE EXISTING COUNTY ZONING FROM RURAL RESIDENTIAL FARM FOREST FIVE ACRE (RRFF-5) TO CITY MEDIUM DENSITY RESIDENTIAL (R-1.5) FOR THE ENTIRE AREA; AND SETTING THE BOUNDARIES OF THE PROPERTY TO BE INCLUDED WITHIN THE CANBY CITY LIMITS.

WHEREAS, on August 19, 2020, at a public hearing the City Council of the City of Canby approved by a vote of ____ to ____, Annexation (ANN/ZC 20-01) which called for the annexation of 10,878 square feet of real property and public right-of-way into the City of Canby. The applicant is Icon Construction and Development & Buchanan. A complete legal description and survey map of the property and adjacent right-of-way known as N. Redwood Road delineates the property to be annexed and is attached hereto as Exhibit A & B respectively and by this reference are incorporated herein; and

WHEREAS, Pursuant to CMC 16.84.080, the City must proclaim by ordinance or resolution, the annexation of said property into the City and set the boundaries of the property by legal description; and

WHEREAS, an application was filed by the City as the applicant listed above to annex the real property and right-of-way identified and bring said real property and right-of-way into the City's jurisdiction as previously negotiated with Clackamas County and included in an Inter-Governmental Agreement (IGA) adopted by the Canby City Council on December 5, 2018 as Resolution No. 1306; and

WHEREAS, a public hearing was conducted by the Canby Planning Commission on July 27, 2020 after public notices were mailed, posted and published in the Canby Herald, as required by law; and

WHEREAS, the Canby Planning Commission heard and considered testimony regarding the annexation for annexations by Figure 16.84.040 of Chapter 16.84 of the Land Development and Planning Ordinance at the public hearing and at the conclusion of the public hearing; the Planning Commission voted to recommend that the City Council approve the application; and

WHEREAS, the Canby City Council considered the matter and the recommendation of the Planning Commission following a public hearing held at its regular meeting on August 19, 2020; and

WHEREAS, the Canby City Council, after considering the applicant's submittal, the staff report, the Planning Commission's hearing record and their recommendation documented in their written Findings, Conclusions and Order, and after conducting its own public hearing; voted to

approve the annexation; and

WHEREAS, the written Findings, Conclusions and Order of the Council action is to be approved by the City Council at the next regular Council meeting on September 2, 2020; and

NOW, THEREFORE, THE CITY OF CANBY ORDAINS AS FOLLOWS:

Section 1. It is hereby proclaimed by the City Council of Canby that 2.4 acres of right-of-way described, set, and shown in Exhibit A & B and attached hereto, is annexed into the corporate limits of the City of Canby, Oregon.

SUBMITTED to the Council and read the first time at a regular meeting thereof on August 19, 2020 and ordered posted in three (3) public and conspicuous places in the City of Canby as specified in the Canby City Charter, and scheduled for second reading before the City Council for final reading and action at a regular meeting thereof on September 2, 2020, commencing at the hour of 7:00 PM at the Council Meeting Chambers located at 222 NE 2nd Avenue, Canby, Oregon.

Amanda Zeiber, Interim City Administrator

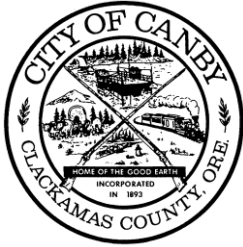
PASSED on the second and final reading by the Canby City Council at a regular meeting thereof on September 2, 2019 by the following vote:

YEAS _____ NAYS _____

Brian Hodson
Mayor

ATTEST:

Melissa Bisset, CMC
City Recorder



BEFORE THE CITY COUNCIL
OF THE CITY OF CANBY

A REQUEST FOR APPROVAL OF)	FINDINGS, CONCLUSION & FINAL ORDER
ANNEXATION AND ZONE CHANGE)	ANN/ZC 20-01
FOR PROPERTY LOCATED AT 1260 N)	DARYL & MARGARET BUCHANAN AND ICON
REDWOOD STREET AND A PORTION OF)	CONSTRUCTION AND DEVELOPMENT INC.
N REDWOOD STREET)	

NATURE OF THE APPLICATION

The applicants sought approval for a Development Concept Plan (DCP) and an annexation/zone change application **ANN/ZC 20-01 N. REDWOOD ANNEXATION & ZONE CHANGE** to annex 10,878 square feet of real property described as Clackamas County Assessor's Map and Tax Lot 31E34B00100, Clackamas County, Oregon. The property is zoned Clackamas County RRFF-5 and is requested to be zoned City R-1.5, Medium Density Residential.

HEARINGS

The Planning Commission considered applications **ANN/ZC 20-01 N. REDWOOD ANNEXATION & ZONE CHANGE** after the duly noticed hearing on July 27, 2020 during which the Planning Commission by a 5 /0 vote obtained a majority decision recommending approval to the City Council with regard to **ANN/ZC 20-01 N. REDWOOD ANNEXATION & ZONE CHANGE**

The City Council considered applications **ANN/ZC 20-01 N. REDWOOD ANNEXATION & ZONE CHANGE** after the duly noticed hearing on August 19, 2020 during which the Council voted X/X to approve City File **ANN/ZC 20-01 N. REDWOOD ANNEXATION & ZONE CHANGE**. These findings are entered to document the approval.

CRITERIA AND STANDARDS

In judging whether or not the annexation and zone change applications shall be approved, the Planning Commission and the City Council determines whether criteria from the *City of Canby Land Development and Planning Ordinance* are met, or can be met by observance of conditions. Applicable criteria and standards were reviewed in the Planning Commission staff report dated July 17, 2020 and the staff memorandum prepared for Council review dated August 5, 2020 and presented at the August 19, 2020 public hearing along with the Planning Commission's recommendation.

FINDINGS AND REASONS

The Staff Report was presented, and written and oral testimony was received at the Council public hearing. The recommendation to approve City File **ANN/ZC 20-01 N. REDWOOD ANNEXATION & ZONE CHANGE** from the Planning Commission was noted by staff.

After hearing public testimony, and closing the public hearing, the City Council made no additional findings beyond those contained in the staff report to arrive at their decision to approve the annexation and re-zone of the property in accordance with the Comprehensive Plan Map land use designation.

CONCLUSION

In summary, the City Council adopted the findings contained in the staff report, concluded that the annexation/zone change meets all applicable approval criteria, and approved City File **ANN/ZC 20-01 N.**

REDWOOD ANNEXATION & ZONE CHANGE as stated below. The City Council's order is reflected below.

ORDER

Based on the application submitted and the facts, findings, and conclusions of the staff report, and the supplemental findings from the public hearing, the City Council approved the annexation and zone change applications as represented in the applicant's submittal drawings and associated application narrative for City File **ANN/ZC 20-01 N. REDWOOD ANNEXATION & ZONE CHANGE** and directed staff to complete the remaining boundary change processes with the State, County, and district service providers to finalize the decision, and upon annexation, that the zone of the subject property be designated as R-1.5 Medium Density Residential as indicated by the Canby Comprehensive Plan Map.

I CERTIFY THAT THIS ORDER approving City File# **ANN/ZC 20-01 N. REDWOOD ANNEXATION & ZONE CHANGE** was presented to and **APPROVED** by the City Council of the City of Canby.

DATED THIS 19th day of August, 2020

Brian Hodson
Mayor

Erik Forsell
Associate Planner

ORAL DECISION –August 19, 2020

AYES:

NOES:

ABSTAIN:

ABSENT:

WRITTEN FINDINGS – February 6, 2019

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Kimberly Scheafer, MMC
City Recorder

CURRAN-McLEOD, INC.
CONSULTING ENGINEERS
6655 SW HAMPTON, SUITE 210
PORTLAND, OR 97223

TO: Honorable Mayor Hodson and City Council
CITY OF CANBY
ATTN: Ms. Amanda Zeiber, Interim City Administrator

FROM: Hassan Ibrahim, P.E.
CURRAN-McLEOD, INC.

DATE: August 3, 2020

ISSUE: SOUTH IVY STREET SANITARY SEWER REPLACEMENT
APPROVAL OF CONSTRUCTION CONTRACT ORDINANCE 1533

SYNOPSIS: On July 30, 2020, the City of Canby solicited and received thirteen (13) bids for the S Ivy Street Sanitary Sewer Replacement. This staff report is to request Council approval for award of the construction contract to the low responsive bidder.

RECOMMENDATION:

That the Council approve Ordinance 1533 authorizing the Mayor and City Administrator to execute a contract with D & I Excavating, Inc. in the amount of \$856,364.00 for the S Ivy Street Sanitary Sewer Replacement.

RATIONALE:

Competitive sealed bids were solicited in compliance with the City of Canby's Rules for Public Purchasing and the requirements of Oregon Revised Statutes. Of the bids received, all were deemed to be responsible and responsive, with Pihl, Inc. submitting the low responsible and responsive bid.

This project is being recommended due to deterioration concerns which were identified subsequent to the preparation and approval of the annual budget. Management believes that this replacement is necessary and more cost effective in the long term than other temporary options and there is sufficient funding to support the total costs. All work is eligible for funding through the Sanitary Sewer Capital Reserves with System Development Charge Revenues.

Honorable Mayor & City Council
August 3, 2020
Page 2

BACKGROUND:

The collection system in S Ivy Street is approaching 60 years old and has multiple isolated pipeline deficiencies including cracks, misalignments, adverse grade sections from settlement, lateral deficiencies, and the main is generally undersized to support buildout of the Urban Growth Boundary. Small sections of this line have been upsized and replaced, but the remainder from SE 2nd Avenue to SE 13th Avenue need to be replaced and increased in size.

Clackamas County is currently preparing plans to improve sections of S Ivy Street and the City intends to complete a street overlay. The sanitary sewer line must be replaced prior to the street reconstruction project.

FISCAL IMPACT:

Attached are Ordinance 1533 and the proposed contract for execution. Our recommendation is to accept the low responsive bid from D & I Excavating, Inc. and execute a contract for construction in the bid amount of \$856,364.00. The low responsive bid of \$856,364.00, however, is slightly lower than the estimated construction cost of \$896,000.

This project has been included in the budget for construction in 2020 and is funded through the Sanitary Sewer Capital Reserves with System Development Charge revenues.

ENCLOSURES:

- Ordinance Number 1533
- Construction Contract
- Bid Tabulation
- Recommendation of Award

cc: Ms. Melisa Bisset
Ms. Julia Blums

ORDINANCE NO. 1533

AN ORDINANCE AUTHORIZING THE MAYOR AND INTERIM CITY ADMINISTRATOR TO EXECUTE A CONTRACT WITH D & I EXCAVATING, INC. IN THE AMOUNT OF \$856,364.00 FOR CONSTRUCTION OF THE SOUTH IVY STREET SANITARY SEWER REPLACEMENT.

WHEREAS, the City of Canby has heretofore advertised and received thirteen (13) bids for the South Ivy Street Sanitary Sewer Replacement; and

WHEREAS, the notice of call for bids was duly and regularly published in the Oregon Daily Journal of Commerce on July 13, 2020; and

WHEREAS, bids were received electronically and opened on July 30, 2020 at 2:00 PM:

WHEREAS, the bidders are as listed below and a detailed tabulation of all items is attached herein and summarized as follows:

The summary of cost from each of the thirteen (13) bidders is shown on the attached tabulation and listed below:

1.	D & I Excavating, Inc.	\$856,364.00
2.	The Saunders Company	\$898,682.00
3.	Rotschy, Inc.	\$911,522.00
4.	Lee Contractors, LLC	\$960,000.00
5.	CivilWorks NW, Inc.	\$981,960.00
6.	Emery & Sons Corporation, LLC	\$1,032,332.00
7.	Canby Excavating, Inc.	\$1,041,911.00
8.	Landis & Landis Construction	\$1,056,460.00
9.	Kerr Contractors Oregon, Inc.	\$1,156,724.00
10.	Pacific Excavation, Inc.	\$1,282,000.00
11.	North Santiam Paving Company	\$1,338,843.00
12.	C & M Excavation & Utilities	\$1,436,365.00
13.	Moore Excavation, Inc.	\$1,567,310.00

WHEREAS, the Canby City Council, acting as the City’s Contract Review Board, met on Wednesday, August 19, 2020, and considered the bids and reports and recommendations of the City staff, including the staff recommendation that the low responsive bid be selected; and

WHEREAS, the Canby City Council determined that the low responsive bid was that of D & I Excavating, Inc.;

WHEREAS, this project arose due to an aged and deteriorated sewer main line; and

WHEREAS, the City has budgeted from the Sanitary Sewer Capital Reserves with System Development Charge Revenues in order to have sufficient budget authority in this category to fund the entire project including the contract recommended for approval herein in accordance with local budget law; the now therefore

THE CITY OF CANBY ORDAINS AS FOLLOWS:

Section 1. The Mayor and/or Interim City Administrator are hereby authorized and directed to make, execute, and declare in the name of the City of Canby and on its behalf, an appropriate contract with D & I Excavating, Inc. for the S Ivy Street Sanitary Sewer Replacement in the amount of \$856,364.00. A copy of the construction contract with D & I Excavating, Inc. is attached and incorporated herein as Exhibit “A”.

Section 2. Inasmuch as it is in the best interest of the citizens of Canby, Oregon, to complete this project as soon as possible, an emergency is hereby declared to exist and this ordinance shall therefore take effect immediately upon its enactment after final reading.

SUBMITTED to the Canby City Council and read the first time at a regular meeting thereof on Wednesday, August 19, 2020 and ordered posted in three (3) public and conspicuous places in the City of Canby as specified in the Canby City Charter and to come before the City Council for final reading and action at a regular meeting thereof on Wednesday, September 2, 2020, commencing at the hour of 7:00 PM in the Council Meeting Chambers located at 222 NE 2nd Avenue, Canby, Oregon.

Melissa Bisset, CMC
City Recorder

PASSED on second and final reading by the Canby City Council at a regular meeting thereof on the 2nd day of September 2020, by the following vote:

YEAS _____

NAYS _____

Brian Hodson, Mayor

ATTEST:

Melissa Bisset, CMC
City Recorder

CONTRACT FOR CONSTRUCTION

THIS AGREEMENT is dated as of the _____ day of _____ in the year 2020 by and between

City of Canby
(hereinafter called OWNER) and

D & I Excavating, Inc.
(hereinafter called CONTRACTOR)

OWNER and CONTRACTOR, in consideration of the mutual covenants hereinafter set forth, agree as follows:

ARTICLE 1 - WORK

CONTRACTOR shall complete all Work as specified or indicated in the Contract Documents:

City of Canby S Ivy Street Sanitary Sewer Replacement

The scope of work consists of the following:

- ! Replacement of the existing 10" concrete sanitary sewer in the same trench with approximately 2,000 lineal feet of 12" and 1,600 lineal feet of 10" PVC sanitary sewer main lines, reconnect 33 service laterals to the new mainlines, remove and replace 17 manholes, 5 drywells, asphalt trench paving, curb, sidewalks and driveways and existing landscaping restoration.

ARTICLE 2 - ENGINEER

The Project has been designed by CURRAN-McLEOD, INC., Consulting Engineers, who is hereinafter called ENGINEER and who will assume all duties and responsibilities and will have the rights and authority assigned to ENGINEER in the Contract Documents in connection with completion of the Work in accordance with the Contract Documents.

ARTICLE 3 - CONTRACT TIME

- 3.1 The Work will be substantially completed within **60 calendar days** after the date when the Contract Time commences to run as provided in paragraph 4.01 of the General Conditions, and completed and ready for final payment in accordance with Paragraph 15.06 of the General Conditions within 15 days after the date when the issuance of the Certificate of Substantial Completion including punch list items.

- 3.2 Liquidated Damages: OWNER and CONTRACTOR recognize that time is of the essence of this Agreement and that OWNER will suffer financial loss if the Work is not substantially complete within the time specified in paragraph 3.1 above, plus any extensions thereof allowed in accordance with Article 12 of the General Conditions. They also recognize the delays, expense and difficulties involved in proving in a legal proceeding the actual loss suffered by OWNER if the Work is not substantially complete on time.

Accordingly, instead of requiring any such proof, OWNER and CONTRACTOR agree that as liquidated damages for delay (but not as a penalty) CONTRACTOR shall pay OWNER or the OWNER may withhold from amounts due the CONTRACTOR Four Hundred Dollars (\$400.00) for each day that expires after the time specified in paragraph 3.1. for Substantial Completion until the Work is substantially complete AND/OR for each day of delay beyond the deadline for Final Completion.

ARTICLE 4 - CONTRACT PRICE

- 4.1 OWNER shall pay CONTRACTOR for performance of the Work in accordance with the Contract Documents in current funds by check, an amount totaling

Eight Hundred Fifty-Six Thousand Three Hundred Sixty-Four and no/100 Dollars

(\$856,364.00) as shown in the attached Bid Proposal.

ARTICLE 5 - PAYMENT PROCEDURES

CONTRACTOR shall submit Applications for Payment in accordance with Article 14 of the General Conditions. Applications for Payment will be processed by ENGINEER as provided in the General Conditions.

- 5.1 Progress Payments: OWNER shall make progress payments on account of the Contract Price on the basis of CONTRACTOR'S Applications for Payment as recommended by ENGINEER, on or about the 25th day of each month during construction as provided below. All progress payments will be on the basis of the progress of the Work measured by the schedule of values provided for in paragraph 2.03 of the General Conditions.

- 5.1.1 Prior to Substantial Completion progress payments will be in an amount equal to:

- (a) 95 % of the Work completed; and
- (b) 95 % of materials and equipment not incorporated in the Work but delivered and suitably stored, less in each case the aggregate of payments previously made.

- 5.1.2 Upon Substantial Completion, OWNER shall pay an amount sufficient to increase total payments to CONTRACTOR to 95% of the value of the Contract Work completed, less such amounts as ENGINEER shall determine in accordance with paragraph 15.01 of the General Conditions.
- 5.2 Final Payment: Upon final completion and acceptance of the Work in accordance with paragraph 15.06 of the General Conditions, OWNER shall pay the remainder of the value of the Contract Work completed, as recommended by ENGINEER as provided in said paragraph 15.06.

ARTICLE 6 - INTEREST

All monies not paid when due hereunder shall bear interest at the maximum rate allowed by law at the place of the Project, when requested in accordance with ORS 279C.570

ARTICLE 7 - CONTRACTOR'S REPRESENTATIONS

In order to induce OWNER to enter into this Agreement CONTRACTOR makes the following representations:

- 7.1 CONTRACTOR has familiarized himself with the nature and extent of the Contract Documents, Work, locality, and with all local conditions and federal, state and local laws, ordinances, rules and regulations that in any manner may affect cost, progress or performance of the Work.
- 7.2 CONTRACTOR has visited and explored the site soil conditions or if attached studied carefully all reports of investigations and tests of subsurface and latent physical conditions at the site or otherwise affecting cost, progress or performance of the Work which were relied upon by ENGINEER in the preparation of the Drawings and Specifications and which have been identified in the Supplementary Conditions.
- 7.3 CONTRACTOR has visited and explored the site soil conditions, made or caused to be made if attached examinations, investigations and tests and studies of such reports and related data in addition to those referred to in paragraph 7.2 as he deems necessary for the performance of the Work at the Contract Price, within the Contract Time and in accordance with the other terms and conditions of the Contract Documents; and no additional examinations, investigations, tests, reports or similar data are or will be required by CONTRACTOR for such purposes.
- 7.4 CONTRACTOR has conversed with the ENGINEER regarding the site soil conditions or correlated if attached the results of all such observations, examinations, investigations, tests, reports and data with the terms and conditions of the Contract Documents.
- 7.5 CONTRACTOR has given ENGINEER written notice of all conflicts, errors or discrepancies that he has discovered in the Contract Documents and the written resolution thereof by ENGINEER is acceptable to CONTRACTOR.

- 7.6 Large boulders are expected to be encountered on-site during trench excavation.

ARTICLE 8 - CONTRACT DOCUMENTS

- 8.1 This Agreement
- 8.2 Exhibits to this Agreement.
- 8.3 Performance and other Bonds
- 8.4 Notice of Award.
- 8.5 General Conditions of the Construction Contract
- 8.6 Supplementary Conditions
- 8.7 Technical Specifications as listed in the Table of Contents.
- 8.8 Drawings & Specifications bearing the following general title:
City of Canby
S Ivy Street Sanitary Sewer Replacement
- 8.9 Addenda numbers 1.
- 8.10 CONTRACTOR'S Bid
- 8.11 Any Modification, including Change Orders, duly delivered after execution of Agreement.

There are no Contract Documents other than those listed above in this ARTICLE 8. The Contract Documents may only be altered, amended or repealed by a Modification (as defined in Article 1 of the General Conditions).

ARTICLE 9 - MISCELLANEOUS

- 9.1 Terms used in this Agreement which are defined in Article 1 of the General Conditions shall have the meanings indicated in the General Conditions.
- 9.2 No assignment by a party hereto of any rights under or interests in the Contract Documents will be binding on another party hereto without the written consent of the party sought to be bound; and specifically by without limitation, moneys that may become due and moneys that are due may not be assigned without such consent (except to the extent that the effect of this restriction may be limited by law), and unless specifically stated to the contrary in any written consent to an assignment no assignment will release or discharge the assignor from any duty or responsibility under the Contract Documents.

- 9.3 OWNER and CONTRACTOR each binds himself, his partners, successors, assigns and legal representatives to the other party hereto, his partners, successors, assigns and legal representatives in respect to all covenants, agreements and obligations contained in the Contract Documents.
- 9.4 In the event a suit, arbitration or other legal action is required by either the OWNER or the CONTRACTOR to enforce any provisions of this Agreement, the prevailing parties shall be entitled to all reasonable costs and reasonable attorney's fees upon trial or subsequent appeal.

IN WITNESS WHEREOF, the parties hereto have signed three counterparts of this Agreement.

This Agreement will be effective on _____, 2020.

OWNER:

**City of Canby
P.O. Box 930
222 NE 2nd Avenue
Canby, OR 97013**

CONTRACTOR:

**D & I Excavating, Inc.
P.O. Box 1948
610 Front Street
Silverton, OR 97381**

By: _____

By: _____

Name/Title: _____

Name/Title: _____

Name/Title: _____

Attest: _____

Address for giving notices:

**D & I Excavating, Inc.
P.O. Box 1948
610 Front Street
Silverton, OR 97381**

**Derekh@diexcavating.com
(503) 871-4295**

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CITY OF CANBY																				
Project: S. Ivy Street Sanitary Sewer Replacement																				
Bid Date: July 30, 2020 @ 2 PM																				
			1	2	3	4	5	6	7	8	9	10	11	12	13					
BID TABULATION				D & I Excavating	The Saunders Company	Rotschy, Inc.	Lee Contractors	CivilWorks NW	Emery & Sons	Canby Excavating	Landis & Landis Construction	Kerr Contractors	Pacific Excavation	North Santiam Paving	C&M Excavation & Utilities	Moore Excavation				
Basic Bid Items:			Units	Unit / Total	Unit / Total	Unit / Total	Unit / Total	Unit / Total	Unit / Total	Unit / Total	Unit / Total	Unit / Total	Unit / Total	Unit / Total	Unit / Total	Unit / Total				
A. Sanitary Sewer & Site Restoration																				
A.1	Mobilization, Bond & Insurance	1	LS	\$ 61,500.75	\$ 85,000.00	\$ 71,000.00	\$ 80,870.00	\$ 70,000.00	\$ 101,011.00	\$ 91,300.00	\$ 55,000.00	\$ 115,670.00	\$ 160,024.00	\$ 214,600.00	\$ 130,000.00	\$ 92,000.00				
				\$ 61,500.75	\$ 85,000.00	\$ 71,000.00	\$ 80,870.00	\$ 70,000.00	\$ 101,011.00	\$ 91,300.00	\$ 55,000.00	\$ 115,670.00	\$ 160,024.00	\$ 214,600.00	\$ 130,000.00	\$ 92,000.00				
A.2	Temporary Protection & Direction of Traffic	1	LS	\$ 22,856.00	\$ 40,000.00	\$ 59,600.00	\$ 130,000.00	\$ 60,000.00	\$ 39,450.00	\$ 11,500.00	\$ 30,000.00	\$ 92,085.00	\$ 88,500.00	\$ 32,000.00	\$ 46,000.00	\$ 86,620.00				
				\$ 22,856.00	\$ 40,000.00	\$ 59,600.00	\$ 130,000.00	\$ 60,000.00	\$ 39,450.00	\$ 11,500.00	\$ 30,000.00	\$ 92,085.00	\$ 88,500.00	\$ 32,000.00	\$ 46,000.00	\$ 86,620.00				
A.3	Erosion Control	1	LS	\$ 1,850.00	\$ 2,000.00	\$ 15,000.00	\$ 15,000.00	\$ 1,500.00	\$ 7,950.00	\$ 5,500.00	\$ 3,200.00	\$ 6,485.00	\$ 6,000.00	\$ 3,700.00	\$ 3,500.00	\$ 2,655.00				
				\$ 1,850.00	\$ 2,000.00	\$ 15,000.00	\$ 15,000.00	\$ 1,500.00	\$ 7,950.00	\$ 5,500.00	\$ 3,200.00	\$ 6,485.00	\$ 6,000.00	\$ 3,700.00	\$ 3,500.00	\$ 2,655.00				
A.4	Site Restoration	1	LS	\$ 4,750.00	\$ 2,500.00	\$ 17,500.00	\$ 40,000.00	\$ 2,500.00	\$ 4,363.00	\$ 43,500.00	\$ 14,000.00	\$ 9,965.00	\$ 20,000.00	\$ 5,700.00	\$ 10,000.00	\$ 4,155.00				
				\$ 4,750.00	\$ 2,500.00	\$ 17,500.00	\$ 40,000.00	\$ 2,500.00	\$ 4,363.00	\$ 43,500.00	\$ 14,000.00	\$ 9,965.00	\$ 20,000.00	\$ 5,700.00	\$ 10,000.00	\$ 4,155.00				
A.5	Trench Stabilization (if needed)	50	CY	\$ 40.00	\$ 100.00	\$ 48.00	\$ 200.00	\$ 70.00	\$ 80.00	\$ 55.00	\$ 40.00	\$ 81.50	\$ 130.00	\$ 64.00	\$ 75.00	\$ 75.00				
				\$ 2,000.00	\$ 5,000.00	\$ 2,400.00	\$ 10,000.00	\$ 3,500.00	\$ 4,000.00	\$ 2,750.00	\$ 2,000.00	\$ 4,075.00	\$ 6,500.00	\$ 3,200.00	\$ 3,750.00	\$ 3,750.00				
A.6	Sawcut Asphalt / Concrete Surfaces (all depth)	8,500	LF	\$ 1.50	\$ 1.00	\$ 2.70	\$ 2.00	\$ 1.50	\$ 3.30	\$ 2.50	\$ 1.00	\$ 2.00	\$ 2.00	\$ 2.90	\$ 4.50	\$ 3.00				
				\$ 12,750.00	\$ 8,500.00	\$ 22,950.00	\$ 17,000.00	\$ 12,750.00	\$ 28,050.00	\$ 21,250.00	\$ 8,500.00	\$ 17,000.00	\$ 17,000.00	\$ 24,650.00	\$ 38,250.00	\$ 25,500.00				
A.7	12" PVC 3034 Pipe Excavation, offsite Material Disposal & Crushed Rock Backfill	1,967	LF	\$ 96.00	\$ 115.00	\$ 130.00	\$ 80.00	\$ 115.00	\$ 114.00	\$ 155.00	\$ 150.00	\$ 142.00	\$ 158.50	\$ 140.90	\$ 170.00	\$ 235.00				
				\$ 188,832.00	\$ 226,205.00	\$ 255,710.00	\$ 157,360.00	\$ 226,205.00	\$ 224,238.00	\$ 304,885.00	\$ 295,050.00	\$ 279,314.00	\$ 311,769.50	\$ 277,150.30	\$ 334,390.00	\$ 462,245.00				
A.8	10" PVC 3034 Pipe Excavation, offsite Material Disposal & Crushed Rock Backfill	1,619	LF	\$ 84.75	\$ 88.00	\$ 108.00	\$ 80.00	\$ 95.00	\$ 101.00	\$ 104.00	\$ 140.00	\$ 115.00	\$ 138.50	\$ 105.80	\$ 150.00	\$ 190.00				
				\$ 137,210.25	\$ 142,472.00	\$ 174,852.00	\$ 129,520.00	\$ 153,805.00	\$ 163,519.00	\$ 168,376.00	\$ 226,660.00	\$ 186,185.00	\$ 224,231.50	\$ 171,290.20	\$ 242,850.00	\$ 307,610.00				
A.9	Reconnect Existing Laterals with 12"x6" Tee-Wye, 6" PVC 3034 Pipe, Fittings & 6" Cleanout, Short Side Installed Complete	18	Ea.	\$ 1,860.00	\$ 1,950.00	\$ 1,640.00	\$ 3,000.00	\$ 2,250.00	\$ 2,039.00	\$ 2,150.00	\$ 1,100.00	\$ 2,450.00	\$ 3,400.00	\$ 3,250.00	\$ 3,750.00	\$ 3,400.00				
				\$ 33,480.00	\$ 35,100.00	\$ 29,520.00	\$ 54,000.00	\$ 40,500.00	\$ 36,702.00	\$ 38,700.00	\$ 19,800.00	\$ 44,100.00	\$ 61,200.00	\$ 58,500.00	\$ 67,500.00	\$ 61,200.00				
A.10	Reconnect Existing Laterals with 12"x6" Tee-Wye, 6" PVC 3034 Pipe, Fittings & 6" Cleanout, Long Side Installed Complete	7	Ea.	\$ 2,720.00	\$ 5,000.00	\$ 2,820.00	\$ 3,000.00	\$ 4,250.00	\$ 4,920.00	\$ 3,950.00	\$ 3,200.00	\$ 4,830.00	\$ 4,800.00	\$ 6,800.00	\$ 8,400.00	\$ 8,035.00				
				\$ 19,040.00	\$ 35,000.00	\$ 19,740.00	\$ 21,000.00	\$ 29,750.00	\$ 34,440.00	\$ 27,650.00	\$ 22,400.00	\$ 33,810.00	\$ 33,600.00	\$ 47,600.00	\$ 58,800.00	\$ 56,245.00				
A.11	Reconnect Existing Laterals with 10"x6" Tee-Wye, 6" PVC 3034 Pipe, Fittings & 6" Cleanout, Short Side Installed Complete	6	Ea.	\$ 1,890.00	\$ 1,850.00	\$ 1,540.00	\$ 3,000.00	\$ 2,000.00	\$ 1,961.00	\$ 1,900.00	\$ 1,500.00	\$ 2,260.00	\$ 3,400.00	\$ 3,100.00	\$ 3,700.00	\$ 3,775.00				
				\$ 11,340.00	\$ 11,100.00	\$ 9,240.00	\$ 18,000.00	\$ 12,000.00	\$ 11,766.00	\$ 11,400.00	\$ 9,000.00	\$ 13,560.00	\$ 20,400.00	\$ 18,600.00	\$ 22,200.00	\$ 22,650.00				
A.12	Reconnect Existing Laterals with 10"x6" Tee-Wye, 6" PVC 3034 Pipe, Fittings & 6" Cleanout, Long Side Installed Complete	2	Ea.	\$ 2,850.00	\$ 4,850.00	\$ 2,430.00	\$ 3,000.00	\$ 4,000.00	\$ 4,162.00	\$ 3,700.00	\$ 4,000.00	\$ 4,500.00	\$ 4,800.00	\$ 6,350.00	\$ 7,300.00	\$ 8,015.00				
				\$ 5,700.00	\$ 9,700.00	\$ 4,860.00	\$ 6,000.00	\$ 8,000.00	\$ 8,324.00	\$ 7,400.00	\$ 8,000.00	\$ 9,000.00	\$ 9,600.00	\$ 12,700.00	\$ 14,600.00	\$ 16,030.00				
A.13	Remove Existing Manhole & Dispose	17	Ea.	\$ 300.00	\$ 1,500.00	\$ 1,200.00	\$ 1,000.00	\$ 1,200.00	\$ 480.00	\$ 575.00	\$ 1,200.00	\$ 1,030.00	\$ 1,500.00	\$ 320.00	\$ 2,500.00	\$ 2,075.00				
				\$ 5,100.00	\$ 25,500.00	\$ 20,400.00	\$ 17,000.00	\$ 20,400.00	\$ 8,160.00	\$ 9,775.00	\$ 20,400.00	\$ 17,510.00	\$ 25,500.00	\$ 5,440.00	\$ 42,500.00	\$ 35,275.00				
A.14	48" Diameter Standard Manhole	17	Ea.	\$ 5,560.00	\$ 4,400.00	\$ 2,800.00	\$ 6,000.00	\$ 6,000.00	\$ 5,327.00	\$ 4,300.00	\$ 5,500.00	\$ 4,200.00	\$ 5,400.00	\$ 7,300.00	\$ 5,750.00	\$ 9,000.00				
				\$ 94,520.00	\$ 74,800.00	\$ 47,600.00	\$ 102,000.00	\$ 102,000.00	\$ 90,559.00	\$ 73,100.00	\$ 93,500.00	\$ 71,400.00	\$ 91,800.00	\$ 124,100.00	\$ 97,750.00	\$ 153,000.00				
A.15	48" Diameter Drywell	5	Ea.	\$ 18,472.00	\$ 12,500.00	\$ 12,000.00	\$ 6,000.00	\$ 15,000.00	\$ 14,390.00	\$ 12,500.00	\$ 24,000.00	\$ 22,000.00	\$ 6,500.00	\$ 24,700.00	\$ 25,500.00	\$ 13,000.00				
				\$ 92,360.00	\$ 62,500.00	\$ 60,000.00	\$ 30,000.00	\$ 75,000.00	\$ 71,950.00	\$ 62,500.00	\$ 120,000.00	\$ 110,000.00	\$ 32,500.00	\$ 123,500.00	\$ 127,500.00	\$ 65,000.00				
A.16	Type "C" Concrete Curb	900	LF	\$ 38.50	\$ 19.95	\$ 17.00	\$ 30.00	\$ 32.00	\$ 36.00	\$ 27.00	\$ 28.00	\$ 28.85	\$ 37.50	\$ 29.00	\$ 42.00	\$ 30.00				
				\$ 34,650.00	\$ 17,955.00	\$ 15,300.00	\$ 27,000.00	\$ 28,800.00	\$ 32,400.00	\$ 24,300.00	\$ 25,200.00	\$ 25,965.00	\$ 33,750.00	\$ 26,100.00	\$ 37,800.00	\$ 27,000.00				
A.17	4" Concrete Sidewalk / Driveway Approach	325	SY	\$ 112.00	\$ 110.00	\$ 30.00	\$ 70.00	\$ 90.00	\$ 142.00	\$ 91.00	\$ 70.00	\$ 82.00	\$ 103.00	\$ 86.50	\$ 125.00	\$ 105.00				
				\$ 36,400.00	\$ 35,750.00	\$ 9,750.00	\$ 22,750.00	\$ 29,250.00	\$ 46,150.00	\$ 29,575.00	\$ 22,750.00	\$ 26,650.00	\$ 33,475.00	\$ 28,112.50	\$ 40,625.00	\$ 34,125.00				
A.18	6" Concrete Driveway Approach	50	SY	\$ 118.50	\$ 185.00	\$ 81.00	\$ 90.00	\$ 120.00	\$ 146.00	\$ 139.00	\$ 75.00	\$ 133.00	\$ 145.00	\$ 108.00	\$ 137.00	\$ 155.00				
				\$ 5,925.00	\$ 9,250.00	\$ 4,050.00	\$ 4,500.00	\$ 6,000.00	\$ 7,300.00	\$ 6,950.00	\$ 3,750.00	\$ 6,650.00	\$ 7,250.00	\$ 5,400.00	\$ 6,850.00	\$ 7,750.00				
A.19	1/2" Asphalt Concrete Trench Patching (4" Depth)	17,000	SF	\$ 4.80	\$ 3.55	\$ 3.65	\$ 4.00	\$ 5.00	\$ 6.00	\$ 5.00	\$ 4.25	\$ 5.00	\$ 5.00	\$ 8.00	\$ 5.50	\$ 6.00				
				\$ 81,600.00	\$ 60,350.00	\$ 62,050.00	\$ 68,000.00	\$ 85,000.00	\$ 102,000.00	\$ 85,000.00	\$ 72,250.00	\$ 85,000.00	\$ 85,000.00	\$ 136,000.00	\$ 93,500.00	\$ 102,000.00				
A.20	Open Trench Rock Excavation (if needed)	100	CY	\$ 45.00	\$ 100.00	\$ 100.00	\$ 100.00	\$ 150.00	\$ 100.00	\$ 165.00	\$ 50.00	\$ 23.00	\$ 129.00	\$ 205.00	\$ 180.00	\$ 25.00				
				\$ 4,500.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 15,000.00	\$ 10,000.00	\$ 16,500.00	\$ 5,000.00	\$ 2,300.00	\$ 12,900.00	\$ 20,500.00	\$ 18,000.00	\$ 2,500.00				
Red denotes variation from written bid, after calculation				TOTAL BASIC BID				\$ 856,364.00	\$ 898,682.00	\$ 911,522.00	\$ 960,000.00	\$ 981,960.00	\$ 1,032,332.00	\$ 1,041,911.00	\$ 1,056,460.00	\$ 1,156,724.00	\$ 1,281,000.00	\$ 1,338,843.00	\$ 1,436,365.00	\$ 1,567,310.00

Red denotes variation from written bid, after calculation

August 3, 2020

City of Canby
222 NE 2nd Avenue
Canby, OR 97013
Attn: Ms. Amanda Zeiber, Interim City Administrator

**RE: CITY OF CANBY
S IVY STREET SANITARY SEWER REPLACEMENT
BID TABULATION & RECOMMENDATION OF AWARD**

Mr. Mayor and City Council Members:

On July 13, 2020 the City of Canby advertised in the Daily Journal of Commerce and on July 30, 2020, the City of Canby solicited and received thirteen (13) bids for the S Ivy Street Sanitary Sewer Replacement project. The summary of the pricing is shown on the attached tabulation, with the low bid received from **D & I Excavating, Inc.**

The summary of cost from each of the eight (8) bidders is shown on the attached tabulation and listed below:

1.	D & I Excavating, Inc.	\$856,364.00
2.	The Saunders Company	\$898,682.00
3.	Rotschy, Inc.	\$911,522.00
4.	Lee Contractors, LLC	\$960,000.00
5.	CivilWorks NW, Inc.	\$981,960.00
6.	Emery & Sons Corporation, LLC	\$1,032,332.00
7.	Canby Excavating, Inc.	\$1,041,911.00
8.	Landis & Landis Construction	\$1,056,460.00
9.	Kerr Contractors Oregon, Inc.	\$1,156,724.00
10.	Pacific Excavation, Inc.	\$1,282,000.00
11.	North Santiam Paving Company	\$1,338,843.00
12.	C & M Excavation & Utilities	\$1,436,365.00
13.	Moore Excavation, Inc.	\$1,567,310.00

BID REVIEW

Each bid was reviewed for compliance with the bidding requirements listed in the contract documents. All bids were reviewed for mathematical entries, acknowledgement of addenda, bonding information, first tier subcontractor disclosure information and execution of the bid. All bidders are deemed responsive and responsible except for the eighth bidder Landis & Landis Construction whereas they didn't submit the first-tier subcontractor disclosure form and deemed to be nonresponsive. The sixth bidder Emery & Sons Corporation, LLC has a minor mathematical error but it didn't alter the ranking.

The low bidder **D & I Excavating, Inc.** has a good record with the Construction Contractors Board, and we are not aware of any concerns, is prequalified with the Oregon Department of Transportation, a local contractor and a familiar name. We have worked with **D & I Excavating, Inc.** on many successful projects of similar scope over the years in other communities throughout the metropolitan area.

SUMMARY & RECOMMENDATION

After review of all bids received, we recommend the City of Canby award the S Ivy Street Sanitary Sewer Replacement project to the low responsive bidder, **D & I Excavating, Inc.**, in the amount of Eight Hundred Fifty-Six Thousand Three Hundred Sixty-Four and 00/100 Dollars (\$856,364.00).

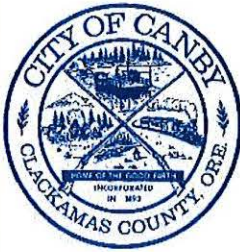
We have enclosed a staff report, an ordinance 1533, a bid tabulation and a proposed contract for the City to proceed with award of the contract. In anticipation of award, we have issued the Notice of Intent to Award on August 3, 2020 to all bidders.

Very truly yours,

CURRAN-McLEOD, INC.

Hassan A. Ibrahim, P.E.

Enclosures: 1533 Staff Report
1533 Ordinance
Bid Tabulation
Contract for Construction



City of Canby

PO Box 930
222 NE 2nd Ave
Canby, OR 97013

Phone: 503.266.4021
Fax: 503.266.7961
www.canbyoregon.gov

City Council Staff Report

DATE: Wednesday, August 19th 2020
TO: Honorable Mayor Hodson and City Council
THRU: Amanda Zeiber, Interim City Administrator
FROM: Jeff Snyder, Park Maintenance Lead
ITEM: S. Locust St. Park Playground Replacement Project

Summary

Adoption of Ordinance 1534 to execute a contract with Landscape Structures Inc. in the amount of \$130,361.47 to replace the S. Locust St. Park playground equipment using park maintenance fees.

Background

S. Locust St. Park playground equipment was originally installed in 1995 and is at the end of its useful life. The equipment has served the community well for the last 25 years. However, issues have been discovered with the uses zones and the ability to perform maintenance on the 2-5 and 5-12 age group equipment.

Discussion

Park Staff have identified the replacement of the 2-5 and 5-12 age group playground equipment at S. Locust St. Park as a priority project in the 20-21 fiscal year. The failing equipment has been budgeted for replacement in the 20-21 FY.

Park staff utilized the HGAC state contact pricing to get three design options through Landscape Structures Inc. for the replacement of the playground equipment. The design with the most inclusive playability was design 3 #1142932-3-1. Total cost for the equipment replacement is \$130,361.47.

Attachments

Ordinance No. 1534, Landscape Structures quote # 00032804
Personal Services Agreement, HGAC Contact # PR11-18
Landscape Structures design 1142932-03-01-02

Fiscal Impact

Council adopted the FY20-21 budget with \$150,000 allocated to the playground equipment replacement. The actual cost is \$130,361.47 for a savings of just under \$20,000.

Options

Option 1: Adopt Ordinance 1534 to replace the playground equipment

Option 2: Do not adopt Ordinance 1534 and not be in compliance with safety standards for the 2-5 and 5-12 age groups. This option will result in continued maintenance issues.

Recommendation

Staff recommends the Council adopt Ordinance 1534 to utilize \$130,361.47 of the Park Maintenance Fee to replace the playground equipment at S Locust St Park.

Proposed Motion

"I move to approve Ordinance 1534, An Ordinance Authorizing the City Administrator to Execute a Contract With Landscape Structures Inc., in the Amount of \$130,361.47

ORDINANCE NO. 1534

AN ORDINANCE AUTHORIZING THE INTERIM CITY ADMINISTRATOR TO EXECUTE A CONTRACT WITH LANDSCAPE STRUCTURES INC, TO PURCHASE PLAYGROUND EQUIPMENT FOR LOCUST STREET PARK

WHEREAS, the playground equipment at Locust Street Park has reached the end of its useful life; and

WHEREAS, the City of Canby wishes to replace the playground equipment at Locust Street Park; and

WHEREAS, the City of Canby is following purchasing rules in accordance with ORS Chapter 279 and Canby Public Purchasing Rules set forth in Resolution 1290; and

WHEREAS, Landscape Structures Inc. submitted a quote using the HGAC state contract # PR11-18 for the playground equipment in the amount of \$130,361.47; and

WHEREAS, the City Council meeting and acting as the Contract Review Board for the City of Canby has reviewed this bid, reviewed the staff report and believes it to be in the best interest of the City to contract with Landscape Structures Inc, for playground equipment.

NOW, THEREFORE, THE CITY OF CANBY ORDAINS AS FOLLOWS:

Section 1. The Interim City Administrator is hereby authorized to make, execute and declare in the name of the City of Canby and on its behalf, an appropriate contract with Landscape Structure Inc, to purchase playground equipment for Locust Street Park for a total of \$130361.47.

SUBMITTED to the Canby City Council and read the first time at a regular meeting thereof on Wednesday, August 19, 2020, and ordered posted in three (3) public and conspicuous places in the City of Canby as specified in the Canby City Charter and scheduled for second reading before the City Council for final reading and action at a regular meeting thereof on Wednesday, September 2, 2020, commencing at the hour of 7:00 PM in the Council Meeting Chambers located at 222 NE 2nd Avenue, 1st Floor, Canby, Oregon.

Melissa Bisset
City Recorder

PASSED on second and final reading by the Canby City Council at a regular meeting

thereof on the 2nd day of September, 2020 by the following vote:

YEAS _____

NAYS _____

Brian Hodson
Mayor

ATTEST:

Melissa Bisset, CMC
City Recorder

Landscape Structures Representative

Ben Stanford
Ross Recreation Equipment, Inc.

503-432-8950
bens@rossrec.com

Prepared For:

Contact Name Jeff Snyder
Bill To Name City of Canby
Bill To 182 N. Holly Street
P.O. Box 930
Canby, Oregon 97013
United States

Phone (503) 266-4021 x 232
Ship To Name City of Canby
Ship To 1470 NE Territorial Road
Canby, Oregon 97013
United States



ALL PURCHASE ORDERS, CONTRACTS, AND
CHECKS TO BE MADE OUT TO:

LANDSCAPE STRUCTURES, INC.
601 7TH STREET SOUTH
DELANO, MN 55328 U.S.A.

763-972-3391 800-328-0035
Fax: 763-972-3185

Quote Name Landscape Structures Design #1142932-3-1
Opportunity Name Locust Park Playground
Quote Number 00032804

Quote Date 7/22/2020
Quote Exp Date 10/21/2020
Est Lead Time 4-6 weeks

Quantity	Product	Product Description	Sales Price	Total Price
1.00	Bond	Bond - Standard 3% on total project amount including tax and freight.	\$3,796.94	\$3,796.94
1.00	HGAC - LSI Discount	HGAC - LSI Discount PR 11-16	-\$2,692.53	-\$2,692.53
1.00	HGAC - Ross Discount	HGAC - Ross Discount PR 11-16	-\$4,487.55	-\$4,487.55
1.00	Installation	<p>Installation of Landscape Structures PlayBooster Design #1142932-3-1 by a manufacturer certified installer. Pricing assumes existing play structures and wood chips are removed prior to installation. Pricing does not include offload / temp fencing. If offloading and fencing is required, see notes.</p> <p>**Installation price quoted for favorable working conditions. If rock, poor soil conditions, a high water table and/or other unforeseen site conditions exist requiring additional materials and labor, additional charges may be incurred.</p> <p>*Installation quoted includes standard manufacturer provided footing details; if different footing details are provided by the owner/specifier, a change order will be required.</p> <p>*Installation quoted includes installing footings through native soil or 95% compacted base rock. If installing through concrete, asphalt or through less compacted or permeable base or drain rock, or in other conditions, please provide additional details and a change order may be required.</p>	\$38,110.61	\$38,110.61
1.00	PlayBooster, 5-12	<p>Landscape Structures PlayBooster, ages 5-12. Design #1142932-3-1. Design includes: Conical Climber, Mini Summit Climber, Wiggle Ladder, Ball Maze Panel, Chimes Panel, Driver Panel, Storefront Panel, Square Poly Roofs with Custom "Locust Street Park" logo, Double Slide, SpyroSlide, 56" Crawl Tunnel, Saddle Spinner, Toddler Swings with full bucket seats, 84" Disc Challenge, Belt Bridge, Chimney Climber, Cliff Climber, Loop Ladder, Navigator Reach Panel, Blender Spinner, Sol Spinner, Overhead Horizontal Ladder, Double Swoosh Slide, SlideWinder 2, Single Post Swing Frame with Belt Seats, and more.</p>	\$89,751.00	\$89,751.00

Materials Amount

\$82,570.92

Tax Amount	\$0.00
Labor Total	\$41,907.55
Freight Amount	\$5,883.00
Total	\$130,361.47

Notes to Customer

Note to Customer Thank you for the opportunity to quote your upcoming project. PLEASE NOTE: quote does not include installation, offload, payment and performance bonds, engineering calculations, security, storage, permits, inspection, or safety surfacing unless otherwise noted.

Deposits may be required before order can be placed depending on customer credit terms. Your purchase is subject to the terms and conditions of this quote, approval of this quote agrees to those terms.

If ordering materials after the expiration date, please add 3-6% annually to materials for anticipated price increase. If this is for a BID, it is the responsibility of the General Contractor bidding to adjust their bid to accommodate anticipated pricing. Please also note that sales tax will be based on the current rate at the time of shipping, not order date. Customer will be expected to cover these taxes.

Ross Recreation will provide labor using a subcontractor for all installation and labor quoted. Neither Ross Recreation nor our subcontractors are signatory to any unions, however compliance with prevailing wage rate requirements will occur. If union enrollment is required by our subcontractor for completion of this project, Ross Recreation will require a change order to cover the costs of a per project enrollment and additional wage/benefit requirements.

*** Pricing does not include Offloading or Temp Fencing. If Offload is required, there will be an additional \$2,000 charge. If temp fencing is required, please add \$1,075.

Customer Authorization

SIGNATURE BELOW ACCEPTING THIS PROPOSAL WILL CONSTITUTE A PURCHASE ORDER ONLY UPON APPROVAL BY LANDSCAPE STRUCTURES, INC. CUSTOMER RECEIPT OF AN ORDER ACKNOWLEDGEMENT CONSTITUTES SUCH APPROVAL.

Signature _____

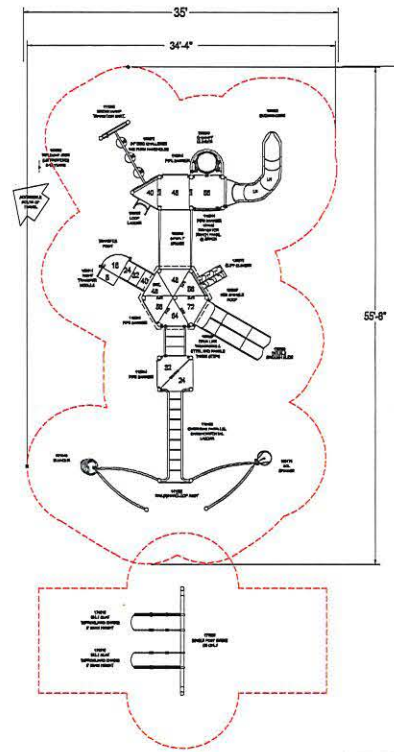
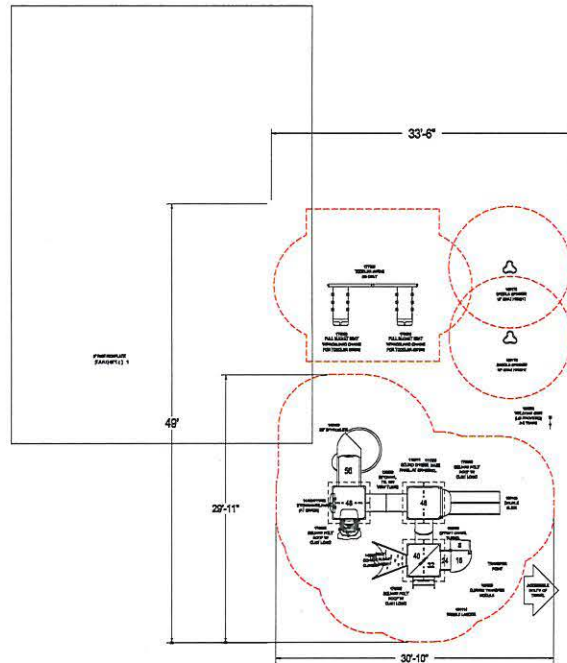
Name _____

Title _____

Date _____







<p>Footcandle 0.15 0.15</p> <p>0' 5' 10' 20'</p>	<p>Footcandle 0.15 0.15</p> <p>0' 5' 10' 20'</p>
---	---

THIS PLAY AREA & PLAY EQUIPMENT IS DESIGNED FOR A 15-YEAR LIFESPAN UNLESS OTHERWISE NOTED ON PLAN.

IT IS THE MANUFACTURER'S OPINION THAT THIS PLAY AREA DOES CONFORM TO THE A.S.A. ACCESSIBILITY STANDARDS, AS LONG AS AN ACCESSIBLE PROTECTIVE SURFACING IS PROVIDED, AS INDICATED, OR WITHIN THE ENTIRE USE ZONE.

THIS CONCEPT PLAN WAS BASED ON INFORMATION AVAILABLE TO US PRIOR TO CONSTRUCTION. DETAILED SITE INFORMATION INCLUDING SITE CONDITIONS, EXISTING UTILITIES, SOIL CONDITIONS, AND DRAINAGE REQUIREMENTS SHOULD BE OBTAINED, EVALUATED, & UTILIZED IN THE FINAL DESIGN. PLANS VARY FROM THE CONCEPT PLAN. ALL CONDITIONS OF PLAY AREA, INCLUDING EXISTING UTILITIES, EQUIPMENT, AND SITE DRAINAGE PRIOR TO CONSTRUCTION, SHOULD NOT BE THE NEXT AFTERNOON SUN.

CHOOSE A PROTECTIVE SURFACING MATERIAL THAT MEETS THE FOLLOWING CRITERIA TO MEET THE MAXIMUM FALL HEIGHT FOR THE EQUIPMENT (FEET):

- AREA WITH EXISTING CONCRETE SURFACING: 1.0
- AREA WITH EXISTING ASPHALT SURFACING: 1.0
- AREA WITH EXISTING GRASS SURFACING: 1.0
- AREA WITH EXISTING SAND SURFACING: 1.0
- AREA WITH EXISTING RUBBER SURFACING: 1.0
- AREA WITH EXISTING WOOD FLOOR SURFACING: 1.0

ACCESSIBLE PROTECTIVE SURFACING MATERIAL (ENGINEERED WOOD FLOOR SURFACING)

DESIGNED BY: TLM

COPYRIGHT: 2015/2016 LANDSCAPE STRUCTURES, INC. 6010 10TH STREET, SUITE 100, CANBY, OR 97001-1000

DATE: 11/14/2015

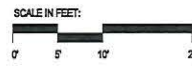
PREVIOUS DRAWING: 11/14/2015

DATE: 11/14/2015

PREVIOUS DRAWING: 11/14/2015

DATE: 11/14/2015

PREVIOUS DRAWING: 11/14/2015



Locust Street Park
Canby, OR

Ross Recreation
Ben Stanford

SYSTEM TYPE:
PlayShaper/Booster
DRAWING #: 1142932-03-01





City of Canby

PO Box 930
222 NE 2nd Ave
Canby, OR 97013

Phone: 503.266.4021
Fax: 503.266.7961
www.canbyoregon.gov

City Council Staff Report

DATE: August 7, 2020

TO: Honorable Mayor Hodson and City Council

THRU: Amanda Zeiber, Interim City Administrator

FROM: Todd M. Wood, Transit Director

ITEM: Authorization to purchase of five vehicles for Canby Area Transit

Summary

Canby Area Transit (CAT) requests authorization to purchase of Four (4) 20 passenger, 28' Arboc Spirit of Mobility accessible transit vehicles from Creative bus sales for use with fixed route, Dial-a-Ride and future services; and

One 35' Heavy Duty, Diesel, 33 passenger transit bus for use on the 99x.

Background

In 2018 in preparation for the 2019-21 biennium three sources of funding were applied for in order to replace and expand the transit fleet:

5310 funding was applied for in order to replace two aging buses: Bus #20026 (VIN 1GB6G5BG6B1186044) and bus # 20027 (VIN 1GB6G5BG7B1190622). Both buses had reached the Federal Transit Administrations standard for useful life and both were approved by the Oregon department of transportation for replacement. A grant for \$260,217 was awarded to provide 89.73% of the funding for the purchase of two buses.

5339 funding was applied for in order to replace bus #14 (4UZABOBVo7CX85017) which had met the Federal Transit Administrations standard for useful life and was approved by the Oregon department of transportation for replacement. The bus has since failed mechanically and been disposed. A grant for \$352,000 was awarded to provide 77.7% of the funding for the new bus.

State Transportation Improvement Funds (STIF) was applied for in anticipation of future expansion of the service to include a City Circulator. Two buses were requested in order to expand the fleet to accommodate the additional services. STIF funds in the amount of \$298,675 was awarded to provide 100% of the funding for two new buses.

Discussion

It is imperative that Canby Area Transit maintain a state of good repair and replace buses as soon as allowable and financially able. Buses that pass beyond their useful life begin to cost more in maintenance and often fail more frequently causing service disruptions.

Three of the five buses will be replacing existing buses that have exceeded their useful life. Two of the three buses being are mechanically sound and will continue to operate as spares while the third is no longer functional and has been disposed.

The two additional buses will operate as spares and back up until such time as the economy recovers enough to support a city circulator (hopefully within the coming biennium). Without the purchase of the buses there would not be enough vehicles to support any additional routes or services. These buses also assist in augmenting the spare ratio as they can be used both on the 99x and for Dial-a-Ride.

The four Arbocs being purchased are nearly identical to our existing fleet vehicles. This homogeneity helps reduce overall maintenance costs and training time by keeping the vehicles as similar as possible. Additionally the buses are versatile enough to use anywhere in the CAT service area.

The Gillig bus is nearly identical to our existing Gillig vehicles. This bus will allow a third 35' bus to operate on the 99x line providing for increased visibility and customer capacity.

Attachments

Ordinance #1536

Ordinance #1537

RFQ Analysis, Price quote and response from Creative bus sales

Quote from Gillig LLC

Fiscal Impact

The cost of the four Arboc vehicles is \$582,528. The 5310 Grant along with the STIF grant will provide \$552, 745 with Canby Area Transit Providing \$29,783 in matching funds.

The cost of the Gillig vehicle is \$451,766. The 5339 Grant will provide \$352,000 with Canby Area Transit providing \$99,766 in matching funds.

Canby Area Transits Fiscal Year 2021 budget has adequate funds to cover both matching requirements.

Recommendation

Staff recommends that the Council authorize the staff to execute and declare in the name of the City of Canby (Canby Area Transit) and on its behalf, the appropriate Purchase Orders (contracts) with Creative Bus Sales and Gillig LLC.

One Purchase Order for four (4) 20 passenger, 28' Arboc Spirit of Mobility accessible transit vehicles for the quoted amount of five hundred eighty two thousand, five hundred twenty eight dollars (\$582,528); and

One Purchase Order for one (1) 33 passenger, 35' heavy duty, diesel transit bus for the quoted amount of four hundred fifty one thousand, seven hundred sixty dollars (\$451,766).

Proposed Motions

“I move to approve Ordinance 1536, AN ORDINANCE AUTHORIZING THE MAYOR AND INTERIM CITY ADMINISTRATOR TO PURCHASE Four (4) VEHICLES FOR CANBY AREA TRANSIT FROM CREATIVE BUS SALES OF CANBY, OREGON to come up for second reading on September 2, 2020.”

“I move to approve Ordinance 1537, AN ORDINANCE AUTHORIZING THE MAYOR AND INTERIM CITY ADMINISTRATOR TO PURCHASE ONE VEHICLE FOR CANBY AREA TRANSIT FROM GILLIG LLC of California to come up for second reading on September 2, 2020”

ORDINANCE NO. 1536

AN ORDINANCE AUTHORIZING THE MAYOR AND INTERIM CITY ADMINISTRATOR TO PURCHASE FOUR (4) VEHICLES FOR CANBY AREA TRANSIT FROM CREATIVE BUS SALES OF CANBY, OREGON.

WHEREAS, the City of Canby/Canby Area Transit (CAT) wish to purchase Four (4) 20 passenger, 28' Arboc Spirit of Mobility accessible transit vehicles; and

WHEREAS, based on Federal Transit Administration useful life standards bus #20026 (VIN 1GB6G5BG6B1186044), and bus # 20027 (VIN 1GB6G5BG7B1190622) have exceeded these standards; and

WHEREAS, the Federal programs (49 U.S.C. 5310) provides capital assistance for the purpose of supporting public transportation; and

WHEREAS, CAT received grant contract no. 33546 from ODOT – Rail and Public Transit Division for \$260,217 in (49 U.S.C. 5310) funds to provide 89.73% of the funding to purchase two (2) replacement vehicles; and

WHEREAS, CAT received State Transportation Improvement Funds (STIF) in the amount of \$298,675 to purchase two (2) new vehicles; and

WHEREAS, the grant and matching funds for the proposed purchase of vehicles are included in the proposed budget for fiscal year 2020/21 for the City of Canby; and

WHEREAS, the purchase will comply with ORS 279.820 - 279.855 and will be made utilizing Statewide Price Agreement number 9465 for use by the State of Oregon and authorized Participants of the State of Oregon Cooperative Purchasing Program (ORCPP) to purchase American Disabilities Act (ADA) transit vehicles; and

WHEREAS, in accordance with granting agency requirements all Oregon Cooperative Purchasing Program vendors who offer vehicles that meet CAT's specifications received a copy of CAT's Request For Quote issued on June 16, 2020; and

WHEREAS, Oregon Cooperative Purchasing Program vendors offering appropriate vehicles responded by July 10, 2020. Two vendors provided a quote for the 20 passenger; and

WHEREAS, to comply with granting agency requirements the quotes may be evaluated by either lowest cost or best value. Quotes for 20 passenger were compared and evaluated based on a best value criterion; and

WHEREAS, the granting agency (ODOT Rail and Public Transit Division) has reviewed and approved the comparison, evaluation and selection of the best value determination; and

WHEREAS, the quote from Creative Bus Sales of Chino California was selected; and

WHEREAS, Creative Bus Sales of Chino California has supplied a quote under Price Agreement 9465 for four (4) Arboc Spirit of Mobility/Ford accessible 20 passenger vehicles with 3 wheelchair stations in the amount of \$145,632 each, including scheduled options; and

WHEREAS, In accordance with Statewide Price Agreement 9465 all Purchase Orders accepted by Creative Bus Sales shall create a separate Contract between parties. The City Council meeting and acting as the Contract Review Board for the City of Canby has reviewed the Purchase Orders and believes it to be in the best interest of the City to submit such Purchase Orders for the Four (4) vehicle purchases to Creative Bus Sales.

NOW, THEREFORE, THE CITY OF CANBY ORDAINS AS FOLLOWS:

1. The Mayor and Interim City Administrator are hereby authorized and directed to make, execute and declare in the name of the City of Canby (Canby Area Transit) and on its behalf, an appropriate Purchase Orders (contracts) with Creative Bus Sales:

- Purchase Order for Four (4) 20 passenger, 28' Arboc Spirit of Mobility accessible transit vehicles for the quoted amount of Five hundred Eighty-two thousand, five hundred twenty-eight dollars (\$582,528);

SUBMITTED to the Canby City Council and read the first time at a regular meeting thereof on Wednesday, August 19, 2020 and ordered posted in three (3) public and conspicuous places in the City of Canby as specified in the Canby City Charter and to come before the City Council for final reading and action at a regular meeting thereof on Wednesday, September 2, 2020 commencing at the hour of 7:00 PM in the Council Meeting Chambers located at 222 NE 2nd Avenue, 1st Floor in Canby, Oregon.

Melissa Bisset, CMC
City Recorder

PASSED on second and final reading by the Canby City Council at a regular meeting thereof on the 2nd day of September, 2020 by the following vote:

YEAS _____

NAYS _____

Brian Hodson
Mayor

ATTEST:

Melissa Bisset, CMC
City Recorder

ODOT PUBLIC TRANSIT VEHICLE PURCHASE				
Agency Name: City of Canby - Canby Area Transit (CAT)			Contact Person: Todd Wood, Transit Director	
Grant Agreement No. 33546 and STIF Formula		Date: 7/13/2020	Phone No. 503-266-0751	
STATE PRICE AGREEMENT RFQ COMPARISON FORM - LOWEST COST SELECTION				
Vehicle Useful Life Category: D	No. of Vehicles To Be Purchased: 4		No. of Regular Seats: 20	No. of ADA Stations: 3
Required Specifications:	<input checked="" type="checkbox"/> From RFQ (attach all RFQ's behind this form)		<input type="checkbox"/> Other (Attach list or document)	
Additional Preferred Options:	<input checked="" type="checkbox"/> From RFQ (attach all RFQ's behind this form)		<input type="checkbox"/> Other (Attach list or document)	
Best Value Factors (non-purchase-price)	<input type="checkbox"/> From RFQ (attach all RFQ's behind this form)		<input type="checkbox"/> Other (Attach list or document)	
PRICES QUOTED FROM VENDORS (Insert Vendor Names in Columns Below):				
Requested Quotes	Vendor: Creative Bus Ford	Vendor: Creative Bus Chevrolet	Vendor: Schetky NW	Vendor:
Vehicle Make/Model Proposed:	Arboc Spirit of Mobility/ Ford E450	Arboc Spirit of Mobility/Chev 4500	Champion LF Transport	
Vehicle Base Price:	\$118,392	\$118,392	\$122,724	
Cost of Required Specifications:	\$22,910	\$23,278	\$26,063	
Total Vehicle Cost With Required Specifications:	\$141,302	\$141,670	\$148,787	\$0
Cost of Additional Preferred Options (if any - enter zero if none):	\$4,330	\$3,760	\$3,825	
Total Vehicle Cost With Required and Preferred Options:	\$145,632	\$145,430	\$152,612	\$0
ODOT PUBLIC TRANSIT VEHICLE PURCHASE				

Agency Name:		Grant Agreement No:		
STATE PRICE AGREEMENT RFQ COMPARISON - BEST VALUE DETERMINATION SELECTION - Page 2				
Best Value Determination Factors (list below with assigned rating criteria or point scoring; attach explanation of factors & rating)				
Best Value Factors (non-purchase-price)	Vendor: Creative Bus Ford	Vendor: Creative Bus Chev	Vendor: Schetky	Vendor:
Scoring is based on (list factors/scores):				
Meeting Minimum Requirements	Pass	Fail*	Pass	
Lowest Price w/required options	40	0	0	
Preferred options offered	13	0	13	
Vehicle Serviceability / Operating	10	0	5	
Service/Warranty References	1	0	19	
Total Rating Score or Evaluation:	64	0	37	
Best Value Vehicle Selected:	<input checked="" type="checkbox"/> Selected <input type="checkbox"/> Not Selected	<input type="checkbox"/> Selected <input type="checkbox"/> Not Selected	<input type="checkbox"/> Selected <input checked="" type="checkbox"/> Not Selected	<input type="checkbox"/> Selected <input type="checkbox"/> Not Selected
Explanation/Rationale for Vehicle Selected:	The Arboc SOM was first the lowest price. Canby Transit has a fleet of these vehicles that work well. Concerns about the fit and finish / quality assurance of the bus mfg will be addressed with the vehicle vendor along with concerns about warranty repairs. THE SNW bus was a much higher price and the middle ramp/step is a concern for elderly boarding. SNW has a much better reputation for service/warranty and that was weighed heavily in the decision.			
AGENCY SIGNATURE (Required):				
Agency Representative (enter printed name and title below)			Phone No. / E-mail address (enter below)	
Signature of Agency Representative:			Date of signature:	

Category D low floor bus analysis

City of Canby was awarded a STIF Formula Grant for 4 low floor buses as follows:

Project Title: 5310 Canby Srea Transit 33546*Vehicle Purchase***Item #1**

Total:	\$290,000
Grant Amount	\$260,217
Local Match	\$29,783

PROJECT DESCRIPTION

Purchase two transit vehicles as follows: useful life: 7 years and/or 200,000 miles; approximate length: 25-30 feet; estimated number of seats: 16-30; estimated number of ADA securement stations: 2; fuel type: gasoline.

Project Title: STIF Vehicle Replacement*Capital/Public Transportation Vehicle Purchases***Project # 15**

Grant Total \$ 298,675.00

PROJECT DESCRIPTION

Purchase two transit vehicles as follows: useful life: 7 years and/or 200,000 miles; approximate length: 25-30 feet; estimated number of seats: 16-30; estimated number of ADA securement stations: 2; fuel type: gasoline.

TOTAL GRANT ALLOWANCE: **\$ 588,675.00**

City of Canby opted to use the State of Oregon Price Agreement and sent bids to all vendors with state contracts on 6/16/2020 with a due date of 7/10/2020.

Bids were sent to Schetky NW and Creative Bus Sales asking for 4 Cat D Low Floor buses using the Best Value Determination Criteria as follows:

1. Meeting Minimum Requirements (pass/fail)
2. Lowest Pricing with Required Options (40 Points)
3. Preferred Options Offered (25 Points)
4. Vehicle Serviceability /Operating Characteristics (15 Points)
5. Service/Warranty References – please provide 3 references in Oregon (20 Points)

Both vendors responded to the RFQ on time.

Pricing breakdown

Requested Quotes	Creative Bus Ford	Creative Bus Chevrolet	Schetky NW
Vehicle Make/Model Proposed:	Arboc Spirit of Mobility/ Ford E450	Arboc Spirit of Mobility/Chev 4500	Champion LF Transport
Vehicle Base Price:	\$118,392	\$118,392	\$122,724
Cost of Required Specif	\$22,910	\$23,278	\$26,063
Total Vehicle Cost With Required Specifications:	\$141,302	\$141,670	\$148,787
Cost of Additional Preferred Options (if any - enter zero if none):	\$4,330	\$3,760	\$3,825
Total Vehicle Cost With Required and Preferred Options:	\$145,632	\$146,480	\$152,612

TOTAL X 4 BUSES \$ 582,528.00 \$ 610,448.00

Best Value Factors (non-purchase-price)	Creative Bus Ford	Creative Bus Chevrolet	Schetky NW
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Scoring is based on (list factors/scores):			
Meeting Minimum Requirements	Pass	Fail *	Pass
Lowest Price w/required options	40	0	0
Preferred options offered	13	0	13
Vehicle Serviceability / Operating	10	0	5
Service/Warranty References	1	0	19
Total Rating Score or Evaluation:	64	0	37

* Chevrolet chassis is not currently available for production as it has to undergo a new Altoona Test due to 2020 changes.

Reference checks: Questions asked –

1. How responsive the vendor has been to warranty issues?
2. Have you used their maintenance or repair services? If yes, were they able to provide the service in a reasonable amount of time?
3. Have you had any major issues with customer service or shop staff?
4. Are there any other issues or concerns you've had with the vendor, shop staff, vehicle delivery, etc. that you'd like to let me know about?

Creative Bus Sales

Ken Bronson – Sweet Home Senior Center

1. Good – no problems.
2. Uses local service only. CBS Reimburses as required.
3. No –have not really used them.
4. Buses came wrong from the factory. They were late – a “friggin disaster” – some beyond Creative control.

Paul Lewicki – SETD

1. Moderately -
2. Sent vehicles to them for work. CBS Oregon has no driver's to transport them.
3. Due to CBS not having drivers they require the agency to deliver them back to CBS in Canby for repairs. Ken trying to make it right.
4. CBS's products seem to have more than their share of mechanical / electrical problems. Newest buses have not been in service yet due to electrical / mechanical issues, mainly with the ramp. It deploys sometimes automatically when the door opens and will activate randomly – potentially throwing a client from the ramp. Very concerning.

South Clackamas Transit - Tom Strader - msg 7/14 @ 11:30am

1. Ken tries to get vehicles fixed, but is hampered by CBS warranty people
2. Yes, we use CBS service. We drop vehicles off and pick them up. Works ok
3. They seem very short handed, but no major issues.
4. Last buses were very late. Electrical issues with buses that took over 2 months to fix locally before delivery

Schetky NW Sales

Cynda Bruce – Lincoln County

1. Very responsive. Allows local shop to work on buses and reimburses.
2. Not used mobile shop.
3. No issues. Again very responsive.
4. No issues. Enjoy working with them.

Scott Simonton – City of Wilsonville -

1. Great.
2. Local repair is ok. Scott does most of the work and they reimburse at a reasonable rate.
3. No concerns or problems.
4. Good luck with them.

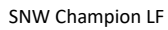
Michele Carson - Klamath Tribes

1. No warranty issues with bus as it is brand new.
- She did mention that SNW did not provide the driver seat promised in her new van.

SNW has a much better references than Creative Bus for warranty/service.

Creative Bus - Arboc 20 or 12 + 3

Hip to knee is 30" in rear - not listed in front folding seats
Full flat floor - no interior step or ramp



Hip to knee is 30", 32" and 30.75 in wc area (all good)
Interior step or ramp behind wc stations



Both vendors offered very similar floorplans with 12 fixed seats in the rear and wc in front with folding seats

Analysis - both vendors meet the required specifications and have similar floorplans. Canby Transit currently has the Arboc SOM in it's fleet and they work well. There is a concern over the fit/finish of the latest buses received. A visit was made to Yamhill County Transit in McMinnville to see the Champion LF offered by SNW. It was determined that the interior step/ramp would make it difficult for elderly or disabled to reach the rear seats and loading and unloading the rearmost wc station behind the driver could be difficult on either bus.

Conclusion: CBS is the low price bus and the Arboc SOM offer a true flat floor bus with no interior ramp or step that will best suit CAT Clients. SNW has better references for service/warranty, but CBS is located in the same town as CAT delivery times for warranty work are significantly reduced.

CBS's price keeps within the budget by \$ 6147

SNW price is over budget by \$21,773

REQUEST FOR TRANSIT VEHICLE PRICE QUOTE (RFQ)

This is (check appropriate):

- ☒ Initial Request for Quote (from Requesting Agency to Vendors)
Due Date: 7/10/2020
- ☒ Response to RFQ (from Responding Vendor back to Requesting Agency)
- ☒ Grant Funded Purchase Grant Agreement # 33546 and STIF Formula

VENDOR (Business Name): Creative Bus Sales, Inc.

Vendor Contact Person: Ken Jarmer Phone: 503.936.4320

Email Address: kenj@creativebussales.com Alt Phone: 425.609.1500 x314

☒ Meets Buy America Standards (49 USC § 5323(j); 49 CFR part 661)

REQUESTING AGENCY INFORMATION

Agency: City of Canby – Canby Area Transit (CAT)

Date: June 16, 2020

Contact Person: Todd M. Wood, Transit Director

Phone: 503.266.0751

Email Address: woodt@canbyoregon.gov

Fax: 503.263.6284

Agency Address: PO Box 930, Canby, OR 97013

Quotes should specifically highlight how the proposed vehicle meets the listed specifications and clearly identify and explain any differences from the specifications listed below. The format for submission of quotes should follow the list below in order to simplify the review of the stated specifications. Quotes that do not follow this requirement will be deemed non-responsive and eliminated from the competition.

The above Agency, through its Public Transit program or public transit affiliate, is requesting price quotes from Oregon State Price Agreement Contract Vendors for the purchase of the following vehicle(s):

From: Oregon State Price Agreement

No. of Vehicles Required: 4

PTD Vehicle Category (Check): (Please see *PTD Vehicle Descriptions and Useful Life Standards*)

☐ Cat A ☐ Cat B ☐ Cat C ☒ Cat D ☐ Cat E ____ (select from 1 to 3)

Length (can be range): 26 – 28' Regular Seats: 20 ADA Stations/Tiedowns: 3

Fuel Type: ☒ Gasoline ☐ Diesel ☐ Bio-fuel ☐ Hybrid ☐ CNG ☐ Propane


☐ High Floor ☒ Low Floor Other Comment: _____

The general specification for vehicle is as follows:

A. VENDOR'S VEHICLE BASE PRICE INFORMATION	VEHICLE BASE PRICE
<i>This Section to be completed by Vendor</i>	<i>Enter base price from State Price Agreement below</i>
Vehicle Make/Model: ARBOC Spirit of Mobility/Ford E450	
Length: 28'	\$118,392
Fuel Type: Gasoline	
Floor: <input type="checkbox"/> High Floor <input checked="" type="checkbox"/> Low Floor Other:	
No. of Regular Passenger Seats: 20	
No. of ADA Stations w/Tiedowns Desired: 3	
Special Note:	

B. VEHICLE REQUIRED SPECIFICATIONS

<i>Requesting Agency completes Description column</i> <i>Vendor completes "Vendor Response" columns</i>	VENDOR RESPONSE
<i>Requesting Agency's Required Specifications Description</i>	<i>Vendor Suggestions (related to vehicle specs)</i>
Altoona Test Executive Summary	Provided
All standard specs per State Price Agreement - please include a list of vendors provided standard specs with RFQ response including all chassis specs	The proposed vehicle will provide all specifications from the Oregon State Price Agreement for CAT D Low Floor vehicles, unless otherwise directed by this RFQ. A copy of the proposed vehicle build is attached for reference.
Upgrade A/C to 70,000 BTU minimum	Provided
Daytime running lights	Provided
Driver side running board, heavy duty – 12" wide minimum	Provided
Rear tow hooks	Provided

Triangle yield sign (LED) like TRIMET 	Provided. DataLED
Provide floor plan options showing the following seating configuration (20 & 3). Must have folding seats behind driver and entry door for ease of loading and unloading wheelchair passengers	Provided
Wheelchair securement storage on the bottom of foldaway seats	Provided
3 Wheelchair stations with Q-Straint QRT (or equivalent) wheelchair securements and L Track run full length of bus on floor and wall for maximum flexibility	Provided
Delete standard AM FM Radio	Provided
LED Destination Signs on side and front of vehicle include software and installation. Provide information/brochure for destination signs to be installed with RFQ response. Controls to be installed in AM FM radio spot.	Provided. See attached brochure.
Yellow Standee Line with sign	Provided
Overhead parcel rack one side only	Provided
Yellow Pull cord stop request system with sign and buttons or touch tape in wc area. Dual chime required.	Provided
Interior convex mirror to view passengers	Provided
Rear window Fresnel Lens installed	Provided
T-Slider windows. Rear and side Egress window (s) with emergency exit lights	Provided
2 bike rack and mounting brackets installed for Sportsworld bike rack or approved equivalent	Provided
Prewired for digital 2-way radio, Right of Doghouse	Provided
Digital Clock in driver area and placed within view of driver when seated. Prefer NOT mounted above driver head on front bulkhead	Provided
Kenwood (or equivalent) digital 2-way radio system purchased & installed (Complete Wireless in Salem is CAT vendor)	Provided
Diamond NV (or equivalent) Fare box w/ 1 vault installed, and one spare shipped loose. Keyed for CAT buses	Provided
Freedman Featherweight CMI Tower 4000 Green seat covers or equivalent With Armrests and Grab handles Delete passenger seatbelts and extenders	Provided
Exterior graphics prepared & installed by Gillespie Decals	Provided
Interior graphics prepared & installed by Gillespie Decals	Provided
AngelTrax (or equivalent) security camera system with 5	Provided

cameras. Include backup view monitor for the rear facing camera. Purchased & installed to match existing fleet	
Powder Coat Yellow – all railings, handrails and stanchions. Include entry door grab handles	Provided
Body fluid clean-up kit – installed	Provided
Walker/Grocery storage area to right of driver seat. Add modesty panel to right of entry door	Provided
Q' Straint Walker holder or equivalent installed. CAT to approve location before installation.	Provided
PA System with handheld microphone and speakers – vendor to coordinate location of microphone placement with CAT	Provided
Outside speaker for PA system	Provided
Altro Transflor Flooring or equivalent	Provided
Total of 5 keys per bus	Provided
Only 2 sets of manuals for 4 buses – provide credit	ARBOC manuals specific to each vehicle provided through ARBOC On-Line Customer Portal. Standard.

Subtotal Cost of Required Options: \$22,240

Total Vehicle Cost with All Required Options: \$140,632

Estimated Vehicle Privilege Tax (if billing to agency) –
NOTE: ADA Modifications are exempt from tax \$670

C. VEHICLE PREFERRED OPTIONS

Requesting Agency's Preferred Options Description	Included in Base Price? YES / NO	\$Additional Cost for Option\$ (or Note Not Available)	Vendor Suggestions (related to vehicle specs)
Rack or display case for advertising and notices inside the bus	No	\$110	Yes
Upgrade Farebox to Diamond XV (or equivalent) w/ 1 vault installed and one spare shipped loose. Keyed for CAT buses	No	\$165	NO
6 studded snow tires on white wheels – shipped loose	No	\$2,405	Yes
Driver barrier / enclosure for COVID-19 safety. Please provide drawing/layout/design info/photos of proposed enclosure	No	\$1,450	Attached brochure Requires Side Barrier Kit w/ Reverse F Stanchion. NO
Rear row of passenger interior lights on separate switch	No	\$80	Yes
Interior Ad Rails	No	\$825	Yes

8 Button Denon

1505
YES

2 cameras

345

Subtotal Cost of Preferred Options:

\$5,035

Ken
Jarmer

Digitally signed
by Ken Jarmer
Date: 2020.07.10
15:12:00 -07'00'

\$145,632-

Vendor's Signature: _____ Date Sent: _____

Vendor's Response Back to RFQ – Please sign and date your response here.

Sample Floor plan (Attach or cut-and-paste new plan here, or attach on back)

Please see attached floorplan PDF.

VENDOR INFORMATION

Vendors are strongly encouraged to submit price quotes using the format provided. Vendors should specifically note if and how they meet the above specifications and note any differences in what has been called out above, in their price quotes. This may be done on the form, or on an attached sheet. The vehicle(s) will be purchased with funding from the Oregon Department of Transportation, Public Transportation Division and the Requesting Agency, and will follow applicable Federal and State procurement guidelines.

Price Quote shall be submitted to the Requesting Agency contact person named on the first page on this form.

Price Quotes may be sent by U.S. Mail, emailed, or faxed to the addresses for Requesting Agency noted on page 1 of this form.

Vendors are required to submit the following certification attachments with each Quote response:

Attachment 1 – Certificate of Compliance with Bus Testing Requirement

Attachment 2 – Pre-Award FMVSS and Buy America Certification

Attachment 3 – Transit Vehicle Manufacturer (TVM) Certification (DBE)

VEHICLE SELECTION INFORMATION

Selection of the vehicle and successful price quote will be based on:

☐ Lowest Cost with Required Specifications *(Lifecycle costs may be considered in*

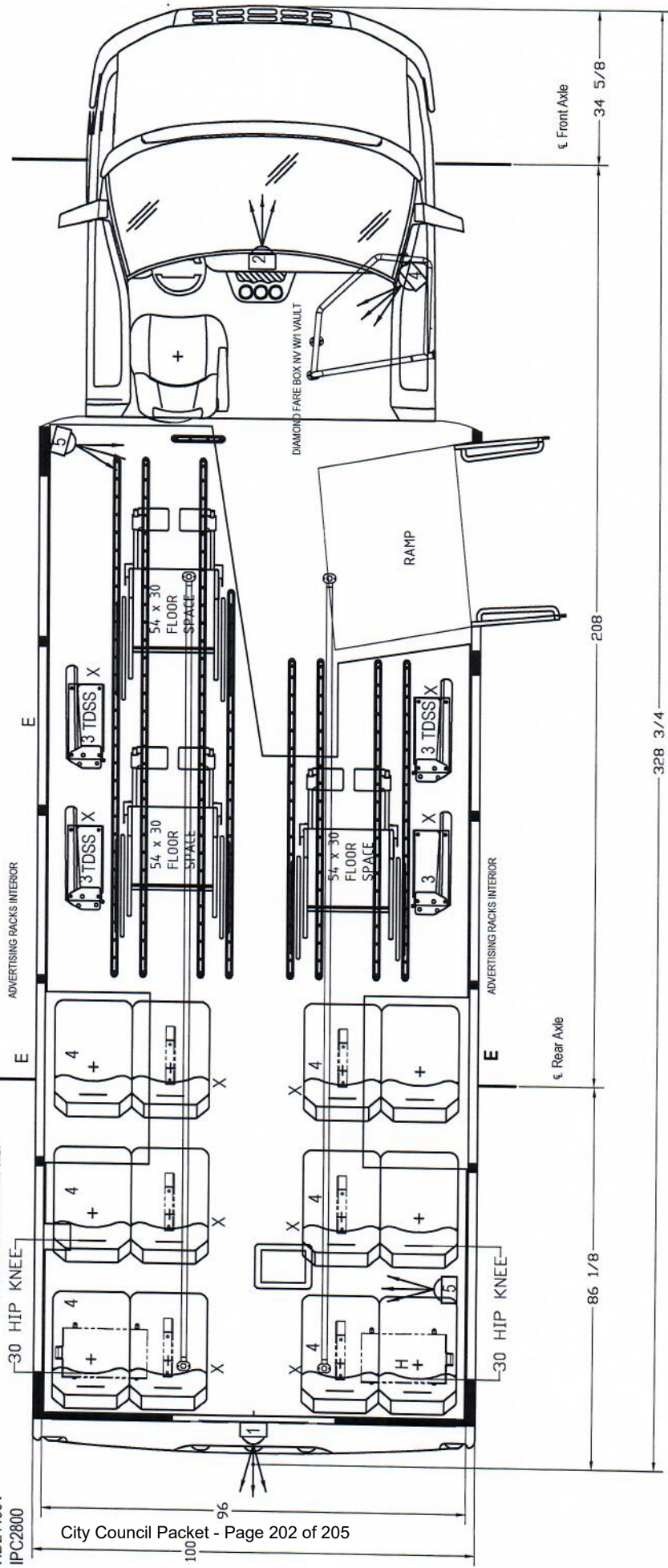
Canby

JTE:
E-EGRESS WINDOW LOCATION.
X-ARM REST

DOUBLE BV FOLD-AWAY SEAT
MID BACK DOUBLE SEAT
CAMERAS LOCATIONS AND ID

HD2500V
HD2500V
HD2100V
HD24100V
IPC2800

DELUXE OH PARCEL RACK S' RIS ONLY



City Council Packet - Page 202 of 205

UNCONTROLLED COPY, CURRENT WHEN PRINTED, MASTER FILE					
REV	DATE	BY	ECN	DOC NAME	DOC DESCRIPTION
1	11/06/2011			18PS-2VC-208VB	SDM-F
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ORDINANCE NO. 1537

AN ORDINANCE AUTHORIZING THE MAYOR AND INTERIM CITY ADMINISTRATOR TO PURCHASE ONE VEHICLE FOR CANBY AREA TRANSIT FROM GILLIG LLC OF CALIFORNIA.

WHEREAS, the City of Canby/Canby Area Transit (CAT) wish to purchase One Heavy Duty, Diesel 35' Low Floor, 102" wide transit bus; and

WHEREAS, the City and Canby/Canby Area Transit (CAST) and the public transit division of ODOT have determined that bus #14 (4UZABOBV07CX85017) has ended its useful life and been properly disposed; and

WHEREAS, the Federal programs (49 U.S.C. 5339) provides capital assistance for the purpose of supporting public transportation; and

WHEREAS, CAT received grant contract no. 33650 from ODOT – Rail and Public Transit Division for \$352,000 in (49 U.S.C. 5339) funds to provide 77.7% of the funding to purchase one replacement vehicles; and

WHEREAS, the grant and matching funds for the proposed purchase of vehicles are included in the proposed budget for fiscal year 2020/21 for the City of Canby; and

WHEREAS, the purchase will comply with ORS 279.820 - 279.855 and will be made utilizing the Virginia State Contract E194-75548, which is authorized for use by the State of Oregon Department of Transportation; and

WHEREAS, Gillig LLC of California has provided a quote for one Heavy Duty, Diesel, 25' Low Floor, 102" wide transit bus in the amount of \$451,776.00, including all scheduled options; and

The City Council meeting and acting as the Contract Review Board for the City of Canby has reviewed the Quote and believes it to be in the best interest of the City to submit the Purchase Order for the vehicle purchase to Gillig LLC of California; now therefore

NOW, THEREFORE, THE CITY OF CANBY ORDAINS AS FOLLOWS:

1. The Mayor and Interim City Administrator are hereby authorized and directed to make, execute and declare in the name of the City of Canby (Canby Area Transit) and on its behalf, Assignment to Purchase Transit Buses through the Virginia State Contract # E194-75548, with Gillig LLC of California:

- One Have duty Diesel, 35' Low Floor, 102" wide transit bus for the quoted amount of \$4517,776.00

SUBMITTED to the Canby City Council and read the first time at a regular meeting thereof on Wednesday, August 19, 2020 and ordered posted in three (3) public and conspicuous places in the City of Canby as specified in the Canby City Charter and to come before the City Council for final reading and action at a regular meeting thereof on Wednesday, September 2, 2020 commencing at the hour of 7:00 PM in the Council Meeting Chambers located at 222 NE 2nd Avenue, 1st Floor in Canby, Oregon.

Melissa Bisset, CMC
City Recorder

PASSED on second and final reading by the Canby City Council at a regular meeting thereof on the 2nd day of September, 2020 by the following vote:

YEAS _____

NAYS _____

Brian Hodson
Mayor

ATTEST:

Melissa Bisset, CMC
City Recorder

July 22, 2020

Mr. Todd Wood
Transit Manager
Canby Area Transit
123 NW 2nd Ave
Canby, OR 97013

Dear Mr. Wood:

Thank you for your interest to purchase one (1) 35' Diesel Low Floor bus using the Commonwealth of Virginia Contract (RFP# E194-193).

Attached you will find the price variances that would pertain to your order. Gillig is pleased to quote the following:

ONE (1) 35' DIESEL LOW FLOOR BUS

\$451,766.00 each

This price is valid for 30 days and is FOB Canby, OR. Prices do not include sales tax and no license fees. The production start of the bus will begin by early May of 2021 to be able to make delivery by May 31, 2021, provided Gillig is in receipt of a firm purchase order no later than August 28, 2020.

We thank you for this opportunity and appreciate your interest in Gillig and our products. Should you have any questions please do not hesitate to contact me at 510-867-5108.

Sincerely,



Lee Petersen
Regional Sales Manager