



Amended 8/28/2020

**AGENDA
CANBY CITY COUNCIL**

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

September 2, 2020
222 NE 2nd Avenue, 1st Floor

Mayor Brian Hodson
Council President Tim Dale
Councilor Traci Hensley

Councilor Greg Parker
Councilor Sarah Spoon
Councilor Shawn Varwig

Work Session – 6:00 PM

- 1. CALL TO ORDER**
 - 2. DISCUSSION REGARDING THE WALNUT STREET EXTENSION.**
 - 3. ADJOURN**
-

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 September 2, 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: Tolling Project – I205**
- 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 19, 2020 City Council Work Session and Regular Meeting.

Pg. 1

Pg. 30

8. RESOLUTION & ORDINANCES

- a. **Resolution No. 1341:** A Resolution adopting Canby's 2020 Preservation Plan. Pg. 39
- b. **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. *(Second Reading)* Pg. 171
- c. **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. *(Second Reading)* Pg. 315
- d. **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. *(Second Reading)* Pg. 330
- e. **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. *(Second Reading)* Pg. 339
- f. **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. *(Second Reading)* Pg. 358
- g. **Ordinance No. 1538:** An Ordinance authorizing the Interim City Administrator to enter into an Employment Contract between the City of Canby and Bret J. Smith; and declaring an emergency. Pg. 362

9. UNFINISHED BUSINESS

- a. Findings, Conclusions and Order - Redwood Landing II Annexation, City File #ANN/ZC 20-01 *(A linear strip of land approximately 10,878 square feet in size)* Pg. 370

10. NEW BUSINESS

- a. Appoint Interim City Administrator

11. CITY ADMINISTRATOR'S BUSINESS & STAFF REPORTS

12. CITIZEN INPUT

13. ACTION REVIEW

14. 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 distancing.



City of Canby

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City Council Staff Report

DATE: September 2, 2020
TO: Honorable Mayor Hodson and City Council
THRU: Amanda Zeiber, Interim City Administrator
FROM: Melissa Bisset, City Recorder
SUBJECT: Presentation regarding the I-205 Toll Project

Summary

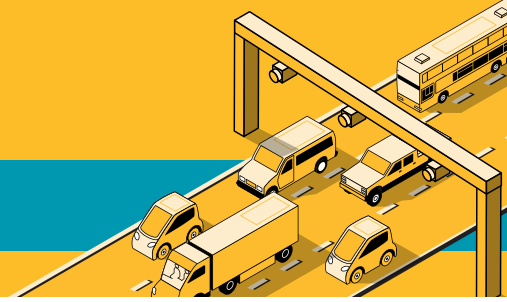
Nick Fazio and his team will be presenting information about the I-205 Toll Project. The presentation/ question and answer time should take approximately 30 minutes.

Attachments

ODOT 1-205 Toll Project
Purpose and Need Statement
Draft Executive Summary
Draft Performance Measures for reporting impacts in the NEPA Analysis

I-205 Toll Project

Raising Revenue and Managing Congestion



We have a growing congestion problem on I-205

As the risks of COVID-19 are reduced, traffic congestion is expected to return. More cars driving in and through the Portland metro area makes our days more challenging and costs us time and money. In fact, congestion is estimated to cost our region about \$2 million per day.

Working on a solution

In 2017, the Oregon Legislature passed House Bill 2017, known as “Keep Oregon Moving.” This bill committed hundreds of millions of dollars in projects to address our congestion problem and improve the transportation system in the region and statewide. The legislation also led the Oregon Transportation Commission to pursue and implement tolling on I-5 and I-205 in the Portland metro area to help manage traffic congestion. A 2018 feasibility analysis, which included both technical analysis and public input, determined that tolling could help raise revenue and manage congestion on I-5 and I-205.

Listening to the community

Feedback from the community in 2018 was nearly unanimous across demographics: There is a congestion problem, it is having a negative impact on quality of life, and it is getting worse.

Public discussions revealed three consistent themes with tolling: avoid negatively affecting low-income communities, improve transit and



Image: Congestion on I-205 in Clackamas County.

other transportation choices, and address the potential of tolling diverting additional traffic to local streets.

Have your say!

A 45-day public comment period occurs Aug. 3 through Sept. 16, 2020. During this time, we will host activities where you can ask questions, offer feedback, and learn about the project, including:

- Alternatives under study
- How modern tolling systems work
- The program’s approach to equity

You’re invited to participate:

- **View and comment**
openhouse.oregondot.org/i205toll
- **Join** a webinar: Aug. 12, Aug. 18 or Aug. 20

Visit OregonTolling.org to learn more.

How can tolls help manage congestion?

By charging higher tolls when more people want to travel, some drivers will adjust their travel and free up highway space for those who need it most. Even a small shift in the total number of drivers makes travel more efficient.

Drivers will not stop to pay a toll. A transponder, a small sticker placed on the windshield, is read and connected to a pre-paid account. If a vehicle doesn't have a transponder, a camera captures the car's license plate, and the registered owner is billed. This keeps traffic flowing.

Tolling on I-205

We are studying options with a variable rate toll on all lanes of I-205 on or near the Abernethy Bridge between Stafford Road and OR 213. Tolls could both raise revenue for planned seismic upgrades and transportation improvements and manage congestion.



Image: Example of a transponder that drivers use in Washington state's modern tolling system.

We are conducting the federally required environmental review process for the I-205 Toll Project to examine different alternatives to address identified problems, needs and goals.

The exact location and configuration of tolls is under study now.

We examined several concepts for how tolling could be managed on I-205. We then developed five initial alternatives and scored each of them using screening criteria. Alternative 3 and Alternative 4 are recommended to move forward for further study, along with a "no toll" alternative.



Image: Congestion on I-205 in Clackamas County.

While both alternatives would result in some vehicles avoiding tolls and traffic rerouting to local streets, these effects are expected to be distributed along the I-205 corridor more evenly so no single area would receive a bigger impact. Also, both alternatives can be scaled to manage congestion on other regional roads and would provide a lower toll to local access users compared to other alternatives.

Leading with equity

We're collaborating with community partners to develop equitable solutions for historically and currently underrepresented and underserved communities by:

- Convening a group of leaders in equity to advise the project team
- Drafting an equity framework to guide project decisions and engagement
- Coordinating with community engagement liaisons to reach and hear from underserved and underrepresented communities
- Convening an Equity and Mobility Advisory Committee

Initial Alternatives

What is... ?

Transportation demand

The number of people who want to travel to participate in activities, given the transportation options available (including considerations of travel time, reliability, cost and access.)

Diversion

Changes in travel that result in less traffic volume on I-205, including rerouting to local streets and shifts to transit, carpooling or leaving at a different time of day.

A toll gantry

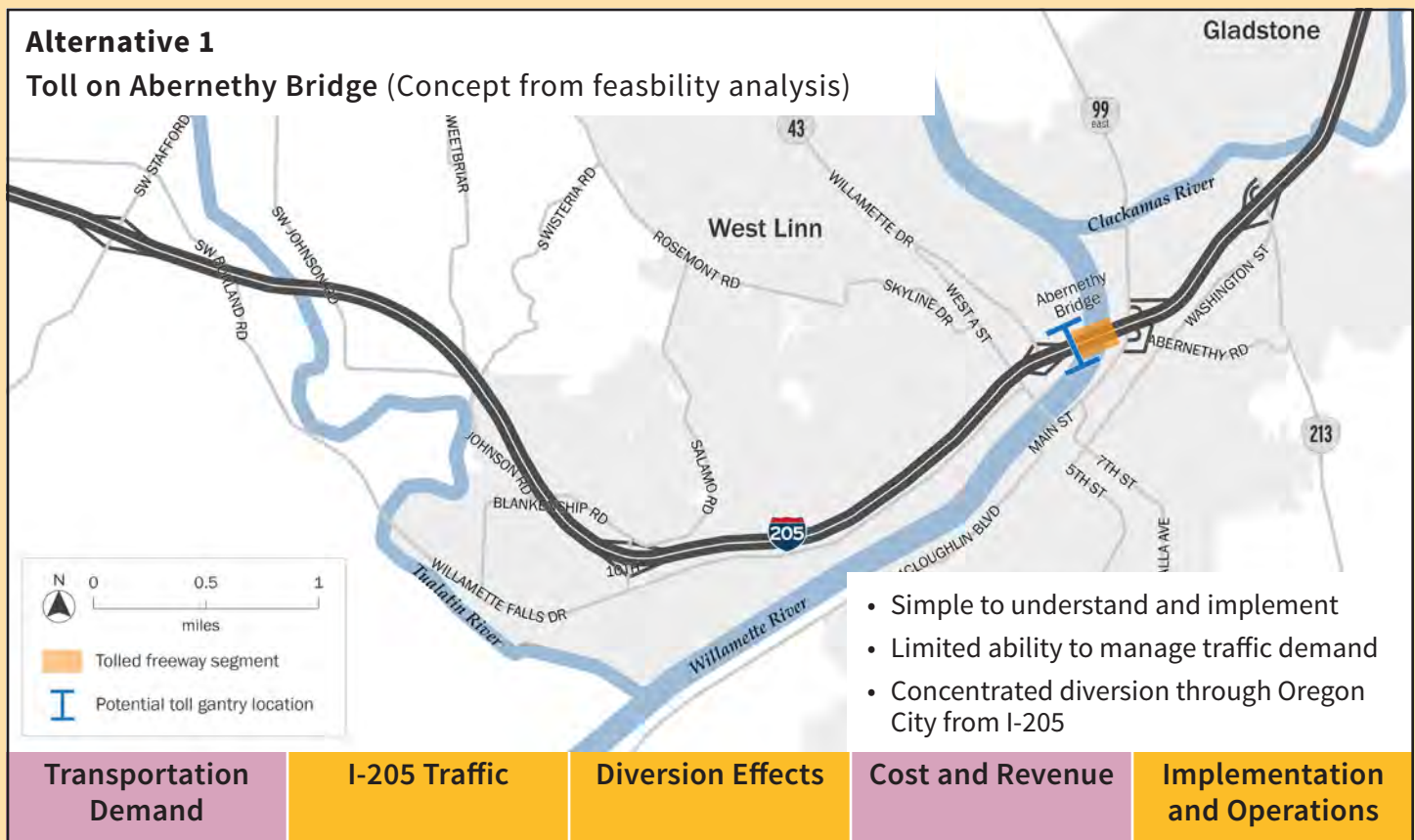
A structure over a roadway with equipment to take pictures of license plates and capture location data of transponders connected to toll accounts.

Key

| | | | | |
|---|--|--|---|--|
| Much Worse compared to other alternatives | Worse compared to other alternatives | Average compared to other alternatives | Better compared to other alternatives | Much Better compared to other alternatives |
|---|--|--|---|--|

Alternative 1

Toll on Abernethy Bridge (Concept from feasibility analysis)



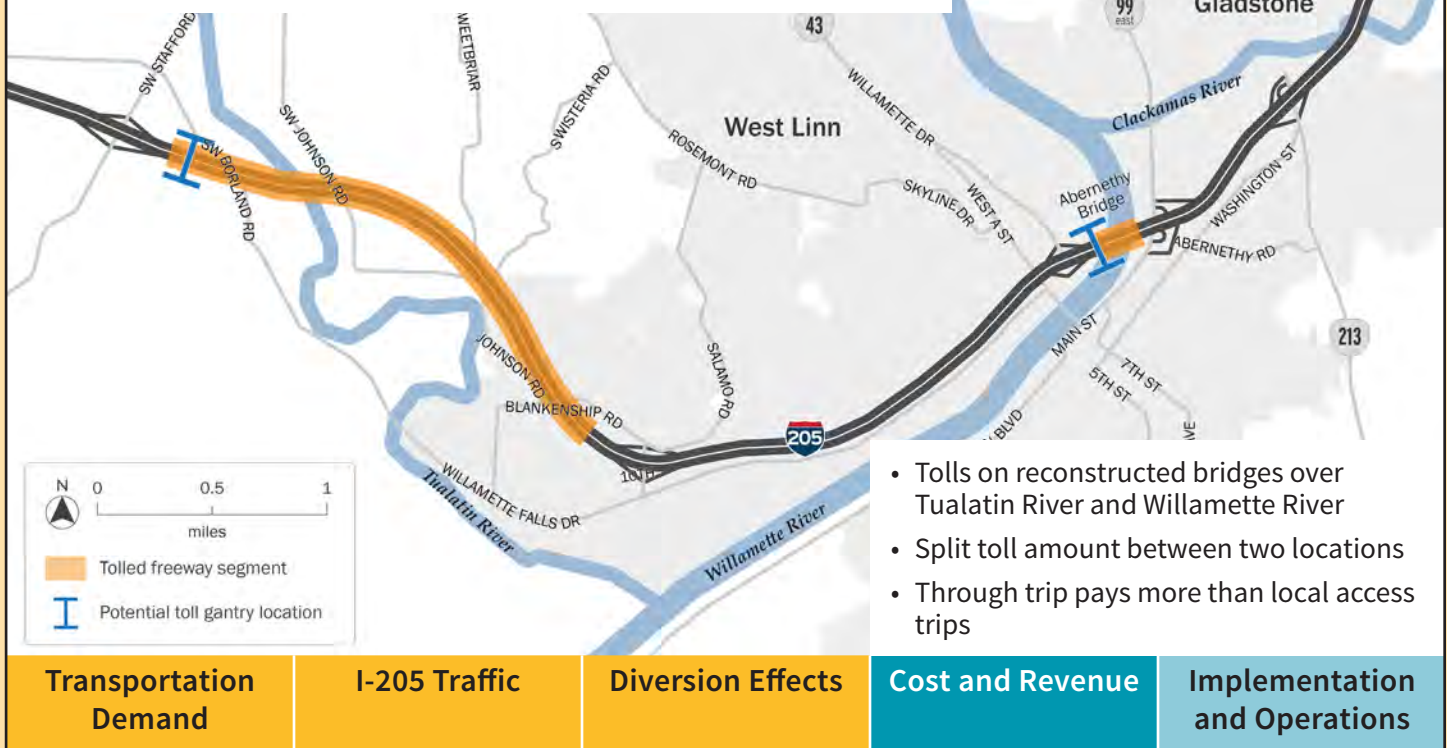
Alternative 2

Toll on Abernethy Bridge with tolling gantries off bridge



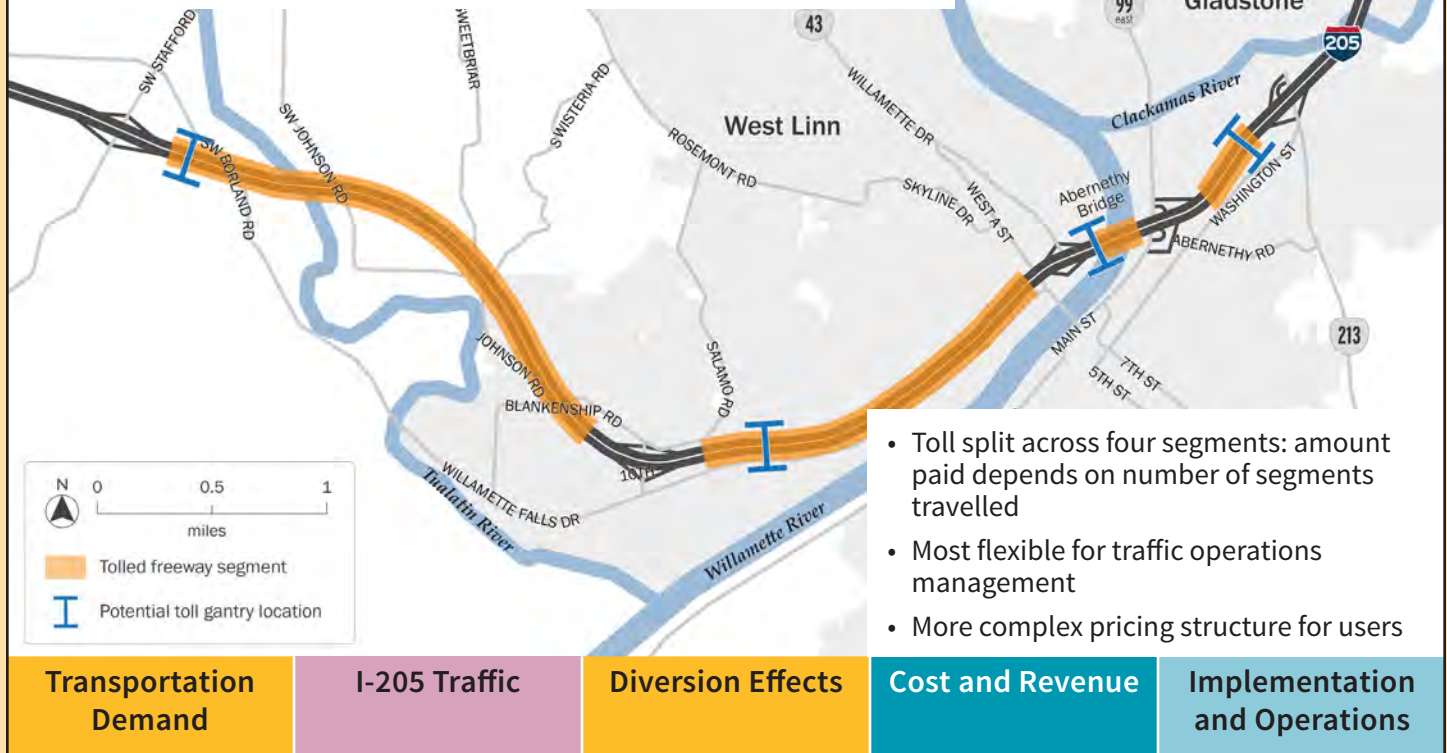
Alternative 3

Individually toll multiple bridges to be rebuilt



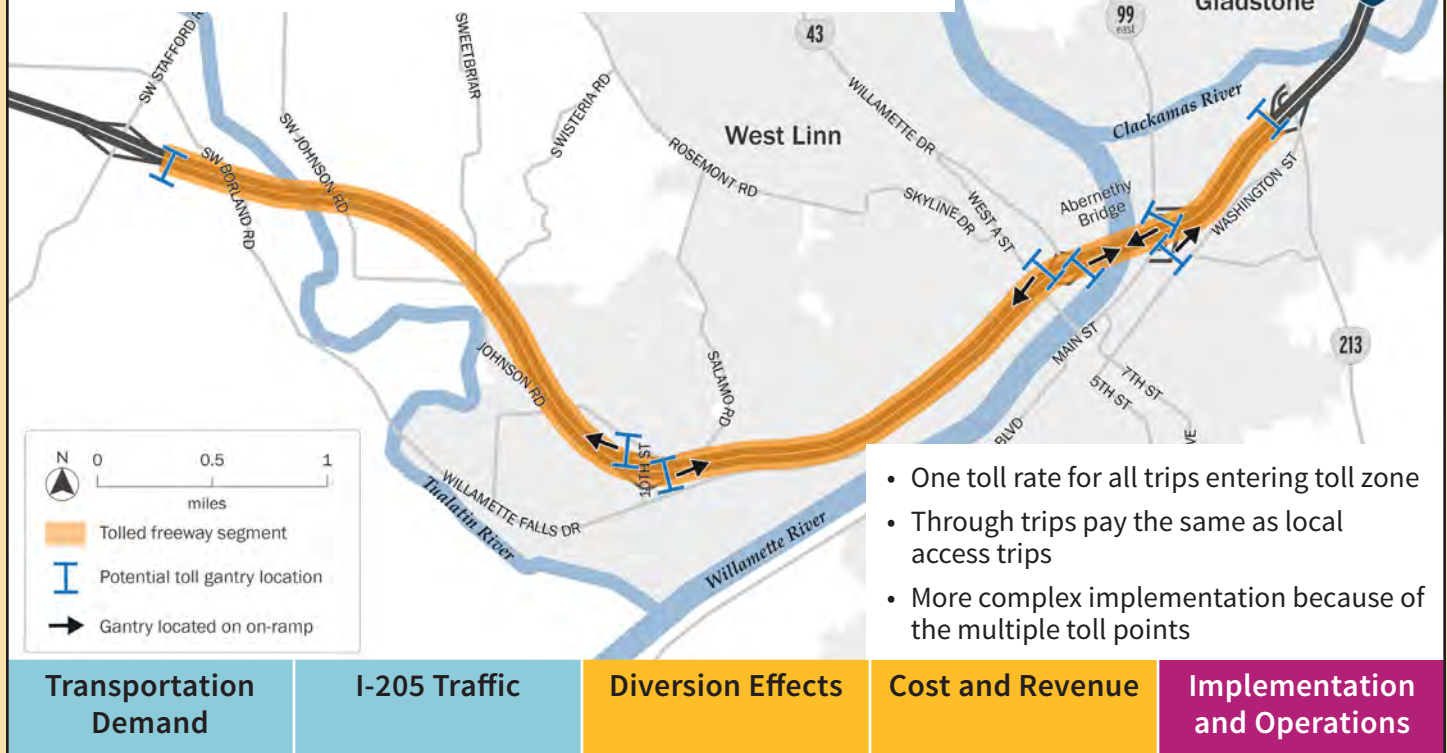
Alternative 4

Segment-based tolls - Stafford Road to OR 213



Alternative 5

Single zone toll - Stafford Road to OR 213



Where are we today?

We are here

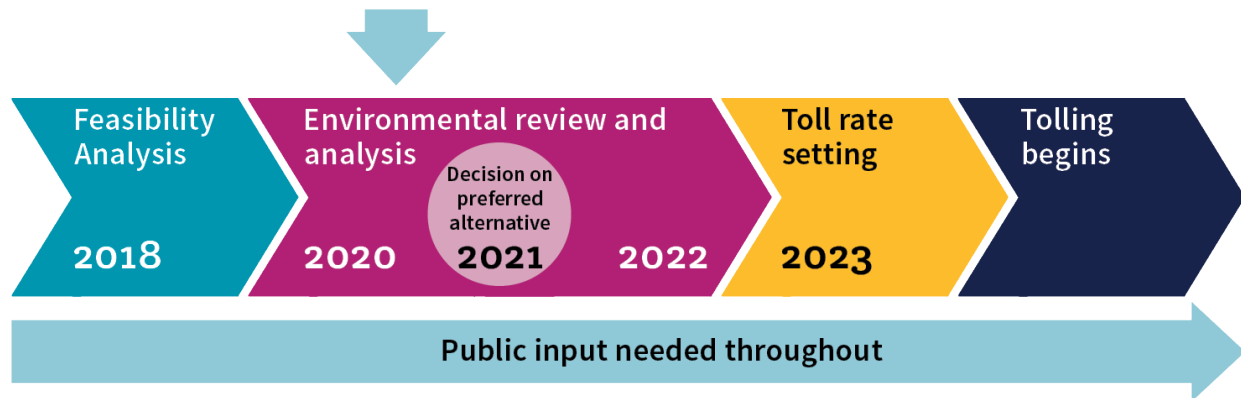


Image: Community members participating in an open house during the Value Pricing Feasibility Analysis in 2018.

Stay involved

Questions and comments can be submitted at any time to the project team at:

Web: www.OregonTolling.org

Email: oregontolling@odot.state.or.us

Phone: 503-837-3536

Si desea obtener información sobre este proyecto traducida al español, sírvase llamar al 503-731-4128.

Nếu quý vị muốn thông tin về dự án này được dịch sang tiếng Việt, xin gọi 503-731-4128.

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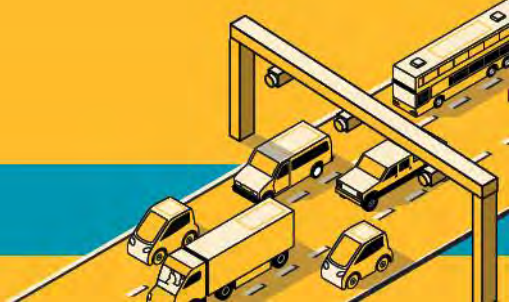
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The information in this document, and the public and agency input received, may be adopted or incorporated by reference into a future environmental review process to meet the requirements of the National Environmental Policy Act.

I-205 Toll Project

PURPOSE AND NEED STATEMENT



Draft 7/15/2020

INTRODUCTION

In 2016, the Governor's Transportation Vision Panel held a series of regional forums across the state to better understand how the transportation system affects local economies. The negative effect of congestion in the Portland metro area was consistently identified as one of three key themes across Oregon. Congestion in the Portland metropolitan region affects commuters and businesses, as well as producers who move their products across the state.

In response to the input from stakeholders across the state, House Bill (HB) 2017 Section 120 directed the Oregon Transportation Commission (OTC) to seek approval from the Federal Highway Administration (FHWA) to develop a congestion relief fund and implement tolling (also referred to as value pricing or congestion pricing) on the Interstate 5 (I-5) and Interstate 205 (I-205) corridors to reduce traffic congestion in the Portland metro area.

In 2018, the OTC and the Oregon Department of Transportation (ODOT) conducted the Portland Metro Area Value Pricing Feasibility Analysis to study how and where congestion pricing could be applied. Substantial public input and a Policy Advisory Committee informed the final recommendations. For I-205, the Policy Advisory Committee recommended implementing tolls on all lanes of I-205 on or near the Abernethy Bridge as a potential funding strategy and for congestion management. In December of 2018, the OTC submitted a proposal to the Federal Highway Administration outlining the findings of the feasibility analysis and seeking approval to continue the process of implementing tolls on I-5 and I-205 (ODOT 2018a). In January 2019, FHWA provided guidance to move into the next phase of evaluation and study (FHWA 2019).

PURPOSE

The purpose of the I-205 Toll Project is to manage congestion on I-205 between Stafford Road and Oregon Route 213 (OR 213) and raise revenue to fund congestion relief projects through the application of variable-rate tolls.¹

NEED FOR THE PROPOSED ACTION

Traffic congestion results in unreliable travel

A 3.3 percent population increase in the Portland metro area from 2015 to 2017 and strong economic growth during these years resulted in a 20.1 percent increase in vehicle hours of delay

¹ Variable-rate tolls are user fees that vary in amount based on certain conditions (e.g. time of day, day of the week, direction of travel). Variable-rate tolls can occur on a fixed schedule that is known to travelers.

and 13.4 percent increase in hours of congestion on the highway and regional corridor system. Daily vehicle hours of delay for I-205 increased by 25 percent in each direction from 2015 to 2017, indicating that the extent and duration of congestion in the corridor continues to increase and that travel continues to become less and less reliable (ODOT 2018b).

In 2018 more than 100,000 vehicles used the section of I-205 between Stafford Road and OR 213 each day (ODOT 2019). Northbound I-205 from I-5 to the Abernethy Bridge has been identified as one of the region's top recurring bottlenecks during the evening commute. In 2017 this section of I-205 experienced 3.5 hours of congestion in the evening, from 2:45 p.m. to 6:15 p.m. Southbound I-205 from OR 212 to the Abernethy Bridge experienced over 3 hours of congestion in the morning from 6:00 a.m. to 9:15 a.m. (ODOT 2018b). In total, the section of I-205 between Stafford Road and OR 213 experienced approximately 6.75 hours of congestion daily.²

The population of the Portland metro region is expected to grow from 2.5 million residents in 2018 to over 3 million in 2040 (23 percent) and over 3.5 million in 2060 (43 percent), further exacerbating existing congestion problems (Census Reporter 2018; Metro 2016b).

Traffic congestion impacts freight movement

Movement of people and goods is critical to support a growing economy. Freight tonnage in the Portland region is expected to double by 2040, with 75 percent of total freight tonnage moved by truck (Metro 2018). I-205 is a designated north-south interstate freight route in a roadway network that links Canada, Mexico and major ports along the Pacific Ocean. Trucks represent 6 to 9 percent of total traffic on I-205 (ODOT 2018b).

Congestion on I-205 affects the ability to deliver goods on time, which results in increased costs and uncertainty for businesses. The cost of congestion on I-205 increased by 24 percent between 2015 and 2017, increasing to nearly half a million dollars each day in 2017 (ODOT 2018b). Increasing congestion and demand for goods will result in more delay, costs, and uncertainty for all businesses that rely on I-205 for freight movement.

Traffic congestion contributes to climate change

Greenhouse gas emissions from cars and trucks have been rising since 2013 and represented 39 percent of total statewide emissions in 2016 (Oregon Global Warming Commission 2018). Idling vehicles sitting in congestion conditions contribute to these emissions. In March 2020, the Governor signed an executive order to reduce greenhouse gas emissions 45 percent below 1990 levels by 2035 and 80 percent below 1990 levels by 2050.

Critical congestion relief projects need construction funding

Available funding for transportation has not kept pace with the cost of maintaining our transportation system or the cost of construction of new transportation and congestion relief

² The coronavirus pandemic (COVID-19) has dramatically altered current traffic levels. Future traffic volumes on I-205 are unknown, but as the risks of COVID-19 are reduced, traffic congestion is expected to return.

projects. ODOT revenue comes from a mix of federal and state sources, including fuels taxes, taxes on heavy vehicles, and driver and vehicle licensing and registration fees. The federal gas tax has not been adjusted since October of 1993 and the share of federal contributions to state transportation projects has greatly decreased. On the state level, escalating expenditures to maintain aging infrastructure, the need to perform seismic upgrades for state's bridges, and rising construction costs have greatly increased financial needs.

Compounding this problem is a substantial increase in travel demand as the state experiences strong population growth, particularly in the Portland metro area. ODOT must explore every possible method for getting the most out of its existing infrastructure, funding congestion relief projects to ease congestion, and planning for increased earthquake resiliency. ODOT has identified the I-205 Improvements Stafford Road to OR 213 Project as part of the strategy to improve mobility on I-205 and seismically upgrade the Abernethy Bridge. The project is included in the 2018 Region Transportation Plan and is expected to benefit the Portland metro region and the state. The I-205 Improvements Project and the I-205 Toll Project have independent utility, as either one could be implemented independent of the other project; both have logical termini; and neither restrict consideration of alternatives for future transportation improvements. The I-205 Improvements Project has already received NEPA clearance and is in the process of obtaining permits; however, there is currently no funding source identified for construction of this project. Tolls collected on I-205 are anticipated to be used to fund congestion relief projects in the corridor, including, but not limited to, the I-205 Improvements Project.^{3, 4}

GOALS AND OBJECTIVES

Project goals and objectives are desirable outcomes of the project beyond the purpose and need statement. The following goals and objectives reflect input collected from the Value Pricing Feasibility Analysis Policy Advisory Committee, partner agencies, the Project equity team, and other Project stakeholders; these goals and objectives will be considered when comparing alternatives.

- Goal: Provide equitable benefits for all users
 - Acknowledge and consider populations who use or live near the segment of I-205 between Stafford Road and OR 213 and have been historically underserved and underrepresented or negatively impacted by transportation projects
 - Engage people from historically underserved communities to participate throughout the project design, development, implementation, monitoring, and evaluation processes

³ Net toll revenue for capital projects represents the available cash flow from tolling after covering an allowance for revenue leakage, the costs of toll collection operations and maintenance (O&M), and the costs of roadway facility O&M. Net toll revenues may be used to pay for capital improvement directly and/or they may be used to pay the principal and interest on borrowed (financed) funds.

⁴ HB 2017 established a Congestion Relief Fund which would receive any net proceeds from tolling. The Oregon Constitution (Article IX, Section 3a) specifies that revenues collected from the use or operation of motor vehicles is spent on roadway projects, which could include construction or reconstruction of travel lanes, as well as bicycle and pedestrian facilities or transit improvements in or along the roadway.

- Maximize benefits and minimize burdens to historically underserved and underrepresented communities
- Provide equitable and reliable access to job centers and other important community places, such as grocery stores, schools, and gathering places
- Support equitable and reliable access to health promoting activities (e.g. parks, trails, recreation areas) and health care facilities
- Goal: Limit additional traffic diversion from I-205 to adjacent roads and neighborhoods
 - Design toll system to limit rerouting from tolling
 - Design toll system to minimize additional noise impacts from traffic rerouting
- Goal: Support safe travel regardless of mode of transportation
 - Enhance vehicle safety on I-205 by reducing congested conditions
 - Ensure multi-modal travel (e.g. pedestrians, bicycles, and transit) does not become less safe on local roadways affected by tolling on I-205
- Goal: Improve air quality and reduce contributions to climate change effects
 - Reduce vehicle air pollutants and greenhouse gas emissions through improved travel efficiency
 - Reduce localized air pollutants through reduced congestion and improved travel efficiency, particularly in community areas where pollutants are concentrated
- Goal: Support multi-modal transportation choices
 - Support shifts to higher occupancy vehicles (including carpooling) and other modes of transportation (transit, walk, bike, telework)
 - Collaborate with transit providers to enhance availability and access to transit service in underserved and underrepresented areas along the tolled segment of the I-205 corridor
- Goal: Support regional economic growth
 - Provide for reliable and efficient movement of goods and people through the I-205 corridor
- Goal: Support travel demand management
 - Design toll system to improve efficient use of roadway infrastructure and improve travel reliability
- Goal: Maximize integration with future toll systems
 - Design a toll system that can be expanded in scale, integrated with tolling on other regional roadways, or adapted to future toll system applications
- Goal: Maximize interoperability with other transportation systems
 - Design a toll system that is interoperable with other transportation systems (e.g. transit, parking, etc.) in the region

REFERENCES

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Oregon Global Warming Commission. 2018. 2018 Biennial Report to the Legislature for the 2019 Legislative Session. <https://www.keeporegoncool.org/reports/> Accessed May 14, 2020.

Oregon State Legislature. 2017. House Bill 2017.
<https://olis.leg.state.or.us/liz/2017R1/Downloads/MeasureDocument/HB2017/Enrolled>
Accessed June 16, 2020.

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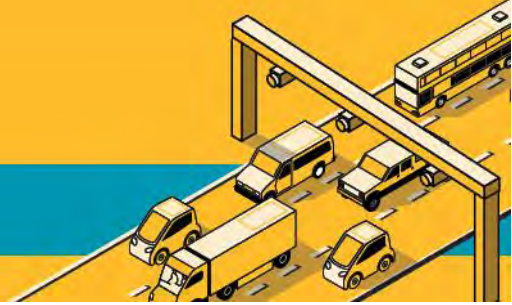
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I-205 Toll Project

DRAFT Executive Summary



| | |
|----------------|--|
| Date | July 7, 2020 |
| To | Lucinda Broussard, Oregon Toll Program Director |
| From | I-205 Toll Project Consultant Team |
| Subject | Executive Summary: Comparison of I-205 Screening Alternatives Technical Report |
| CC | Chi Mai, ODOT R1 Major Projects Alex Bettinardi, ODOT Transportation Planning and Analysis Unit |

PURPOSE

This report summarizes the recommendations for alternatives to carry into the National Environmental Policy Act (NEPA) analysis for the I-205 Toll Project and highlights key findings supporting those recommendations.

OVERVIEW

Table 1 summarizes the overall assessment of screening alternatives based on evaluation categories. Alternatives 3 and 4 are the initial alternatives recommended for advancement to the NEPA process.

Table 1: Overall Assessment of Alternatives by Evaluation Category

| Evaluation Category | Alt 1 & Alt 2 | Alt 3 | Alt 4 | Alt 5 |
|-------------------------------|----------------|--------------------------------|--------------------------------|----------------|
| Transportation System Demand | | | | |
| I-205 Traffic | | | | |
| Diversion Effects | | | | |
| Cost and Revenue | | | | |
| Implementation and Operations | | | | |
| Recommendation | Do Not Advance | Advance for Further Evaluation | Advance for Further Evaluation | Do Not Advance |

| | | | | |
|--|--|--|---|---|
| Substantially worse outcomes than other alternatives | Worse outcomes than other alternatives | Average or typical outcomes among alternatives | Better outcomes than other alternatives | Substantially better outcomes than other alternatives |
|--|--|--|---|---|

WSP evaluated five alternatives for tolling I-205 between the Stafford Road and OR 213 interchanges. These alternatives constitute geographic location options where tolls will be charged (toll gantries) and different structure for assessing tolls (e.g., single point, segment-based, and zonal).

Table presents the list of screening alternatives, the rationale behind their development, and a brief assessment of each.

Table 2: I-205 Screening Alternatives Under Consideration for Further Evaluation

| Alt. | Description | Development Rationale | Assessment | Recommendation |
|------|--|--|--|--|
| 1 | Abernethy Bridge Toll (Concept E from the 2018 Value Pricing Feasibility Analysis) | Recommendation of the Value Pricing Feasibility Analysis, simple to implement | Manages demand on I-205 around the Abernethy Bridge but results in significant traffic increases near the Arch Bridge and in downtown Oregon City | Not recommended for further evaluation |
| 2* | Abernethy Bridge Toll with Off-Bridge Gantries | Modification of Alternative 1 to limit rerouting in downtown Oregon City | Manages demand on I-205 around the Abernethy Bridge but results in significant traffic increases near the Arch Bridge and in downtown Oregon City | Not recommended for further evaluation |
| 3 | Bridge Tolls - Abernethy Bridge and Tualatin River Bridge | Tolling a second bridge reduces the cost of crossing the Abernethy Bridge, which reduces the incentive for some trips to take alternative toll-free routes | Manages demand on I-205 at the Abernethy Bridge and between Stafford Road and 10th Street, traffic increases on nearby routes are less concentrated | Recommended for further evaluation |
| 4 | Segment-Based Tolls - Between Stafford Road and OR 213 | Tolling multiple roadway segments lowers the average toll cost and reduces the incentive for some trips to take alternative toll-free routes | Manages demand on I-205 between Stafford Road and OR 213 without resulting in concentrated traffic increases, offers significant flexibility to limit rerouting and manage traffic operations | Recommended for further evaluation |
| 5 | Single-Zone Toll – Between Stafford Road and OR 213 | Single toll rate applied for any travel within the tolled area, intended to reduce the incentive for regional trips to use alternative toll-free routes | Manages demand on I-205 between Stafford Road and OR 213, results in traffic increases on the edges of the toll zone, limited ability to better manage demand and scale the system to the region | Not recommended for further evaluation |

*Note: Alternative 1 and Alternative 2 perform the same in all model-based performance measures, as the regional travel demand model does not provide significant differentiation between these alternatives.

All the alternatives considered could provide a tolling system on I-205 that would both manage congestion and raise revenue. However, there are tradeoffs among the alternatives, and no single alternative scores the best on all criteria. In general, alternatives were evaluated based on their ability to manage demand on I-205 and limit rerouting to nearby roadways (taking

different roads to avoid the toll) while generating similar levels of revenue to fund congestion relief projects.

The screening analysis is focused on evaluating five potential configurations for the I-205 Toll Project. The analysis compares the alternatives against one another considering key evaluation criteria and performance measures. The technical analysis is the basis for recommending which alternatives be advanced for further study in the NEPA process. In the NEPA analysis, the technical analysis tools and models are expected to be refined to better assess local impacts and a wider range of performance measures.

Initial Screening Criteria

















































Alternatives were assessed in five evaluation categories with 12 qualitative and quantitative performance measures. Alternatives were assessed relative to one another on these performance measures, with quantitative measures based on results from the Metro regional travel demand model. General performance of each alternative in these categories was summarized in Table 1, while Table 3 provides additional detail by performance measure.






The criteria and their associated performance measures are as follows:

- **Transportation System Demand** – Assesses the extent to which tolling affects vehicle travel by estimating the impact of each alternative on total vehicle miles travelled (VMT) and vehicle hours of travel (VHT) in the regional transportation system. The alternatives generally shift vehicle demand away from freeways to non-freeways but result in an overall decrease in demand on the regional system.
- **I-205 Traffic** – Assesses the extent to which tolling changes the volume of vehicles using I-205 by estimating the change in vehicular throughput between Stafford Road and OR 213. Tolling is expected to decrease daily vehicle volume and improve traffic flow on I-205.
- **Diversion Effects** – Assesses the extent to which drivers avoid the toll by either switching their travel mode or switching their route. Modal switch is assessed in terms of trips shifted from single-occupancy vehicles (SOV) to high-occupancy vehicles (HOV), transit, and active modes like biking or walking. Rerouting is assessed by changes in travel volume on various regional roadways and facilities and communities near the alternatives. While shifts in mode are generally small and consistent across all alternatives, the location of rerouting effects can vary substantially between alternatives.
- **Cost and Revenue** – Assesses the net revenue potential after accounting for operations and maintenance costs, and capital costs. Alternatives are assessed relative to one another with values, indexed to Alternative 1 as it represents the original recommendation from the Value Pricing Feasibility Analysis. All alternatives were developed with the intention of generating similar net revenues.
- **Implementation Criteria** – Assesses various issues associated with implementation of tolling including difficulty of implementation, scalability to a regional tolling system, flexibility for managing traffic operations, and eligibility under federal tolling authorization

programs. Unlike the other evaluation criteria and performance measures, this assessment was qualitative in nature.

Table 1: Assessment of Alternatives by Performance Measure

| Evaluation Category | Performance Measure Assessment | Alt 1 & ALT 2 | Alt 3 | Alt 4 | Alt 5 |
|-------------------------------|---|---|--|---|---|
| Transportation System Demand | Reduce VMT on freeways and non-freeways |  |  |  |  |
| | Reduce VHT on freeways and non-freeways. |  |  |  |  |
| I-205 Traffic | Higher vehicle throughput on I-205 segments between Stafford Road and OR 213 |  |  |  |  |
| Diversion Effects | Person-trips shifting away from SOV travel to other modes (e.g., HOV, transit, active) |  |  |  |  |
| | Limit increased traffic due to rerouting on non-tolled regional roads |  |  |  |  |
| | Limit increased traffic due to rerouting on local and adjacent roadways |  |  |  |  |
| Cost and Revenue | Higher net toll revenue (adjusted gross toll revenue collected less operations and maintenance costs) |  |  |  |  |
| | Lower capital costs for physical toll infrastructure and procuring toll vendor services |  |  |  |  |
| Implementation and Operations | Difficulty of implementation |  |  |  |  |
| | Flexibility for managing traffic operations |  |  |  |  |
| | Scalability to a future regional tolling system |  |  |  |  |
| | Eligibility under federal tolling authorization programs |  |  |  |  |

| | | | | |
|---|---|---|--|--|
| Substantially worse outcomes than other alternatives  | Worse outcomes than other alternatives  | Average or typical outcomes among alternatives  | Better outcomes than other alternatives  | Substantially better outcomes than other alternatives  |
|---|---|---|--|--|

Recommendations

Federal tolling authority is provided under Title 23, Section 129 of the U.S. Code, and projects that are eligible under this code provide greater certainty of implementation because no further approvals are required. Alternatives 1, 2, and 3 are likely eligible under Section 129. It is possible that neither Alternative 4 nor 5 would be eligible under Section 129 and that federal tolling authority would instead be required under the Value Pricing Pilot Program (VPPP). The VPPP allows for a wider range of configurations but requires discretionary approval of the U.S. Secretary of Transportation and entails a significant amount of uncertainty regarding when approval can be expected. Advancing at least one alternative that is eligible under Section 129 federal tolling authority is recommended.

Alternative 3 and Alternative 4 are **recommended** for advancement. Both effectively manage traffic on I-205 while generating revenue. While these alternatives do result in rerouting from vehicles avoiding the toll, the rerouted traffic would be distributed along the I-205 corridor so that no one particular facility or community receives the full impact. Because it has more tolled segments, Alternative 4 offers added flexibility in terms of using variable toll rates to manage traffic on I-205 while limiting rerouting effects. Both alternatives can be readily scaled to other regional facilities.

Alternatives 1 and 2 are **not recommended**. Both would result in significant traffic increases in Downtown Oregon City, on the Oregon City Arch Bridge, and near the OR 43 interchange with I-205 as a result of traffic rerouting to avoid a toll. Furthermore, these alternatives would be less effective at managing traffic along I-205 beyond the Abernethy Bridge.

Alternative 5 is **not recommended**. While the single-zone toll approach of this alternative would be effective at limiting rerouting of through trips on I-205, it would not be as effective at managing traffic patterns for trips entering and exiting I-205 near the tolled zone and would potentially result in concentrated rerouting effects. Because there would be one toll rate for all trips regardless of distance travelled, the alternative would have limited flexibility to manage traffic operations and would be difficult to scale to other facilities in the region as currently structured.

Limitations

The initial recommendations above are intended for ODOT consideration. To date, the technical evaluation and recommendations have not been reviewed by technical working groups or agency stakeholders.

The technical analysis is focused on comparison of the alternatives against one another using a limited set of evaluation criteria that do not fully assess the potential impacts the I-205 Toll Project. Full consideration of environmental and social impacts will be assessed in the NEPA analysis.

The analysis relies heavily on outputs from the Metro regional travel demand model for 2027 scenarios. The technical analysis tools, models, and assumptions are expected to be refined to better assess local impacts and a wider range of performance measure in the NEPA analysis.

DRAFT

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I-205 Toll Project

MEMORANDUM



Date July 15, 2020
To Lucinda Broussard
From Sine Madden, Jennifer Rabby, and Environmental Discipline Leads
Subject Evaluation Performance Measures for Reporting Impacts in the NEPA Analysis – DRAFT
CC

The purpose of this memo is to communicate to our Agency Partners and others the performance measures that will be used in the comprehensive analysis of impacts that will be evaluated in the NEPA analysis for the I-205 Toll Project. The tables below provide a preliminary list of the performance measures planned to be evaluated as part of the I-205 Toll Project's NEPA analysis. The performance measures will be used to compare and disclose the impacts and benefits of the different alternatives studied in the NEPA document. Some performance measures will be reported quantitatively, while others will be qualitative.

Some of the performance measures inform the Project goals and objectives; however, there are numerous additional performance measures that will be reported on as part of the analysis. Table 1 identifies the performance measures that relate to the goals and objectives and Table 2 identifies the additional performance measures. Both tables identify which environmental discipline will analyze and report on each performance measure.

Table 1: Goals, Objectives, and Performance Measures

| Goal | Objective | Performance Measure(s) | Environmental Discipline(s) |
|--|---|--|-----------------------------|
| Provide equitable benefits for all users | Acknowledge and consider populations who use or live near the segment of I-205 between Stafford Road and OR 213 and have been historically and currently underserved and underrepresented or negatively impacted by transportation projects | Identify environmental justice populations and historically and currently underrepresented and underserved communities located near roadways affected by vehicle rerouting | Environmental Justice |
| | Engage people from historically and currently underserved and underrepresented communities to participate throughout the project design, development, implementation, monitoring, and evaluation processes | Documented engagement of people from historically and currently underserved and underrepresented communities | Environmental Justice |

| Goal | Objective | Performance Measure(s) | Environmental Discipline(s) |
|------|--|---|---|
| | Maximize benefits and minimize burdens to historically and currently underserved and underrepresented communities | Disproportionate impacts from negative rerouting to environmental justice populations and historically and currently underrepresented and underserved communities | Environmental Justice |
| | | Change in vehicle operating costs in the Portland metro area | Economics |
| | | Change in travel costs as a percentage of household income | Environmental Justice Economics |
| | Provide equitable and reliable access to job centers and other important community places, such as grocery stores, schools, and gathering places | Vehicle travel time savings based on geographic area | Transportation Social Resources & Communities Economics Environmental Justice |
| | | Change in access to jobs: share of regional jobs accessible within 30-minute drive | Transportation Social Resources & Communities Economics Environmental Justice |
| | | Change in access to community resources located near roadways affected by vehicle rerouting | Social Resources & Communities Environmental Justice |
| | Support equitable and reliable access to health promoting activities (e.g. parks, trails, recreation areas) and health care facilities | Change in access to health promoting activities and health care facilities within 30-minute drive | Social Resources & Communities Environmental Justice Parks/ Recreation/ Section 4(f)/6(f) |
| | | | |
| | Limit additional traffic diversion from I-205 to | Change in level of rerouting | Transportation |
| | | Change in average weekday daily traffic on selected major roadways | Transportation |

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July 15, 2020

| Goal | Objective | Performance Measure(s) | Environmental Discipline(s) |
|--|---|--|--|
| adjacent roads and neighborhoods | Design toll system to minimize additional noise impacts from traffic rerouting | Change in number of sensitive noise receptors experiencing an increase in noise levels | Noise |
| Support safe travel regardless of mode of transportation | Enhance vehicle safety on I-205 by reducing congested conditions Ensure multi-modal travel (e.g. transit, walk, bike) does not become less safe on local roadways affected by tolling on I-205 | Change in roadway safety conditions (i.e., expected change in crashes) | Transportation |
| Improve air quality and reduce contributions to climate change effects | Reduce vehicle air pollutants and greenhouse gas emissions through improved travel efficiency Reduce localized air pollutants through reduced congestion and improved travel efficiency, particularly in community areas where pollutants are concentrated | Change in regional vehicle emissions (e.g. Mobile Source Air Toxics (MSATs) emissions) | Air/Energy and Greenhouse Gases (GHG) Economics |
| Support multi-modal transportation choices | Support shifts to higher occupancy vehicles (including carpooling) and other modes of transportation (transit, walk, bike, telework) | Change in regional person trips by mode | Transportation |
| | Collaborate with transit providers to enhance availability and access to transit service in underserved and underrepresented areas along the tolled segment of the I-205 corridor | Adequacy of transit service on roadways adjacent to I-205 between Stafford Road and OR 213 | Transportation (Transit/Multimodal) |
| | | Change in transit ridership on roadways adjacent to I-205 between Stafford Road and OR 213 | Transportation (Transit/Multimodal) |
| | | Availability of bicycle infrastructure on roadways adjacent to I-205 between Stafford Road and OR 213 | Transportation (Transit/Multimodal) |
| | | Availability of pedestrian infrastructure on roadways adjacent to I-205 between Stafford Road and OR 213 | Transportation Economics |
| | | Change to transit travel time on roadways adjacent to I-205 between Stafford Road and OR 213 | Transportation (Transit/Multimodal) |
| Support regional economic growth | Provide for reliable and efficient movement of goods and people through the I-205 corridor | Change in vehicle throughput on I-205 between Stafford Road and OR 213 | Transportation |

| Goal | Objective | Performance Measure(s) | Environmental Discipline(s) |
|---|--|--|---|
| | | Change in person and freight truck throughput on I-205 between Stafford Road and OR 213 | Transportation |
| | | Value of travel time savings: overall and for environmental justice communities | Transportation Environmental Justice |
| Support travel demand management | Design toll system to improve efficient use of roadway infrastructure and improve travel reliability | Change in vehicle miles traveled (VMT) in the study area, for freeway and non-freeway travel | Transportation |
| | | Change in regional person trips by mode | Transportation |
| | | Change in peak period vehicle trips in the study area | Transportation |
| Maximize integration with future toll systems | Design a toll system that can be expanded in scale, integrated with tolling on other roadways, or adapted to future toll system applications | Potential to expand the toll system to other regional roadways based on expert judgement | Transportation |
| Maximize interoperability with other transportation systems | Design a toll system that is interoperable with other transportation systems (e.g. transit, parking, Road User Charge (RUC) OReGO Program, etc.) in the region | Potential to integrate the toll system with other transportation systems (transit, parking, RUC, etc.) | Transportation |

Table 2. Other Performance Measures that Will Be Evaluated

| Performance Measure(s) | Environmental Disciplines(s) |
|--|------------------------------|
| Impacts from (current or new) traffic diversion on identified business concentrations in the study area | Economics |
| Changes in economic conditions (employment, labor income, economic activity) from project construction | Economics |
| Changes in economic conditions (employment, labor income, economic activity) from collection and use of toll revenue | Economics |
| Change in reliability, travel times, and travel costs for freight users | Economics |
| Monetary value of changes in travel time, VMT, safety, emissions, noise | Economics |
| Number of contaminated sites (low, medium, and high risk) disturbed by project constructed | Hazardous Materials |
| Number, type, and location of historic properties (including archaeological sites) directly impacted by the project | Historic/Archeologic |

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| | |
|--|--|
| Number, type, and location of historic properties (including archaeological sites) indirectly impacted by the project | Historic/Archeologic |
| Land area by type (vacant, open space, right-of-way) converted (temporary and permanent) from non-transportation uses to transportation improvements | Land Use |
| Change in land use character and potential for changes to future development patterns as a result of the Project | Land Use Utilities |
| Change in access (temporary and permanent) as a result of the Project | Land Use |
| Number of sensitive noise receptors experiencing noise levels that reach the ODOT Noise Abatement Approach Criteria | Noise |
| Number of sensitive noise receptors experiencing noise levels that reach the ODOT Substantial Increase (10 dBA over existing noise levels) | Noise |
| Anticipated construction noise levels and duration of construction noise at sensitive noise receptors | Noise |
| Distance of noise impact contour from future project alignment to undeveloped properties | Noise |
| Change in quality of life and community cohesion | Social Resources & Communities |
| Area of ground disturbance for project construction | Soils & Geology |
| Physical changes to park and recreation resources | Parks/Recreation/ Section 4(f)/6(f) |
| Changes to access to park and recreation resources located near roadways affected by vehicle rerouting | Parks/Recreation/ Section 4(f)/6(f) |
| Change in average weekday daily traffic volume on selected major roadways | Transportation |
| Change in intersection volume-to-capacity (v/c) ratios, level of service (LOS), delay and queuing | Transportation |
| Changes in vehicle queuing and LOS on I-205 between Stafford Road and OR 213 | Transportation |
| Change in travel time reliability and hours of congestion on I-205 between Stafford Road and OR 213 | Transportation |
| Change in regional vehicle hours traveled (VHT) for freeway and non-freeway travel | Transportation |
| Gross toll revenue (less estimated revenue leakage in 2027) | Transportation |
| Relative effort associated with implementation | Transportation |
| Ability to react to differing traffic conditions in the Project vicinity | Transportation |
| Eligibility under current federal tolling authority | Transportation |
| Adjusted gross toll revenue collected less toll O&M costs and highway O&M costs | Transportation |
| Capital costs associated with implementing the physical toll infrastructure and procuring toll vendor services | Transportation |
| Costs associated with physical tolling infrastructure including (but not limited to): gantries, equipment cabinets, cameras, fixed signage, dynamic message signs, and telecommunications infrastructure as well as procurement of vendor services and vendor transition on a periodic basis | Transportation |

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|--|---|
| Cost associated with toll collections including (but not limited to): banking fees for credit card transactions, toll equipment maintenance, back-office systems support, customer service center operations, ODOT and consultant staffing, and administrative costs | Transportation |
| Simplified multimodal level of service (MMLOS) for bicyclists on select roadways within the study area | Transportation (Transit/Multimodal) |
| Simplified MMLOS for pedestrians on select roadways within the study area | Transportation (Transit/Multimodal) |
| Simplified MMLOS for transit users on select roadways within the study area | Transportation (Transit/Multimodal) |
| Utility relocations required due to Project construction | Utilities |
| Temporary disruptions to existing electrical and communication services during construction when new utility connections for the tolling equipment are established | Utilities |
| New utility lines/connections (electrical and communications) required to operate tolling equipment | Utilities |
| Acres of vegetation (habitat) disturbed | Vegetation, Wildlife, and Aquatic Species |
| Change in visual quality resulting from installation of toll gantries | Visual |
| Acres of wetlands/waters disturbed | Wetlands and Water Resources |

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**CANBY CITY COUNCIL
WORK SESSION MINUTES
August 19, 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, Traci Hensley, Tim Dale, Greg Parker, Sarah Spoon, and Shawn Varwig.

STAFF PRESENT: Joseph Lindsay, City Attorney; Jamie Stickel, Economic Development Director; and Melissa Bisset, City Recorder; Erik Forsell, Associate Planner; Ryan Potter, Senior Planner; Todd Wood, Transit Director.

OTHERS PRESENT: Fire Chief Jim Davis, Canby Fire District Board Chair Shawn Carrol; Matt English, Canby Fire Division Chief.

CALL TO ORDER: Mayor Hodson called the Work Session to order at 6:24 p.m.

Economic Development Director Jamie Stickel explained the Strategic Investment Zone Agreement with Columbia Distributing was approved at the May 22nd Oregon Business Development Commission Meeting. Once it was approved there was a 90 day period where the special taxing districts had to meet and agree upon the Community Fee Distribution Schedule. The Community Fee was intended to mitigate direct impact of the development on the community that are over and above the systems development charges collected. On June 23rd the City hosted a community service fee meeting where all of the special taxing districts were invited. Clackamas County, the City of Canby, Canby Fire, Canby School District and Clackamas Community College were present at the meeting. At the meeting, representatives from the education districts determined they would forego their portions of the community service fee. On July 16th, Clackamas County, the City of Canby and Canby Fire met to discuss further options for the distribution schedule. The consensus between all three parties was that the three entities would receive their standard distribution and split the waived education fees. The County agreed to share their third of the education portion with 25 percent going to Canby Fire and 25 percent to the City and the remaining 50 percent for themselves. The final agreement would be going before the County Commissioners the following day. Business Oregon has indicated that if the special taxing districts do not agree, then the Oregon Business Development Commission would choose the standardized distribution which would mean the portion waived by the Canby School District and Clackamas County Community College would be given back to them and the City would lose the additional amount.

Fire Chief Davis stated that he appreciated the process with the County and the City. During the negotiations, the Fire District had asked for the City to increase the amount for the Fire District.

The current amount was \$25,000 per year. During the discussion, the School District and Clackamas Community College indicated that they would like some of their waived funds to go toward public safety, i.e. the Fire Department. Some of the funds did go over; however, the City was receiving a substantially higher amount and the Fire District was expected to service the facility. Fire Chief Davis noted that the night that the City Council approved the Strategic Investment Zone Agreement with Columbia Distributing there was Council discussion about doing their best to support the Fire District with the loss of revenue. The Fire District had sent information requesting a 50/50 split between Canby Fire District and the City. That would mean that the City would receive close to \$36,000 and the Fire District would receive approximately \$35,000. He thought the proposal was fair as both the City and the Fire District would be serving Columbia Distributing. He noted that there was a report from Clackamas County referencing the issue between the City and the Fire District to try and work out the fee. The Fire District was willing to accept the current amount with the Staff recommendation; however, they were looking back at to what some of the City Councilors had said about doing the best they could in terms of supporting the Fire District.

Councilor Spoon felt that it was very important to make the Fire District whole as they too would serve Columbia Distributing. She asked about the amount Chief Davis had referenced and if it included the URA portion. Chief Davis clarified that it did.

Council President Dale was very interested in helping the Fire District out. He thought that the City had a lot of incentive to help the Fire District. He thought there was an opportunity to help the Fire District out and that it was a modest donation on behalf of the City. It was just over \$10,000 to make them whole. He noted that there was an unexpected bonus from the Community College, School District, and Port and the amount of the Fire Chief's ask was less than that unexpected bonus. He asked that the Council consider it a donation of some of the unexpected bonus.

Discussion ensued regarding the process of determining the Community Service Fee and the timeframe for making a decision. City Attorney Lindsay noted that the County would receive the same amount regardless of how the City and the Fire District determine to split the fee and that there were rules about how the funds could be spent.

Councilor Spoon expressed frustration noting that part of the initial discussion was to make the fire department whole. She refused to vote against her conscience. She was frustrated that they were still talking about taking the path of least resistance and making accommodations after the fact. She felt it was always a bad deal and was frustrated about talking about it again at the last minute even though it had been talked about for months.

Mayor Hodson stated that the County, City and Fire District came together and went through a process to negotiate the pieces and had been agreed upon the three parties at one of the meetings.

Councilor Spoon emphasized that with the Strategic Investment Zone Agreement with Columbia Distributing was approved in a 4-2 vote it was with the intention of making the Fire District whole. She stated that in the agreement the Fire District was not made whole. She felt it was poor governance and tax payers deserved better.

Councilor Parker asked for a point of order. Mayor Hodson responded that it was a consensus on how to move forward. The Board of County Commissioners would be approving the agreement at their meeting the following day. City Attorney Lindsay explained the agreement was a continuation of the community service fee agreement that was previously passed and provides the details of the amounts of the fee. It could pass with administrative signature if there was consensus. Councilor Parker did not understand that he would be making a decision and thought it was false advertising on the agenda. Councilor Parker stated if they were going to be making an action with another governmental agency he wanted it to be an official action with recorded votes during their regular meeting.

City Attorney Lindsay stated that Business Oregon felt that it could be administrative action. The County Commissioners placed the item on their consent agenda. He felt that Intergovernmental Agreements should be between the governmental bodies. There was a grey area since they had already passed the Strategic Investment Zone Agreement and this was further detailing how the community service fee was to be allocated.

Councilor Hensley suggested that the action be added to the City Council meeting.

Discussion ensued regarding the importance of making a determination that evening otherwise Business Oregon would make decision on the allocation of the community service fee.

Councilor Spoon felt it was a surprise and there was not time to course correct. She asked the Fire Chief how they could be made whole. She wanted to help and not cause harm.

Councilor Varwig clarified that the current agreement was one that was in part presented by the Fire Department. The numbers were presented to the entire group by Canby Fire District.

Fire Chief Davis stated that in the staff report by the County, there was mention that the City and Fire District could make percentage changes prior to the County meeting. He noted that during the negotiation process, the Fire District asked the City about the Council discussion about making Canby Fire whole.

City Attorney Lindsay noted Council could begin their regular meeting and have consensus during the meeting on which action they would like to take. The Mayor would add the topic for action to the regular agenda.

The meeting adjourned at 7:06 p.m.

Melissa Bisset, CMC
City Recorder

Brian Hodson

**CANBY CITY COUNCIL
REGULAR MEETING MINUTES
August 19, 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, Traci Hensley, Tim Dale, Greg Parker, Sarah Spoon, and Shawn Varwig.

STAFF PRESENT: Joseph Lindsay, City Attorney; Jamie Stickel, Economic Development Director; and Melissa Bisset, City Recorder; Erik Forsell, Associate Planner; Ryan Potter, Senior Planner; Todd Wood, Transit Director.

OTHERS PRESENT: Fire Chief Jim Davis, Canby Fire District Board Chair Shawn Carroll; Matt English, Canby Fire Division Chief.

CALL TO ORDER: Mayor Hodson called the Regular Meeting to order at 7:13 p.m.

PRESENTATION: Canby Fire – Local Option Renewal Levy

Fire Chief Davis shared that the Fire District was moving forward with a vote of the people for a renewal of the Fire District Levy. Canby Fire protects the City of Canby, City of Barlow and approximately 54 square miles of surrounding suburban and rural areas. They have a Class 2 insurance rating in the City of Canby. They currently have 16 line personnel and 30 volunteers. They are governed by an elected Fire Board. Canby Fire provides emergency medical response, ambulance transportation, fire suppression, community risk reduction, emergency preparation and management and hazardous materials response. They worked closely with the City during COVID. The Fire District Board had approved a strategic plan. There was a mission statement and a matrix to move forward with goals and objectives. Canby Fire responds to car accidents and are all trained in heavy extratdition. Over the past year they have been responding to COVID patients. They also respond to structure fires and wildland interface. Call volume had gone up over the years. The levy was a five year levy last voted on in 2015. In 2019 there were 3,000 calls. 38 percent of the time there were two EMS calls occurring at the same time. They were very busy. They had maintained staffing for the most part over the last several years. With the levy, they were not asking for more personnel, they were asking to maintain the current level of staff which included 16 line staff and 3 chiefs.

Chief Davis explained that 65 percent of the cost was personnel costs, 17 percent was materials and supplies, 3 percent was capital outlay and 12 percent was contingency.

The question for the November level renewal was “Shall Canby Fire District maintain emergency response services by levying 45 cents per \$1,000 assessed value for five years beginning 2021? Chief Dale explained that it was a renewal not an increase. If the levy did not pass, there would be an option for a spring vote, and if that were to fail, then the Fire District would have to reduce by six personnel, they would not be able to staff the second medic unit. It would increase ambulance response times as there would be a wait for responders to arrive from Molalla, Newberg, Oak Lodge, Oregon City or the Wilsonville area. The current rate was about \$112/ year for the average property assessed at \$250,000. The levy supplemented Canby Fire District’s permanent tax rate of \$1.54 per \$1,000 of assessed value. The combined rate of \$1.99 (\$1.54 + 45 cents) delivered fire and medical response at a total rate lower than the average rate in Clackamas County for fire/ EMS which was about \$2.29 per \$1,000 of assessed value. Fire Chief Davis noted that the funds from the levy would be used to ensure a continued level of service by Canby Fire Emergency Medical Response teams. He added that they would be staffing the Northside Station with two EMS personnel. They were also planning on putting interns at the station.

Canby Fire District Board President Shawn Carroll thanked the City Council and asked for their support on the levy.

Mayor Hodson was grateful for the response time from Canby Fire. He was excited about the Northside Station and supported the passing of the Levy.

MAYOR’S BUSINESS:

CITY ADMINISTRATOR SELECTION

Mayor Hodson shared that City Council completed the interview process for the City Administrator position. There had been interview panels with the Council, City Staff and Community members and there was a meet and greet with feedback. Mayor Hodson asked for consensus of the Council to pursue their most favored candidate and work toward negotiation and conditional offer of employment contingent upon successful background check. The employment contract would then be brought forward to the City Council for action. There was a general consensus of the Council to move forward with the most favored candidate. Mayor Hodson explained that discussion occurred during an executive session. Names would not be provided yet as the candidate needed to be notified and a background check would need to be conducted. Mayor Hodson thanked everyone for their roles in the interview process.

STRATEGIC INVESTMENT ZONE – COMMUNITY SERVICE FEE

Mayor Hodson shared the City Council had just meet to discuss the Community Fee distribution related to Columbia Distributing and the Strategic Investment Zone (SIZ). He explained that years ago, the City set up a SIZ as part of a marketing tool in the industrial park to drive businesses of a certain size and value into the community. He explained the details of the SIZ noting that there is a community fee that goes to taxing districts. Over the last couple of months the taxing entities have been meeting to determine how the community fee would be distributed. The final taxing districts involved were the Canby Fire District, Clackamas County and the City

of Canby. The other taxing districts pulled out and the remaining amount would be distributed to the remaining taxing districts. Earlier in the evening the Council had a work session was able whether or not they wanted to move forward with the disbursement amount that was proposed. He explained that if they did not agree on how the fee was going to be broken out then the decision goes to Business Oregon. Council had pondered how they could create a more equitable amount between the City of Canby and Canby Fire. The deadline for a decision was the following day as the Board of County Commissioners were meeting.

****Councilor Spoon moved to amend the agreement to reflect the newly proposed community fee evenly split as proposed during the work session of roughly 38 percent to the City of Canby and Canby Fire District. Seconded by Councilor Parker and passed on a roll call vote of 5-0. Councilor Berge abstained.**

Council President Dale noted that there was an unexpected bonus of the amount that the port and the education districts were not taking. He suggested that they look at it as a donation.

Fire Chief Davis appreciated the even split and thought it was reasonable.

COMMUNICATION: None.

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 19. No comments were received and no one requested to speak.

COUNCILOR COMMENTS & LIAISON REPORTS:

Council President Dale reported the water department of Canby Utility was not whole so they are looking at a water rate increase. Sales of water were down. They were heisting because they would not know about the effects of COVID yet as more people were home so sales could be up.

Councilor Varwig shared the Library Director of the last five years, Irene Green, had retired. He thanked Ms. Green for her service. A new Library Director had signed a conditional offer of employment. It was someone with local knowledge. The Friends of the Library had sponsored a community book club. There were free books available if anyone wanted to participate. He thanked Linda Warwick from the Library for the idea. Every other Friday there was an outdoor book sale. There was a new story walk up at the Library.

Councilor Spoon shared that the Transit Advisory Committee was meeting the following day. She expressed her appreciation for the way the community had come together and that there were community members filling a tree at Wait Park with free masks. She appreciated the energy downtown. She shared that Bridging Cultures had also been collecting masks to distribute to underserved populations.

Councilor Hensley shared that some of the members of the Traffic Safety Commission, along with Jerry Nelzen and Spencer Polack from public works, and a County representative went to

NE 15th and Redwood to look at the narrow roadway and the many cars that park along it. They brainstormed mitigation ideas.

Councilor Parker shared there had been supply chain issues with the screen for the drive in movie theatre and so the opening was postponed for a week.

Councilor Berge announced that he was resigning from the position of Councilor. He shared he had no intentions of resigning. He had intended on running for reelection. He had been enjoying his time on the Council. He shared he had the opportunity to purchase a 10 acre farm a mile outside the City limits of Canby and they just closed on the property. It was a spur of the moment thing and they closed on their home in 18 days. He wished everyone the best.

Mayor Hodson stated Councilor Berge would be missed on the Council. He appreciated everything he had given on the Council.

Council President Dale commented on Councilor Berge's expertise noting it had been invaluable. He appreciated the friendship he had with Councilor Berge.

Councilor Hensley appreciated Councilor Berge's expertise and friendship.

Councilor Varwig stated it had been an honor getting to know Councilor Berge.

Councilor Berge apologized to the Council as his original intention was to fill the term of the appointment.

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

PUBLIC HEARING: Redwood Landing II Annexation, City File #ANN/ZC 20-01 (A linear strip of land approximately 10,878 square feet in size) Mayor Hodson opened the public hearing and read the public hearing format.

No public testimony had been received and no one from the public was present to testify.

CONFLICT OF INTEREST:

Councilor Parker – No conflict, plan to participate.

Councilor Hensley – No conflict, plan to participate.

Councilor Dale – No conflict, plan to participate.

Councilor Varwig – No conflict, plan to participate.

Councilor Spoon – No conflict, plan to participate.

Mayor Hodson – No conflict, plan to participate.

EX PARTE CONTACT:

Councilor Parker – No contact.
Councilor Hensley – Had been by the site.
Councilor Dale – No contact.
Councilor Varwig – No contact.
Councilor Spoon – No contact.
Mayor Hodson – No contact.

STAFF REPORT: Erik Forsell, Associate Planner, presented the staff report. He explained that the item was a public hearing to consider the annexation and zone change from RRRF-5 to R-1.5. The File number was ANN/ZC 20-01. The property was a linear driveway 16.5 feet wide that serviced the tax lot 31E34B00100. The address was 1260 N. Redwood Street and was currently zoned Clackamas County RRRF-5 and the request was to rezone to City R-1.5 Medium Density Residential. It was consistent the Development Concept Area and Comprehensive Plan. The portion that the applicant was requesting to be annexed would be added by a property line adjustment. He reviewed the applicable criteria used to evaluate the application. Staff evaluated the provisions and reviewed during a notice Planning Commission meeting. He displayed the legal description prepared by the applicant's surveyor. It was attached as an exhibit to the Ordinance. He explained that the annexation was part of a subdivision that had gone before the Planning Commission. The subdivision (SUB 20-02) was contingent on approval of the annexation and zone change before the Council. If the annexation did not receive approval by the City Council then the subdivision would die as proposed. There were four components for the applicant to finalized Redwood Landing 2. The annexation on its own would not be developable land. Mr. Forsell provided a map of the Redwood Landing 2 subdivision showing the driveway. It was consistent with the long range planning efforts of the City and the Comprehensive Plan. The annexation was part of the North Redwood Development Concept Map and thus met the Code criteria.

Based on the application submitted and the facts, findings, and conclusions of the staff report, the Planning Commission unanimously recommended that the City Council approve ANN/ ZC 20-01; attach the recommended conditions of approval and upon annexation, the subject properties be rezoned to R-1., consistent with the Canby Comprehensive Plan.

Mr. Lindsay clarified that all of the evidence submitted in the packet and presentation was part of the record in the case of an appeal.

Mr. Forsell noted the special recommended conditions from the Planning Commission that were included in the City Council Packet.

PUBLIC TESTIMONY: Mayor Hodson opened the hearing at 8:17 p.m.

The applicant, Rick Givens stated the application for annexation would bring a strip of land into the City that would be a mess if not taken care of. There would be an easement with the subdivision so they would have access and it cleaned things up. It would help fulfill the Redwood Subdivision Concept Plan. He did not have any concerns with the conditions of approval.

There was no further Public Testimony.

The Mayor closed the public hearing at 8:19 p.m.

ORDINANCES

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*)

****Council President Dale moved to adopt Ordinance 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. Motion was seconded by Councilor Varwig and passed 5-0 on first reading.**

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*)

Mr. Lindsay shared there was a sealed bid and the lowest responsive bidder was D & I Excavating. It was for a 60 year old collection system along South Ivy Street. Included in the work was 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.

It was noted that it was a sanitary sewer and SDC funded project.

Mayor Hodson noted that there was a wide spread in the bid amounts.

Councilor Parker asked about how much and when the County might be working on Ivy. He hoped to keep the disruption down on the road as much as possible.

Mayor Hodson encouraged City Staff to reach out to the County to see if there could be any collaboration.

Councilor Parker asked about possibly having a work session about some of the road projects so they could provide information to residents.

****Councilor Spoon moved to adopt Ordinance 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. Motion was seconded by Councilor Varwig and passed 5-0 on first reading.**

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)*

Mr. Lindsay stated that the current playground equipment was installed in 1995 and was at the end of its useful life. The new equipment was in the budget for \$150,000 and the actual cost would be \$130,361.47 for a savings of just under \$20,000. There would be equipment to serve the 2-5 and 5-12 age groups.

Councilor Spoon asked if the playground equipment was wheelchair accessible. It appeared that it was not; however, staff would look into accessibility options.

Councilor Varwig asked about using some of the savings to enhance accessibility.

Councilor Parker thought that if there was not any wheelchair accessible equipment and they put some in they could meet the threshold for expanding capacity if the park. He appreciated Parks Lead, Jeff Snyder for involving the Parks and Recreation Committee. He asked that in the future when a citizen committee is involved in the process that it is mentioned in the staff report.

Discussion ensued regarding public contracting law and the City's related ordinance.

****Council President Dale moved to adopt Ordinance 1534, AN ORDINANCE AUTHORIZING THE INTERIM CITY ADMINISTRATOR TO EXECUTE A CONTRACT WITH LANDSCAPE STRUCTURES INC, TO PURCHASE PLAYGROUND EQUIPMENT FOR LOCUST STREET PARK. Motion was seconded by Council President Dale and passed 5-0 on first reading.**

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)*

Canby Area Transit Director Todd Wood shared that he had gone through the bid process with the State. Bus factories had been shut down due to COVID and were now opened up so he needed to get the new buses ordered in order to meet the grant deadlines. Creative Bus Sales was the winning bidder. He explained that there were two separate pools of money for the buses.

One was from the 5310 which was the Elderly and Disabled fund. That money was being used to replace two buses that had met the Federal Transit Administration and Oregon Department of Transportation guidelines for replacement. They wanted to keep the buses on a steady schedule so they were kept in good repair. The other two buses were being funded through the Statewide Transportation Improvement Fund. Their purpose was to hopefully add a City circulator which had been the desire of the Transit Advisory Committee

The buses would be identical, were versatile, had low floors and were ADA accessible.

Mayor Hodson noted the busses had been budgeted for them knowing there were grants. Former Transit Director Julie Wehling was recognized for her work on acquiring the grants. He shared the City would be spending \$30,000 to acquire the four buses.

****Councilor Varwig moved to adopt 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. Motion was seconded by Councilor Spoon and passed 5-0 on first reading.**

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)*

Mr. Wood explained that the bus would be partially funded by the Federal 5339 grant that had a higher ratio match from the City. The bus would be larger and heavy duty.

****Councilor Varwig moved to adopt Ordinance 1537, AN ORDINANCE AUTHORIZING THE MAYOR AND INTERIM CITY ADMINISTRATOR TO PURCHASE ONE VEHICLE FOR CANBY AREA TRANSIT FROM GILLIG LLC OF CALIFORNIA. Motion was seconded by Councilor Spoon and passed 5-0 on first reading.**

CITY ADMINISTRATOR'S BUSINESS & STAFF REPORTS: None.

CITIZEN INPUT: None.

ACTION REVIEW:

1. Approved the Consent Agenda.
2. Amended the IGA between Clackamas County, Canby Fire and the City of Canby to reflect and even split on the distribution of the Community Service Fee.
3. Passed Ordinance No. 1535 to a second reading for September 2nd.
4. Passed Ordinance No. 1533 to a second reading for September 2nd.
5. Passed Ordinance No. 1534 to a second reading for September 2nd.
6. Passed Ordinance No. 1536 to a second reading for September 2nd.
7. Passed Ordinance No. 1537 to a second reading for September 2nd.

The meeting adjourned at 8:59 p.m.

Melissa Bisset, CMC
City Recorder

Brian Hodson

DRAFT



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City Council Staff Report

DATE: September 2, 2020
TO: Honorable Mayor Hodson and City Council
THRU: Amanda Zeiber, Interim City Administrator
FROM: Jamie Stickel

Summary

Discussion on adopting the 2020 Canby Preservation Plan.

Background

The City of Canby's Heritage and Landmark Commission recently completed the 2020 Canby Historic Preservation Plan, a first of its kind for Canby. The Oregon State Historic Preservation Office suggested the City of Canby create a Preservation Plan in order to review historic assets and create a roadmap for the future heritage efforts. Furthermore, the Preservation Plan can be added to the City's Comprehensive Plan, which the Planning Departments anticipates to update in the near-future.

Discussion

The City's Heritage and Landmark Commission hired historic preservation consultants, Northwest Vernacular, in mid-2019 to complete the Historic Preservation Plan. The plan included community input from strategic stakeholders, widely-distributed survey, in-person tour of Canby, and a review of previous work. The consultants provided a review of Canby's history and historic attributes – including buildings, trees, and parks. Additionally, Northwest Vernacular provided possible code amendments to assist in ongoing historic preservation efforts. Finally, the plan provided recommendations on various levels including short term and long term goals.

The plan was funded by a Certified Local Government Grant, Kinsman Foundation Grant, and City of Canby funding.

Attachments

Resolution 1341
2020 Canby Historic Preservation Plan

Fiscal Impact

None.

Options

Approve Resolution 1341 and adopt the 2020 Canby Historic Preservation Plan.

Recommendation

Staff recommends the Council adopt the Canby Historic Preservation Plan.

Proposed Motion

"I move to approve Resolution 1341 to formally adopt the Canby Historic Preservation Plan."

RESOLUTION NO. 1341

A RESOLUTION ADOPTING CANBY'S 2020 PRESERVATION PLAN

WHEREAS, the City of Canby's Heritage and Landmark Commission completed its first Preservation Plan with the guidance of a heritage consultant in order to follow recommendations from the State Historic Preservation Office (SHPO); and

WHEREAS, the City will include the Preservation Plan in the future adoption of the updated Comprehensive Plan; and

WHEREAS, the City's Heritage and Landmark Commission will use the Preservation Plan to further identify projects, programs, and opportunities to preserve and maintain Canby's heritage.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Canby as follows:

1. The document entitled City of Canby, Oregon Historic Preservation Plan July 2020 attached hereto as Exhibit "A" and by this reference incorporated herein, is adopted by the Canby City Council.

This resolution shall take effect on September 2nd, 2020.

ADOPTED by the Canby City Council on the 2nd day of September 2020.

Brian Hodson
Mayor

ATTEST:

Melissa Bisset, CMC
City Recorder

Exhibit A

City of Canby, Oregon
Historic Preservation Plan

July 2020

Acknowledgements

City Administrator

Amanda Zeiber

City Council

Brian Hodson, Mayor
Tim Dale, Council President
Shawn Varwig
Traci Hensley
Greg Parker
Sarah Spoon
Trygve Berge

Heritage & Landmarks Commission

Jennifer Giller, Chair
Carol Palmer, Vice-Chair
Judi Jarosh
Kelly Harms
Rachel Swanson
Larry Vargas
Doug Birkeland
Havlyn Ehrich
Ron Burn

Special thanks to everyone who participated in the community survey and attended the open house and public meetings to provide feedback. The authors of this plan also wish to acknowledge the help of a core group of stakeholders who provided unique insight into the process. Those individuals included: Nora Clark, Greg Parker, Peggy Sigler, Bryan Brown, Sandy Freund, Jamie Stickel, Rick Robinson, Chris Stutes, Jeff Snyder, Tyler Franke, and Kyle Lang.

All contemporary images are for illustration purposes and were taken by Northwest Vernacular. Historic photographs are courtesy the Canby Historical Society.

Project Funding

This publication has been funded with a grant from the Kinsman Foundation.

This publication has been funded with the assistance of a matching grant-in-aid from the Oregon State Historic Preservation Office and the Historic Preservation Fund, National Park Service, Department of the Interior. Any opinion, findings, and conclusions or recommendations expressed in this material do not necessarily reflect the views of the Department of the Interior. Regulations of the U.S. Department of the Interior strictly prohibit unlawful discrimination on the basis of race, color, national origin, age or handicap. Any person who believes he or she has been discriminated against in any program, activity, or facility operated by a recipient of Federal assistance should write to: Office of Equal Opportunity, National Park Service, 1201 Eye Street, NW (2740) Washington, DC 20005.

Prepared by:

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Chapter 1.

EXECUTIVE SUMMARY



A. Plan Purpose

Historic preservation is about ensuring the heritage and historic places that enrich our lives remain for future generations. Preserving historic places—buildings, structures, objects, sites—highlights what’s already valuable in Canby for the benefit of residents and visitors alike.

A historic preservation plan is the result of a process through which a community establishes its vision, goals, and priorities for the preservation of its historic resources. It is a city planning document that will guide the city’s historic preservation program and provide a roadmap to achieving its goals.

This historic preservation plan (Plan) recognizes the value the community places on its heritage and provides goals, policies, and proposals to allow the City of Canby to continue to promote the city’s history and steward its historic built environment.

B. Plan Process

This historic preservation plan is the result of a yearlong process through collaboration between the City of Canby, historic preservation consultant Northwest Vernacular, Canby's Heritage and Landmarks Commission (HLC), key stakeholders, and the Canby community.

The City hired historic preservation consultants, Northwest Vernacular, in mid-2019. Northwest Vernacular began their work by collecting relevant GIS data in order to review development patterns. They followed up this initial data review with a kick-off meeting with the HLC and city staff members on July 29, 2019. The consultants used the visit to Canby as an opportunity to drive through the city and walk through its downtown core. Following the July meeting, the consultants began to review the city's historic preservation program, relevant ordinances, and associated planning documents. They also began summarizing the city's history, organizing it within development periods, and identifying architectural trends in the city.

Northwest Vernacular worked with the project manager, Carol Palmer, to identify stakeholders to interview and a list of questions. In-person or phone interviews followed to seek feedback from local business owners, heritage organizations, and city staff. Northwest Vernacular worked with both the project manager and the HLC chair, Jennifer Giller, to create a community survey to distribute via the online tool SurveyMonkey. Calvin LeSueur, economic development and tourism coordinator and staff liaison to the HLC, posted the survey to SurveyMonkey and it was advertised in the *Canby Herald* and the "Canby Now" Facebook page. The survey was provided in both English and Spanish. Paper copies of the survey were distributed to the Canby Public Library, Canby Depot Museum, Canby Adult Center, and the Canby Area Chamber of Commerce. See Appendix A: Community Survey for the survey questions and an analysis of the survey results. NWV presented the survey results at a public meeting on January 22, 2020. Judi Jarosh volunteered to analyze the survey data; her charts and figures are located in "Community Survey Responses" on page 92.

After hearing from key stakeholders, city staff, and the public, it became clear that the Canby community values its heritage and the city's unique character, but lacked awareness of the historic preservation program and how it can support these values. Northwest Vernacular then drafted a vision and mission for the preservation program with supporting goals, policies, and proposals to address these issues and propel the program forward. The consultants worked with the HLC to refine the goals, policies, and proposals and presented the draft Plan at a City Council work session (held remotely via Zoom) on June 3, 2020.



Southeast Canby, By New-Born Air PHoto, Canby, OR - 1963

Highway 99E and the Buchanan Cellers Grain Co. elevator are guideposts, and that is the city police car approaching, from the south, the railroad crossing at Grant Street. The four largest buildings at the right are those of Sam's Garage Chevrolet dealership in center foreground, Everhart & Kent Funeral Home's two story building, Zoar Lutheran Church at extreme right. On the highway, Canby Bowl, with HiWay Market nearly hidden by the big shade trees of the Clarence Rupp home.

TWENTY REASONS HISTORIC PRESERVATION IS GOOD FOR YOUR COMMUNITY

PlaceEconomics—a private sector firm that has studied the economic impacts of historic preservation—advocates for the aesthetic, symbolic, cultural, social, educational, and economic benefits of historic preservation. They recently published “Twenty Reasons Historic Preservation is Good for Your Community” to change the conversation about historic preservation. Read the study at: <https://www.placeeconomics.com/resources/twenty-four-reasons-historic-preservation-is-good-for-your-community/>

1. **Jobs** – labor intensive rehabilitation creates more jobs than new construction
2. **Downtown Revitalization** – builds upon past investments
3. **Heritage Tourism** – heritage tourists stay longer and spend more money
4. **Property Values** – historic districts tend to have greater valuation stability
5. **Foreclosure Patterns** – properties in historic districts remain in demand, even during economic downturns, so owners are able to sell before they're forced to foreclosure
6. **Strength in Up & Down Markets** – historic properties are more resilient during economic downturns
7. **Small Business** – the smaller scale and often lower rental costs support a diverse range of businesses
8. **Start ups & Young Businesses** – new & small businesses want the quality and character of their goods and services reflected in their location—historic buildings fit the bill
9. **Jobs in Knowledge & Creative Class Sectors** – these employers disproportionately choose to locate in historic districts
10. **Millennials and Housings** – 44% of millenials want to live in historic, character rich neighborhoods
11. **Walkability/Bikeability** – historic neighborhoods are inherently walkable and bikeable
12. **Density at a Human Scale** – historic neighborhoods already provide density
13. **Environmental Responsibility** – the greenest building is the one already built
14. **Smart Growth** – historic neighborhoods are the living embodiement of all ten Smart Growth principles
15. **Neighborhood Level Density** – historic districts provide housing options for a range of household sizes and incomes, which can lead to economic integration within a neighborhood
16. **Housing Affordability** – older housing stock can be part of the solution to housing affordability crisis
17. **First Place of Return** – many cities and areas in the U.S. have been losing population for decades, but some of them have been growing after periods of decline—this growth in these cities has been in historic neighborhoods
18. **Attractors of Growth** – historic districts are magnets for growth
19. **Allows Cities to Evolve** – historic properteis and districts manage change while retaining the quality and character of a city and its neighborhoods
20. **Tax Generation** – historic districts are often denser neighborhoods with sustained property values, contributing more revnue to communities in smaller land areas

C. Benefits of Historic Preservation

Historic preservation is a broad public benefit that supports the retention of our historic built environment, encourages sustainable practices, and revitalizes communities. Historic preservation can inspire a deep, oftentimes emotional, connection to our past, but it also provides social, cultural, environmental, and economic benefits. When historic resources are preserved it demonstrates a dedication to places that matter to community identity. Historic buildings, landscapes, and neighborhoods enhance our quality of life through their beauty, connection to the past, and ability to convey a sense of place.

C.1. Cultural and Social Benefits

Historic buildings help create vibrant, cultural places that draw residents, visitors, and tourists into a community. Architecture is a tangible illustration of the history of a particular place and can afford an opportunity for communities to tell their unique stories. Historic preservation helps build on the history that's already in a community and can provide connections for new generations. Some historic properties may reflect inequities in the community's history, but historic preservation can help tell the full story and facilitate important conversations, providing the opportunity for the community to understand its more complicated history and move towards healing and transformation.

C.2. Environmental Benefits

Historic preservation at its core is sustainable as it is the practice of conserving resources. Preservation recovers the value of past energy investment, retaining the "embodied energy" already existing in buildings. Furthermore, restoration and redevelopment consume less energy than demolition and new construction. Reducing energy consumption goes hand in hand with retaining historic buildings as a vital part of a community's built environment. Demolishing old buildings and replacing them with new ones wastes the energy investment already made in a historic building.

C.3. Economic Benefits

Historic preservation can be a powerful tool to revitalize communities—creating local jobs, generating community investment, and supporting a diverse local economy. Preservation contributes to place identity, marketability, and long-term community vitality which are desirable for property and business owners (new and old). Preservation can help a property retain its property value even during recessions. Studies of historic districts throughout the country indicate that properties in historic districts appreciate significantly faster than comparable properties not located in historic districts. Gentrification—when a neighborhood is transformed from low value to high value, often leading to rising rents and property values and displacement—can be a concern as historic properties are rehabilitated. However, historic districts often provide housing options for a range of household sizes and incomes, which can lead to economic integration within a neighborhood. The older housing stock can also be part of the solution to the housing affordability crisis as historic districts are where affordable housing already exists, without subsidy or assistance. New construction does not lead to affordable housing without significant subsidies or reducing the quality of construction.

D. Summary of Goals & Policies

In preparing this Plan for the City of Canby, a vision statement, mission statement, and three goals to inform public policy were established to guide historic preservation efforts in the city.

D.1. Vision Statement

A vibrant Canby that knows, preserves, and shares its heritage for the good of the community and its future.

D.2. Mission Statement

The mission of the City of Canby's historic preservation program is to:

Support and develop an inclusive understanding of Canby's place within traditional Tribal lands and the many histories that shaped the community's unique heritage to foster a collective approach to preserving and strengthening Canby's identity through an engaged community and well-informed public policy.

D.3. Goals, Policies, and Implementation

The following goals support the vision and mission of Canby's historic preservation program and will guide the program moving forward:

- Goal 1: Preserve and strengthen Canby's identity
- Goal 2: Utilize historic preservation to inform city decision making
- Goal 3: Foster public understanding of historic preservation's community benefit

Chapter 2

HISTORIC CONTEXT



The following historic context is divided into two sections: development periods and historic property types and architectural styles. The development periods will organize Canby's history, explaining how and why development occurred within the city. The discussion of historic property types and architectural styles will outline trends in construction and connect them (if possible) to specific development periods, and identify anything unique to the city or region.

A. Development Periods

In looking through prior historic documentation on the city and surrounding region's growth, Canby's history can be organized into eight development periods. These periods reflect the valley's long-term stewardship by the indigenous Kalapuyan people, the impact of American colonization and resettlement,¹ and the continuing changes Canby's leaders and residents have made on the community and its built environment. The eight development periods identified are:

¹ The Oregon Encyclopedia, a project of the Oregon Historical Society, states "The terms resettlement and resettler refer to non-Indigenous residents who came to Oregon from about 1840 to 1859. Resettlement describes the non-Indigenous displacement of Native people and counters the mistaken idea that Oregon had no settled people prior to migration on the Oregon Trail. The Oregon Encyclopedia, "Resettlement," *The Oregon Encyclopedia*, <https://oregonencyclopedia.org/glossary/Resettlement> (accessed January 8, 2020).

- Pre-contact: Kalapuyan Stewardship
- Early Contact, 1805–1845
- Oregon Trail and Willamette Valley Resettlement, 1846–1867
- Canby Area Development and Town Origins, 1868–1892
- Canby Incorporation and Progress, 1893–1909
- Canby's Motor Age: 1910–1940
- War Years and Mid-20th Century Boom: 1941–1976
- Recent Years: 1977–present

A.1. Pre-contact: Kalapuyan Stewardship

The Willamette Valley has been home to the Kalapuyan people since time immemorial. The Kalapuyan people included tribes and bands that were speakers of three indigenous languages (Northern Kalapuya, Central Kalapuya, and Southern Kalapuya); the name was applied to them by Chinookans of the lower Columbia River. They lived in groups of villages and their territory included the watersheds of the Willamette and Umpqua rivers.² The abundance of resources in the valley—fish, camas, berries, and animals—provided the Kalapuyan with a rich life as they fished the waters of the rivers and creeks, hunted local game, and harvested camas bulbs and other roots, seeds, and nuts. Their stewardship of their territory extended to the landscape, performing controlled burns on the grassland of the prairies and savannas at the end of the summer. The Kalapuyan people participated in trade networks to acquire what their land did not provide.³

A.2. Early Contact, 1805—1845

Non-indigenous contact in the Willamette Valley began in earnest following the 1804-06 Corps of Volunteers for North West Discovery (Corps of Discovery), led by Meriwether Lewis and William Clark and commissioned by President Thomas Jefferson. Lewis and Clark traveled through the north end of the Willamette Valley in 1806, mapping the area and documenting its wealth of natural resources.

The American fur trade, to capitalize on high value beaver and otter furs, began in the region in 1811 when John Jacob Astor established a trading post at present-day Astoria—over 100 miles to the northwest of Canby by overland travel or water travel via the Willamette and Columbia rivers. Astor's trading post, the first United States settlement on the Pacific Coast, was followed by a two-room trading post established by the Canadian North West Company west of present-day Champoege in 1813. This new trading post, approximately 10 miles west of present-day Canby, drove settlement in the Willamette Valley. The North West Company bought out Astor's Pacific Fur Company the same year. The North West Company was eventually absorbed by the Hudson's Bay Company in 1821, which became the dominant trading network in the Pacific Northwest. Dr. John McLoughlin (1784-1857) became the chief factor (manager) at Hudson's Bay Company at Fort Vancouver in 1825, a position he held until his retirement in 1847. McLoughlin laid claim to land in present-day Oregon City, several miles northeast of Canby. Much of the early white settlement in the area was the result of retiring Hudson Bay Company employees, many of them French-

2 Henry Zenk, "Kalapuyan Peoples," *The Oregon Encyclopedia*, updated September 4, 2018, <https://oregonencyclopedia.org/articles/kalapuyan-peoples/#.XhYn9hdKg0p> (accessed January 8, 2020).

3 Confederated Tribes of Grand Ronde, "Our Story," *Confederated Tribes of Grand Ronde*, <https://www.grandronde.org/history-culture/history/our-story/> (accessed January 8, 2020).

Canadian, staying in the area and taking Kalapuyan women as wives.

James Baker arrived in the Canby area in 1838. Baker settled on the prairie just north of Canby; the prairie is named Baker's Prairie after him. Other early settlements in the area were primarily along the Willamette River, including Champoege, Butteville, Wilsonville, and the Aurora Colony. The first U.S. government west of the Rocky Mountains was established at Champoege in 1843 when Willamette Valley settlers met and voted to form a provisional government. The vote to approve the formation of this provisional government was approved by a majority of the valley's white, male settlers on May 2, 1843.⁴ Oregon City, on the Willamette River, was incorporated soon after in 1844. Then in 1846, after a long dispute between the United States and Great Britain over which nation had full claim to the territory between the Pacific Ocean and the Continental Divide and the latitudes of 54°40'N and 42°S, the two nations agreed to the Oregon Treaty, establishing the northern boundary of the United States' claim at the 49th parallel.⁵

A.3. Oregon Trail and Willamette Valley Resettlement, 1846-1867

White resettlement in the Willamette Valley steadily increased as Americans began traveling overland to the Pacific Northwest via the Oregon Trail. The Oregon Trail was a 2,000-mile overland route beginning in Missouri, following the Missouri and Platte rivers westward to and over the South Pass in Continental Divide in the Rocky Mountains, and reaching Fort Hall in present-day eastern Idaho. From Fort Hall, travelers chose to continue west to present-day Oregon or move southwest to present-day Utah and California. The first party traveled along the Oregon Trail in 1842. The arrival of Americans in the lower Willamette Valley substantially increased after Samuel K. Barlow and Joel Palmer established a route in 1845 around the south side of Mount Hood to Oregon City in the lower Willamette Valley. Known as the Barlow Road, it became a rough toll road in 1846 and extended from The Dalles on the Columbia River to Oregon City allowing travelers to avoid floating down the Columbia River. Additional shortcuts were cut across Oregon to access the Willamette Valley, including Meek Cutoff and Applegate Trail. Settlement in the Canby area increased as Oregon Trail settlers had to go south of Oregon City to claim land.

The U.S. Congress organized the Territory of Oregon as an incorporated territory of the United States in August 1848 and established Oregon City as the territorial capital. In order to encourage continued expansion and control of the U.S.'s newly claimed territory, Congress passed the Donation Land Claim Act of 1850. This act legitimized the 640-acre land claims that were allowed in 1843 under Oregon's provisional government (320 acres for white male citizens and 320 additional acres for their wives). Married Americans arriving after 1850 were eligible for 320 acres.⁶

In the midst of bureaucratic decision making related to the newly recognized territory, white American settlers continued to arrive in the Willamette Valley. Philander and Anna Lee arrived in the Baker Prairie area in 1848, purchasing "squatters' rights" to property near present-day SE First Avenue.⁷ Lee established an apple orchard on

4 Dane Bevan, "Public Meeting at Champoege, 1843," *The Oregon History Project* (2004), <https://oregonhistoryproject.org/articles/historical-records/public-meeting-at-champoeg-1843/#.XhdjQRdKg0o> (accessed January 9, 2020).

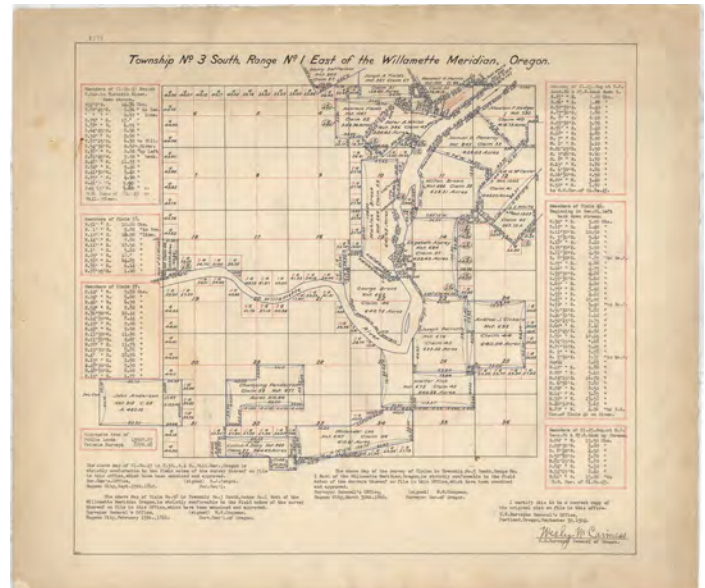
5 William L. Lang, "Oregon Question (essay)," *The Oregon Encyclopedia*, https://oregonencyclopedia.org/articles/oregon_question_54_40_or_fight/#.XhdkthdKg0o (accessed January 9, 2020).

6 William G. Robbins, "Oregon Donation Land Act," *The Oregon Encyclopedia*, https://oregonencyclopedia.org/articles/oregon_donation_land_act/#.XkGgdhNKg0o (accessed February 10, 2020).

7 "Canby History," *Canby Historical Society*, <https://www.canbyhistoricalsociety.org/canby-history> (accessed January 9, 2020).



Map of Township No. 3 South, Range No. 1 East, of the Willamette Meridian, Territory of Oregon, 1852. Courtesy Bureau of Land Management (BLM).



Map of Township No. 3 South, Range No. 1 East, of the Willamette Meridian, Territory of Oregon, 1860. Courtesy Bureau of Land Management (BLM).

80 acres of land, shipping them south to gold miners in California.⁸ Other settlers moving into the area included Champion (Champing) and Phoebe Pendleton in 1846, John Gribble in 1847, Isaac Beals in 1850, Walter Fish in 1850, and Wesley Joslyn and Lucius A. Seely after 1852.⁹

Oregon achieved statehood in 1859, entering as the 33rd state in the union, with Salem as its state capital.

In the midst of white resettlement, the federal government began the forced removal and relocation of the Kalapuyan people following a series of treaties between 1853 and 1855. The Grand Ronde Reservation was established on June 30, 1857, at the headwaters of the South Yamhill River in the Oregon Coast Range. The reservation was originally 61,000 acres but was considerably reduced through subsequent federal actions in the late 1800s.¹⁰ The Confederated Tribes of Grand Ronde was formed as a confederation of over twenty-seven tribes and bands from western Oregon, southern Washington, and northern California.

A.4. Canby Area Development and Town Origins, 1868-1892

Canby remained a rural area with settlers traveling to Oregon City to sell or ship their goods and purchase any supplies they needed. The arrival of the Knight family in 1868 began the area's shift towards a commercial center. The Knight family consisted of patriarch Joseph Knight, his 10 children with his first wife, Sara (Gates) Knight (d. 1843), and his four children with his second wife, Catherine. After visiting Oregon in 1853, Joseph moved his family west, eventually settling on Baker's Prairie in 1868. The family quickly established itself in the young community.

8 Canby Herald and Wilsonville Spokesman, *Looking Back: The Land at Eden's Gate: Wilsonville, Canby, Aurora, Butteville, Champoege, St. Paul* (Battle Ground, WA: Pediment Publishing, 2008), 47.

9 "City of Canby Historic Background," City of Canby Inventory binder.

10 Confederated Tribes of Grand Ronde, "Our Story."



SC 017, Main Street (NW 1st Ave), 1909. Main Street (now NW 1st Avenue), west of the railroad depot had numerous business buildings in Canby's early days. Pictured from left are a furniture store, the William Knight building (1891) on the Fir Street corner, the first city hall, early post office location, and other buildings east of N. Grant Street. Canby Historical Society.

A key factor in Canby's development during this time—and a sign that the community was continuing to grow—was the arrival of the Oregon and California Railroad in 1870. Area residents no longer had to travel all the way to Oregon City to buy and sell goods with the arrival of rail service. Passenger rail service followed in 1871. At this time the commercial and residential core of the community existed predominately north of the railroad. Another key transportation improvement to Canby was the construction of a bridge over the Molalla River (completed in 1873), improving territorial era road connections. Timber harvesting between 1873 and 1893 cleared the land and made way for farming. A new train depot was constructed in 1891 at the southeast corner of present-day NW 1st Avenue and N Grant Street.

The town's development pace picked up as the railroad arrived with the town plat for Canby filed in Oregon City the same year (1870). George Weidler, who was associated with the railroad, surveyed the townsite, using input on street width from Philander Lee. Lee filed the 24-block plat on August 9, 1870. The townsite was established on Lee's land claim and the claims of Joslyn and Seely. However, the plat was not utilized for development until incorporation in 1893. One of the first known building constructed in Canby was the Knight Mercantile, built by Knight brothers William and George in 1870. The first post office followed, opening in 1871, with Charles (Doc) Knight serving as the first postmaster. Doc Knight ran a drug store opposite the train depot, at NW 1st Avenue and N Grant Street, in 1871. The Knight Hotel (now demolished) was located at present-day NW 1st Avenue and Grant and Fir streets and was also constructed by the Knight family.

Albert Lee, son of Philander and Anna, and his brother-in-law George Roork established the town's first general store, Roork & Lee, in 1871. Albert Lee also served as the first station agent for the railroad. The Carlton & Rosenkrans Store was started in 1891, occupying the ground floor of the William Knight Building (ca. 1890) at the northeast corner of N Fir Street and NW 1st Avenue. The upper level of the Knight Building, known as Knight's Hall, served as public meeting space, hosting a number of organizations.

The community continued to develop—establishing social, education, and religious institutions—through the 1870s and into the 1890s. Area Methodists constructed a church at NW 3rd Avenue and N Elm Street between 1883 and 1884 (moved a block away in 1912). A newspaper, *Three Sisters*, was founded in 1890 and provided coverage of Canby, Barlow, and Aurora until 1894. The first schoolhouse within the town limits was constructed in 1890, supporting a school district established in 1887 (School District No. 86).¹¹

¹¹ "City of Canby Historic Background."

The lifeways of the Kalapuyan people were affected again by federal action with the passage of the General Allotment Act of 1887, which pushed for tribal members to transition to a life of farming. The Grand Ronde Reservation was divided into 270 allotments for individual ownership by tribal members. This act changed the status of the individual allotment lands from federal trust status to private ownership; significant portions of the Reservation were then lost to non-Native ownership.¹²

A.5. Canby Incorporation and Progress, 1893-1909

On February 15, 1893, Canby was officially incorporated, with a population of 200. The upper level of the Knight Building became the first city hall for the new city. Canby's City Council met in the Knight Building until 1901 when it moved into a purpose-built city hall on the same block along NW 1st Avenue, northeast of the Knight Building.¹³

Commerce continued to expand during this period, particularly with the construction of three commission merchants' buildings alongside the railroad east and west of N Grant Street in the early 1900s. These warehouses—W. H. Lucke warehouse (burned ca. 1930), W. S. Hurst & Co. warehouse (demolished 1950), and the W. H. Bair warehouse (demolished 1980s)—facilitated shipments of farm products from Canby to the market. By 1913 the Canby Produce Company (later the Canby Cooperative Cheese & Produce Company) had also established a warehouse along the railroad. The first bank in the city opened at the northwest corner of NW 1st Avenue and N Grant Street in 1906, Canby Bank and Trust Company. Electricity arrived in town in 1902, generated by water power and supplied by William Hurst's Aurora Electric Co.

Culture also progressed during this time, with another newspaper established in town in 1896, the *Clackamas County Register*, a precursor to the *Canby Herald*. Church construction continued with the Evangelical Church of North American building a church in 1893 for its German-speaking congregation. The Clackamas County Fair was formed in 1907, with the first fair held in Gladstone. In 1908, the Clackamas County Fair Association was organized and the county fair moved to its present location in Canby following the donation of 40 acres from the Aaron E. Wait estate. The first pavilion at the new fairgrounds was constructed in 1909.

In the meantime, over 25,000 acres of the Grand Ronde Reservation was deemed surplus by the U.S. government and sold for \$1.16 per acre.¹⁴



SC 019, Canby Main Street (NW 1st Ave), 1912. Canby Historical Society.

¹² Confederated Tribes of Grand Ronde, "Our Story."

¹³ "Canby City Hall," *Downtown Canby Intensive Level Survey*, 1.

¹⁴ Confederated Tribes of Grand Ronde, "Our Story."



SC 072, White & Scheer Garage. Canby's first garage was opened in 1910 by Grant W. White and George Scheer. Canby Historical Society.

A.6. Canby's Motor Age 1910—1940

The automobile era—nationally and in Canby—dawned in the 1910s. Grant W. White and George Scheer opened Canby's first garage—White & Scheer Garage—in 1910 at the northeast corner of N Elm Street and NW 1st Avenue. The first motorized delivery wagon was introduced in town in 1912 by Carlton & Rosenkrans Co. – who had a new store building constructed the same year at the southwest corner of NW 2nd Avenue and N Grant Street (no longer extant).

Ferry service across the Willamette River, carrying both pedestrians and vehicles, began in 1914. Three covered bridges crossed the Mollalla River, increasing access to Canby. The completion of Pacific Highway (99E), east of the railroad tracks, between 1918 and 1920, made Canby a key point for travelers between Oregon City to the east and Barlow and beyond to the west and marked a transition in the city's development pattern supporting residential and commercial growth south of the highway. Roadside-oriented development interspersed with single family residences sprang up along the highway, like the Old Spinning Wheel (now Route 99 Roadhouse, ca. 1920s) and Diane's Barbeque north of Canby (1933) catering to motor travelers, and the R. C. Duke garage and machine shop (built by 1922). G.W. White opened the G.W. White Motor Company at the southwest corner of SW 1st Avenue and S Ivy Street in 1921 alongside Pacific Highway (99E).

Residential development continued as the population grew, with single-family residences now popping up both to the north and south of the railroad tracks and the highway. The population in Canby had reached nearly 600 people by 1910. Established warehouses lined the south side of the railroad tracks as the area's agricultural industry flourished with crops like grain, hay, potatoes, flax, berries, nuts, dairy, flowers, and turkeys.

Civic, social, and religious structures were also constructed to support expanding organizations. The Canby Masons had a masonic building constructed for their use in 1912; Frank Dodge built the masonic building on NW 1st Avenue. The Odd Fellows (I.O.O.F.) had a building constructed at 211 N Grant Street in 1913. Union High School was constructed in 1926 with a 900-seat auditorium, library, gymnasium, science laboratory, and eight classrooms added in 1928. Prior to the construction of the high school, all grades were instructed in one large school house known as the "Canby Castle" (destroyed by fire in 1974).

The Canby Women's Civic Club formed in 1924 and in their first year of organization financed fencing the Baker Prairie cemetery and planting trees and shrubs on the railroad depot grounds. They also sponsored the formation of a privately-operated local library in 1926. The fairgrounds were further developed during this time, with the dance pavilion erected in 1930. A new city hall was constructed for the city with the use of Public Works Administration (PWA) funds, and the new building was open in 1937. The Canby Women's Civic Club succeeded in establishing a municipal library in 1937. The Canby State Bank was founded in 1914 with a bank building constructed at 184 N Grant Street (remodeled in 1961). Canby's post office was located in the Canby Bank and Trust Company building downtown on North Grant Street from 1914 to 1946. Prior to moving into the bank building, the post office had been located in a small wood-frame structure next door since 1893.

A.7. War Years and Mid-20th Century Boom: 1941-1976

The mid-20th century in Canby reflected a growing population and a shift to modern architectural styles. The United States entered World War II in 1941 and veterans returned home from their service at the war's conclusion in 1946. As veterans returned and resume their lives at home, the U.S. entered a time of prosperity and growth. This growth was reflected even in Canby; the city's population was listed as 988 in 1940, but had grown to 1236 in 1945. A new school, Grant Street School (William Knight School) was constructed in 1947 and completed in 1948, accommodating this growth. Another elementary school, named after longtime school principal Howard Eccles, was added in 1956. An intermediate school, Ackerman Junior High (now Ackerman Middle School), was constructed in 1970 and Philander Lee was added to the school district in 1976.

This period also reflects changing demographics in Canby and Oregon-at-large. While the first Mexicans had arrived in Oregon during the 1850s and 1860s—with Mexican mule packers supplying the Second Regiment of the Oregon Mounted Volunteers during the Rogue River war and Mexican vaqueros (cowboys) leading cattle drives north from California—more than 15,000 arrived during the 1940s to work in Oregon's thriving agricultural industry.¹⁵ The growth of the Mexican population in Oregon (and in Canby) can be attributed to three interrelated elements: agricultural growth and the need for labor; the onset of World War II; and the Bracero program which recruited Mexican laborers to replace U.S. laborers who had entered the armed forces or work in other industries.¹⁶ The increased Mexican population in Oregon included Mexican immigrants and U.S. citizens of Mexican migrating north from Texas, California, and other areas of the Southwest. Although the Bracero program ended in Oregon in 1947, the need for labor remained and Oregon farmers recruited laborers from the Southwest including the migration of U.S. citizens of Mexican heritage and newly arrived immigrants from Mexico.

A significant government act in the 1950s, the Western Oregon Termination Act (1954), once again altered the relationship of the Confederated Tribes of Grand Ronde with the federal government. This act took effect in 1956 and stripped the tribe of its federal status and terminated the reservation.¹⁷

The fertile, sandy soil of Canby helped a variety of crops flourish. Peas were a prominent crop between the 1930s and 1950s. Swan Island Dahlias, a prominent flower grower, relocated from Swan Island in Portland to just outside Canby in the 1940s and became the largest dahlia grower in the U.S. A turkey processing plant on SW 1st Avenue thrived during the years of World War II. Buchanan-Cellers built a grain elevator between the highway and the railroad tracks in 1953.

New buildings, reflecting a shift in architectural trends, filled in open lots in downtown. Canby Union Bank (now Wells Fargo) opened its New Formalist-style bank building at 150 NW 2nd Avenue in 1964. Another bank constructed in the downtown core during this time was 201 NW 2nd Avenue, constructed circa 1965 as Guaranty Bank (now Key Bank). Cutsforth's Market, a long time business in Canby, relocated to its current location at 225 NE 2nd Avenue in 1975, moving from its previous location at the corner of NE 2nd Avenue and N Holly Street. Several small professional offices were constructed ca. 1970 on N Grant Street.

Residential subdivision growth coincided with the city's expanding population, with new construction stretching to the north and south of the city's historic core. These subdivisions largely maintained the linear street grid of the older portions of Canby, with mid-20th century trends reflected in the widths of the lots, demonstrating the growing

15 Lynn Stephen and Marcela Mendoza, "Oregon," in *Latino America: A State-by-State Encyclopedia*, ed. Mark Overmyer-Velazquez (Santa Barbara: ABC-CLIO, 2008), 667.

16 Stephen and Mendoza, "Oregon," 671-72.

17 Confederated Tribes of Grand Ronde, "Our Story."

preference for horizontally-oriented ranches of the 1950s and 1960s.

The end of one transportation era for Canby came to an end in the mid-1970s. The Southern Pacific Railroad closed its passenger depot in 1976, ending over 100 years of service to Canby.

A.8. Recent Years: 1977-present

Canby has settled into its current identity as a small city within the greater Portland Metropolitan region with a diverse local economy. The population is just over 17,000 and is contained within an area of less than 4 miles. Industries in Canby and its surrounding area include nurseries, small to mid-sized manufacturing for precision metals, high tech, and testing equipment.

During the 1970s, tribal leaders began working to restore the Tribe's federal status. This significant effort resulted in the passage of the Grand Ronde Restoration Act in 1983, which restored the Tribe's federal status, and the Grand Ronde Reservation Act in 1988, which returned 9,811 acres of their original reservation.¹⁸

The Clackamas County Fair continues to thrive in the city and was honored as an Oregon Heritage Tradition in 2014. The former Canby Depot—moved to its current location in 1983—has been open as the Canby Depot Museum since 1984.

B. Historic Property Types & Architectural Styles

This section is divided into “historic property types” and “architectural styles.” Historic properties may be buildings, structures, objects, or sites. Types refers to general historic building types.

B.1. Historic Property Types

Historic property types, for the purposes of this section, are organized by use (the building's primary historic function) and then examples of common forms are provided within that use.

Agricultural

Agricultural building types in Canby, historically, were barns, related outbuildings, and granaries. Many of these extant buildings are located outside of the city limits, like the farm buildings associated with the National Register-listed Kraft-Brandes-Culbertson Farmstead outside of Canby (2424 N Baker Drive). The area along the railroad was developed with a number of agricultural-related buildings from the late 1800s into the mid-20th century. Unfortunately, many of those buildings were demolished and have been replaced with contemporary structures.



Barn (1904) associated with the Kraft-Brandes-Culbertson Farmstead outside of Canby (2424 N Baker Drive). Oregon SHPO.

¹⁸ Confederated Tribes of Grand Ronde, “Our Story.”

Civic

While Canby's municipal facilities are housed in contemporary buildings today, Canby's first city hall building was located on the upper level of the Knight Building. The City's first purpose-built city hall was constructed in 1901 on NW 1st Avenue. That building held the city's government offices until 1937, when a new city hall—constructed with Public Works Administration (PWA) funds—opened (182 N Holly Street). The post office, like the city hall, was located for many years within a commercial building, the Canby Bank and Trust Company building, from 1914 to 1946. Before utilizing the bank building, the post office was in a small wood-frame structure next door, which had a commercial western falsefront form.



1984 photo of former Canby City Hall (1937, 182 N Holly Street). Oregon SHPO.

Commercial

Canby has a variety of commercial buildings which house retail and professional occupants. Commercial buildings downtown vary from one to two stories in height. Historically they were a mix of wood-frame and more substantial materials like brick and concrete. The first commercial buildings in town were wood-frame and typically 1- to 2-stories in height. The first floor would feature a typical storefront assembly (bulkhead, storefront windows, transom) and the upper story may have windows or simple space for signage and advertising. They were sometimes “western falsefronts”—meaning they were buildings with gabled roofs but a false front was added to give the 2nd story appearance. Awnings could be extended and retracted to provide daylighting or shade in the retail spaces. Good examples of this early commercial building type were the Canby Mercantile and Will Bros. on NW 1st Avenue.



SC 019, Canby Main Street (NW 1st Ave), 1912. Canby Historical Society.

As brick and concrete replaced wood as the primary building material for commercial buildings the forms of the commercial buildings in Canby changed, too. One part and two part commercial blocks became the most common types of commercial buildings in town. One part blocks are typically one story and feature a storefront assembly (bulkhead, storefront windows, transom) and a parapet wall. Examples of one part block commercial buildings in Canby include: 224-232 NW 1st Avenue (ca. 1945) and Dedman's Drug Store (298 NW 1st Avenue, ca. 1930).

Two part blocks are typically 2 to 4 stories in height, with the building's facade divided into two distinct zones, separated by a belt course. The ground floor consisted of public space for commercial tenants, while the upper floors were private spaces for offices, meeting halls, or even living quarters. The Masonic Building (288 NW 1st Avenue, 1912) and Odd Fellows Hall (211 N Grant Street), although they're originally social buildings both have a commercial form and are good examples of the two part block form in Canby.



1984 photo of Dedman's Drug Store (298 NW 1st Avenue, ca. 1930). Oregon SHPO.



Odd Fellows Hall (211 N Grant Street). Oregon SHPO.

Residential

Historic residential buildings in Canby are primarily single-family dwellings, typically 1- to 2.5-stories, with some small scale multi-family dwellings (i.e. duplexes and triplexes). The earliest residences in Canby, like other parts of Oregon, were constructed of wood and construction methods included round and hewn log, hewn frame, and balloon and box (or plank) construction.¹⁹

Common housing forms in Canby include the workingman's foursquare, bungalow, World War II Era cottage, and ranch. A foursquare house is usually 2 stories in height and has square footprint with a broad front porch. However, a 1-story foursquare house is known as a Workingman's Foursquare and it is a more common form in Canby than the 2-story type. Foursquare examples in Canby include the house at the western corner of S Elm Street and SW 3rd Avenue (ca.1900) and 188 NW 5th Avenue (1900). Bungalows, while typically understood as Craftsman in style, are 1- to 1.5-stories in height and typically have a horizontal emphasis. Good examples of bungalows include the 586 N Holly Street (1930) and 189 S Grant Street (1904). The World War II era cottage are 1-story hipped roof cottages, which served as the transition between the popular bungalows of the 1920s and the sprawling ranches of the 1950s and beyond. Examples of World War II era cottages in Canby include 402 SW 2nd Avenue (ca. 1947) and 566 N Holly Street (1940). Ranch houses are 1-story, with a long, horizontal emphasis, and minimal ornamentation. Ranch examples are 228 NE 10th Avenue (1952) and 305 NE 10th Avenue (1961).



1984 photo of 188 NW 5th (ca. 1900). Oregon SHPO.

19 Liz Carter, "Pioneer Houses and Homesteads of the Willamette Valley, Oregon," prepared for the Historic Preservation League of Oregon (May 2013), 19, http://restoreoregon.org/wp-content/uploads/2013/12/Pioneer-Houses-and-Homesteads_web.pdf (accessed February 24, 2020).



586 N Holly Street (1940).



566 N Holly Street (1940).



228 NE 10th Avenue (1952).

Many of Canby's current multi-family buildings are more contemporary, but there are examples of historic multi-family properties. A pair of duplexes on SW 2nd Avenue have the appearance of Minimal Traditional properties and the compact forms of World War II era cottages, but two front doors with mirror image facades (428 and 434 SW 2nd Avenue and 448 and 454 SW 2nd Avenue, ca. 1940).

Religious

Religious architecture in the city consists of churches which express a variety of architectural styles. Extant examples of religious buildings in Canby include the Mission Revival-style Canby Methodist Church (522 NW 2nd Avenue, 1913) and the Gothic Revival-style First Methodist Episcopal Church (486 NW 3rd Avenue, ca. 1884) and Canby Evangelical United Brethren Church (339 S Township Road, 1893).

B.2. Architectural Styles

A number of architectural styles are present throughout Canby. The following section will provide a brief overview of each style and a couple extant examples of the styles. These styles can also be roughly grouped within the development periods identified in 3a. Development Periods. Some styles do overlap development periods. Many buildings do not have distinctive styles and are more vernacular in appearance.

- Pre-contact: Kalapuyan Stewardship
 - No built environment resources exist from this period.
- Early Contact and Willamette Valley Resettlement, 1805–1867
 - No built environment resources exist from this period, with the exception of cemeteries
- Canby Area Development and Town Origins, 1868–1892
 - Vernacular
 - Gothic Revival
 - Classical Revival
 - Italianate
 - Queen Anne
- Canby Incorporation and Progress, 1893–1909
 - Vernacular

- Queen Anne
- Craftsman
- Canby's Motor Age, 1910–1940
 - Craftsman
 - Revival styles (Colonial, Tudor, Mission)
 - Minimal Traditional
- War Years and Mid-20th Century Boom, 1941–1976
 - Ranch
 - Minimal Traditional
 - New Formalist

Vernacular

While there has been debate about the definition of vernacular architecture, it is typically defined as architecture common to a particular people, relying on local materials and established building practices. According to Eric Mercer, “vernacular architecture is the common building of a given time and place.”²⁰ Vernacular buildings typically have simple forms and, beginning in the 20th century, often utilize mass-produced building elements, such as doors, windows, and hardware that could be ordered from a catalog. Vernacular house examples in Canby include the Stogstill-Knight House (486 NW 2nd Avenue, 1890) and the house at 494 SW 3rd Avenue (ca. 1890). An intact and well-preserved example of a vernacular house in Clackamas County is the National Register-listed Dibble House (1856-1859) in Molalla that is operated as a house museum.



Stogstill-Knight House (1890), 486 NW 2nd Ave.

Classical Revival

Classical Revival, popular in the east between the 1820s and 1840s, arrived in the Oregon Territory in the 1840s. Classical Revival homes were constructed in Oregon between the 1840s and 1890s and it was the most popular architectural style in Oregon's mid-19th century development.²¹ The style was influenced by Greek and Roman temples and is marked by low-pitched gable roofs with eave returns and prominent porches, typically full-height, and supported by classical columns. Symmetry on the main elevation was also common with vertically and horizontally aligned windows. Modest versions of Classical Revival in Canby included the William Knight House (525 SW 4th Avenue, 1874) and the Mack House (138 S Knott Street, ca. 1879) before alterations that changed their original appearance.

20 Thomas Carter and Elizabeth Collins Cromley, *Introduction to Vernacular Architecture* (University of Tennessee Press: Knoxville, 2005), 8.

21 Carter, “Pioneer Houses,” 27.



1984 photo of William Knight House (1874) 525 SW 4th Avenue, prior to renovation.



Canby Evangelical United Brethren Church (1893), 339 S Township Road.



285 SE Township Road (ca. 1900).

Gothic Revival

Gothic Revival, popular in the eastern United States between the 1840s and 1860s, arrived in the Oregon Territory along with the Classical Revival in the mid-19th century. Gothic Revival was influenced by Medieval architecture, a departure from the popular classical architecture of Classical Revival. Two key pattern books by landscape architect Andrew Jackson Downing became incredibly popular and disseminated the new architectural style—*Cottage Residences*, *Rural Architecture and Landscape Gardening* (published 1842) and *The Architecture of Country Houses* (published 1850). Gothic Revival became the predominant residential architectural style in Oregon by the mid-1860s, overshadowing the previously popular Federal and Classical Revival styles. Common elements of Gothic Revival residential buildings include a vertical emphasis; steeply pitched gable roofs, often with cross gables; decorated vergeboards; pointed arches; elongated windows; and jig-sawn decorative elements on porches and trim.²² Examples of Gothic Revival in Canby include two churches: First Methodist Episcopal Church (486 NW 3rd Avenue, ca. 1884) and Canby Evangelical United Brethren Church (339 S Township Road, 1893). The house at 326 SE Township Road (1910) has elements of Gothic Revival with its steeply pitched roof with centered gabled dormer, but if it is older than the Clackamas County Assessor indicates, it has been altered.

Italianate

The Italianate style, like Gothic Revival and its successor Queen Anne, was a reaction to the formalism of classical architecture. The style drew its inspiration from 16th century Italian villas. It was often applied to residential buildings, but Italianate style elements were also utilized on commercial buildings. Residential building elements included elaborate decoration around windows and doors, bracketed cornices, quoins on building corners, and sometimes arched windows organized in pairs or trios. An intact residential example of the Italianate style is the William Barlow House (24670 S Highway 99E, 1885), just outside of the Canby city limits. The house at 285 SE Township Road (ca. 1900), has been altered, but as the typical form of an Italianate style residence, with narrow windows, and a decorative cap to the roof ridge. A commercial example of the Italianate style was the Barlow Store (demolished).

²² Carter, “Pioneer Houses”, 29.



Harvey and Anna Freeze Farm (ca. 1900), 23300 S Blount Road.



315 SE Township Road (ca. 1900).

Queen Anne

Queen Anne architecture is known for its use of ornamentation and its complex and asymmetrical rooflines and facades. Queen Anne residences might have a mix of materials or application of materials, such as horizontal boards (clapboards) with shingles used as accent in simple or decorative courses. Most Queen Anne houses are 2- to 2.5-stories in height, but some small 1-story cottages do exist. The style, while known for its elaborate decoration, did decrease in ornamentation over the years; these more simple Queen Anne residences are known as the Free Classic subset. Queen Anne was popular in Oregon beginning in the 1880s and persisted into the early years of the 20th century. Queen Anne examples in Canby include the William Knight Building (394 NW 1st Avenue, 1890) and 315 SE Township Road (ca. 1900). A vernacular Queen Anne example is the Harvey and Anna Freeze Farm (23300 S Blount Road, ca. 1900).

Craftsman

The Craftsman architectural style emerged from the Arts & Crafts movement, a design movement that gained popularity in the United States through the work of Gustav Stickley, furniture designer and publisher of Craftsman magazine. Craftsman-style houses are typically one to one-and-a-half stories, but larger examples do exist in Canby like the W. H. Bair House (375 NW 3rd Avenue, 1912). Craftsman houses, popular in Oregon throughout the first two decades of the 20th century, are characterized by low-pitched roofs, asymmetrical facades, porches with tapered or squared piers, exposed or decorative structural members, and overhanging eaves. Wood was the most common building materials, but stone and brick, particularly clink brick, were used on porch supports and chimneys. Good examples of Craftsman style houses in Canby include 361 SW 2nd Avenue (1915), 189 S Grant Street (1904), and 216 NW 5th Avenue (1910).



216 NW 5th Avenue (1910).

Period Revival Styles

Period revival styles were incredibly popular in the United States during the first few decades of the 20th century and look to previous trends in architecture for their starting point. Popular period revival styles include Colonial Revival, Tudor Revival or English Cottage, Mission Revival, and Beaux Arts. Colonial Revival houses take inspiration from the Federal and Georgian style houses that dominated the residential landscape of the nation's formative years. Key design features of Colonial Revival houses include: symmetrical main facades, double hung windows, side gabled or hipped roofs, decorative cornices, and prominent front entrances that may include details like sidelights, fanlights, pediments, and columns. They may be two to two-and-a-half stories but there are one-story bungalow examples. Colonial Revival is often associated with residential construction, but can be found on commercial and civic buildings. Examples of the Colonial Revival style in Canby include the former Canby City Hall (155 N Holly Street, 1936).

Tudor Revival or English Cottages look to England for inspiration. Tudor Revival loosely interprets decorative elements of the Jacobean and Elizabethan buildings of the of late Medieval period in England. These elements include: a dominant cross-gable on the front façade, steeply pitched roofs, decorative half-timbering, tall narrow windows often grouped, and massive chimneys. Gable details, patterned brickwork, and round or Tudor arches are also trademarks of the style. English Cottages tend to be more modest versions of Tudor Revival. English Cottages rarely incorporate half timbering and may have a greater variety of roof elements, including jerkinheads (clipped gables) and hipped dormers. Tudor Revival and English Cottages are not a common style in Canby. Small Tudor Revival examples in Canby are the buildings at 445 SW 2nd Avenue (1933) and 285 NE 3rd Avenue (1937).

Other popular period revivals include Mission Revival, Spanish Revival, and Renaissance Revival. Mission Revival was established by California architects in the late 1800s who drew inspiration from the Spanish missions established in the Southwest in the 18th century. The style gained attention in Oregon when it was used on all the main fair buildings at the Lewis & Clark Centennial Exposition held in Portland in 1905. The style is known for its curvilinear parapets, stucco walls, rounded windows and doors, and arches. Wrought iron is also often used as an accent. An example of a Mission Revival building in Canby is the Canby Methodist Church (522 NW 2nd Avenue, 1913). The G. W. White Motor Company (103 SW 1st Avenue, 1921) has elements of Mission Revival with its curved parapet wall.

Minimal Traditional

The Minimal Traditional styles bridges the gaps between the period revivals that were so popular during the 1920s and the mid-20th century modernism of the 1950s and 1960s. Minimal Traditional houses, typically only one story, are more simplified versions period revival styles, with compact forms and minimal ornamentation. This simplification made it a popular style during the Great Depression. Elements of Minimal Traditional houses include close or no eaves, small to nonexistent front porches, and typically a large chimney. Materials can be wood or brick



445 SW 2nd Avenue (1933).



Canby Methodist Church (1913), 522 NW 2nd Avenue.



194 S Elm St (ca. 1939).



305 NE 10th Avenue (1961).



Former Canby Union Bank, 150 NW 2nd Ave (1964).

or a mixture of the two. Larger, two-story examples of this style are less common. Good examples of Minimal Traditional houses are 194 S Elm St (ca. 1939), and 415 SE Township Road (1948).

Ranch

This style, which is actually more of a form than a style, began during the mid-1930s, gained popularity during the 1940s, and became the dominant residential architectural style during the 1950s and 1960s. Ranch houses are 1-story and are typically asymmetrical. They feature low-pitched roofs, with a horizontal emphasis and moderate or wide eave overhangs. Ornamentation is minimal on Ranches. In the 1960s, Ranches moved away from their original compact footprints to more sprawling, linear footprints. Good examples of Ranch houses are 228 NE 10th Avenue (1952), 356 NE 10th Avenue (1956), 324 NE 10th Avenue (1956), and 305 NE 10th Avenue (1961).

New Formalism

New Formalism gained traction in the 1960s as a reaction to the rigid form of the Modernism, taking some inspiration from Classical elements but utilizing modern materials and technology. New Formalist buildings, often used on banks and civic buildings, used classical columns, highly stylized entablatures, colonnades, classical proportion and scale, and concrete to make umbrella shells, waffle slabs, and folded plates. The Canby Union Bank (150 NW 2nd Ave, 1964) is a New Formalist example in Canby.

Chapter 3.

CURRENT STATUS OF HISTORIC PRESERVATION



Identify, evaluate, educate, and nominate—those actions form the basic steps in historic preservation planning.

- **Identification and evaluation.** Done via survey work, which produces inventories of historic resources.
- **Education.** Raises awareness for the environmental and heritage significance of these resources and support for their nomination.
- **Nomination.** This process puts historic resources up for listing on historic registers. Listing works with state, county, and city laws (depending on which register(s) they are listed to) to recognize their cultural and historic significance and afford resources protection from demolition, moving, and alterations that diminish their historic character.

The Heritage and Landmarks Commission has been active in implementing these steps and supporting the retention of historic resources within the city. Recent work includes the designation of City Hall as a Historic Landmark, securing funding for and guiding repairs and cleaning at historic cemeteries, developing walking tours, securing funding for and participating in development of this preservation plan, and facilitating the 2013 move of the Mack House to a commercially zoned lot in order to protect the building from demolition.

The following provides a summary of applicable registers and current inventories. Recommendations for continued work are outlined in "Chapter 6." on page 50.

A. Historic Registers

Within Canby’s city limits historic resources are designated (listed to a historic register), through a public process, to one or both of the following historic registers; historic resources on both registers are subject to design review and protection from demolition and moving. See "Figure A.3. Designated Historic Resources" on page 107.

- Register of Historic Landmarks and Historic Districts: This is the list of historic resources officially recognized by the City of Canby as important to its history and afforded the protection under this Ordinance. The register is administered by the Heritage and Landmarks Commission per section 16.110.040 consisting of all properties so designated by the City Council.
- National Register of Historic Places: The nation’s official list of buildings, structures, sites, objects, and districts important in the nation’s history and maintained by the National Park Service in Washington, D.C. Historic resources listed in the National Register are referred to as “Historic Resources of Statewide Significance” in Oregon Revised Statutes.

Outside of the city limits but within the city’s urban growth boundary and immediate vicinity (adjacent to the city), historic resources are listed to one or more of the following historic registers. Both are subject to design review and protection from demolition.

1. Clackamas County Historic Landmarks, District and Corridor program: Established in 1982, this is the list of historic resources officially designated by the Clackamas County Historic Review Board and the Clackamas County Board of County Commissioners as important to the county’s history and afforded protection through a Historic Overlay Zone that enacts Historic Preservation Section 707 of the Clackamas County Zoning Ordinance. The overlay zones include Historic Landmark (HL), Historic District (HD), and Historic Corridor (HC). A historic resource may be zoned Historic Landmark if it is listed to the National Register of Historic Places or if it is rated as “significant,” scoring 40 or more points under architectural, environmental, and historical significance using the County’s procedure for evaluating historic resources.
2. National Register of Historic Places, (see above).

TABLE 1. DESIGNATED RESOURCES WITHIN CITY LIMITS

| Address | Historic Name | Canby Register of Historic Landmarks and Historic Districts | National Register of Historic Places | SHPO Resource ID |
|--------------------|------------------------|---|--------------------------------------|------------------|
| 525 SW Fourth Ave. | Knight, William, House | No | Yes, listed 5/11/86 | 29973 |
| 182 N Holly St. | Historic City Hall | Yes | No | 31174 |
| 508 NW Third Ave. | Pioneer Chapel | Yes | No | 31185 |
| 375 NW Third Ave. | Bair House | Yes | No | 31188 |
| 138 S Knott St. | Mack House | Yes | No | NA |

TABLE 2. DESIGNATED RESOURCES CITY ADJACENT

| Address | Historic Name | National Register of Historic Places | Clackamas County Historic Landmarks | SHPO Resource ID |
|------------------------|--|--------------------------------------|-------------------------------------|------------------|
| 2525 N Baker Dr. | Kraft-Brandes-Culbertson Farmstead | Yes | Yes | 29974 |
| 3019 N Holly St. | Olson, Olaf E and Anna House | No | Yes | 32318 |
| 436 NW Territorial Rd. | Riverside School | No | Yes | 31163 |
| 164 NW Territorial Rd. | Clausen-Ellis House | No | Yes | 31160 |
| 10205 S New Era Rd. | Anthony, Herman Farm | Yes | Yes | 29955 |
| 11463 S Township Rd. | Vorpahl, Robert, Farm | No | Yes | 31668 |
| 11455 S Bremer Rd. | Huiras Water tower | No | Yes | 31667 |
| 23300 S Blount Rd. | Freeze, Harvey & Anna, Farm | No | Yes | 31666 |
| 10012 S New Era Rd. | Bradtl, John, Farm | No | Yes | 31664 |
| 21733 S Hwy 99E | Friedrich-Brown House | No | Yes | 31659 |
| 10100 S New Era Rd. | Warner Grange #117 | No | Yes | 31657 |
| 10244 S New Era Rd. | New Era Spiritualistic Campground | No | Yes | 31655 |
| 10244 S New Era Rd. | 10244 S New Era Rd | No | Yes | 31654 |
| 10244 S New Era Rd. | New Era Spiritualistic Camp Meeting Hall | No | Yes | 31656 |
| 10285 S New Era Rd. | Post House | No | Yes | 31661 |

B. Survey and Inventory

Inventories are the lists of, and forms prepared for, historic resources identified and evaluated through survey field work and research. Inventories have generally been consolidated into the SHPO's Oregon Historic Sites Database and can be queried by "Group Name." See ["Figure A.17. Historic Resource Inventories" on page 119.](#)

Survey work can be done at either the reconnaissance level (RSL) or the intensive level (ISL). Reconnaissance surveys are a planning-level survey collecting architectural data from the public right-of-way in order to better understand the types, distribution, and integrity of historic resources within the study area. Intensive surveys involve a detailed analysis of the historic resource's architectural character, alterations, research into its original construction, uses, and past occupants, and development of a site plan and sketch floor plan. This work supports more comprehensive understanding of potential historic register eligibility and provides a substantial portion of the information needed for a nomination.

TYPICAL SURVEY TERMS & DEFINITIONS

EC: An eligible/contributing building, structure, object, or site originally constructed within the applicable period of significance that retains and exhibits enough integrity (location, design, setting, materials, workmanship, feeling, and association) to convey a sense of history. These properties strengthen the historic integrity of an existing or potential historic district.

ES: An eligible/significant building, structure, object, or site originally constructed within the applicable period of significance that retains and exhibits enough integrity (location, design, setting, materials, workmanship, feeling, and association) to convey a sense of history. These properties strengthen the historic integrity of an existing or potential historic district and are likely individually eligible for listing in the Local Landmark Register.

HABS: Historic American Buildings Survey documentation, established in 1933 as the nation's first federal preservation program and administered by the National Park Service, this program documents the nation's architectural heritage. <https://www.nps.gov/hdp/habs/index.htm>

Historic Resource: A building, structure, object, site, or district that is at least fifty (50) years old or is of exceptional significance and potentially meets the age, integrity, and significance criteria for listing in the Register of Historic Landmarks and Historic Districts or the National Register of Historic Places but may not necessarily be recorded in the Historic Resource Survey.

HL: A building, structure, object or site listed individually as a Clackamas County Historic Landmark.

NC: A not eligible/noncontributing building, structure, object, or site originally constructed within the applicable period of significance that does not retain or exhibit enough integrity (location, design, setting, materials, workmanship, feeling, and association) to convey a sense of history. These properties do not strengthen the historic integrity of an existing or potential historic district in their current condition.

NP: A not eligible/out-of-period building, structure, object, or site that was originally constructed outside the applicable period of significance.

NRI: A building, structure, object or site listed individually to the National Register of historic places.

Period of Significance: The time period, from one to several years or decades, during which a Landmark was associated with an important historic event(s), trend(s), person(s), architecture, or method(s) of construction.

UN: An undetermined/lack of information status assigned to a building, structure, object or site for which no determination has been made due to lack of information.

D and XD: Indicate a historic resource that has been demolished.

B.1. City of Canby Inventory of Historic Resources

This is the inventory of historic resources (buildings, structures, objects, and sites) within the City of Canby recorded in the Oregon Historic Sites Database. As a certified local government, the City is required to update this inventory.

The following survey work produced the inventory forms within the City of Canby Inventory of Historic Resources. Most, if not all, the original forms from the 1984 and 1989–1992 survey work were scanned by the SHPO (note that the handwritten notes that occurred after the scanning are not included on current online forms) and are linked to the online inventory forms in the SHPO’s Oregon Historic Sites Database. Subsequent inventory form data from survey work in the 2000s has been entered directly into the database. See ["Figure A.18. Historic Resources by Survey" on page 120.](#)

- County RLS 1984: The inventory started with county reconnaissance level survey work in 1984 and produced the majority if not all the 1984 inventory forms.
- County RLS and ILS 1989–1992: This work included reconnaissance and intensive level county survey work including the “Clackamas County Historic Resources Inventory” from 1989–1992 and the 1991–1992 “Clackamas County Rural Historic Resources Survey Project Canby/Barlow.”
- Canby Main Street RLS 2009: Funded by the Oregon Main Street Program in 2009, this work surveyed 78 buildings at the reconnaissance level to document the city’s historic commercial core, thus providing a foundation for the Main Street Program.
- 2014: Intensive level surveys completed for five properties funded through a Certified Local Government grant from the SHPO.
- 2016: Intensive level surveys completed on eight properties, funded through a Certified Local Government grant from the SHPO
- Canby RLS 2016: Funded through a Certified Local Government grant from the SHPO and National Park Service, this work surveyed 88 buildings at the reconnaissance level. The objectives of this work were to: 1) characterize the range of historic properties in the survey area; 2) identify properties potentially associated with the Hispanic population of Canby, specifically Hispanic-owned/operated businesses; and, 3) provide the city with historic resource data to use in preservation planning.
- Women’s History Sites 2012: This is a thematic compilation of previous inventory forms. As of 2019, this group includes 42 inventory forms compiled thematically from previous surveys. Specific to Canby the group includes the Canby Women’s Civic Club Maple Trees (RLS 1984, now removed) along the south edge of NW First Avenue (between N Ivy Street and N Elm Street) and the Post House at 10285 S New Era Road (RLS 1984, ILS 2007), with the city listed as Canby though the property is north of the city along State Highway 99E.
- 2018: Intensive level survey completed on four properties.

B.2. Clackamas County Cultural Resources Inventory

These historic resources excerpted from the full Clackamas County inventory are relevant to the city in its ongoing coordination with Clackamas County and long-term planning for the Willamette Falls and Landings National Heritage Area. See ["Figure A.16. Farmland Recommendations" on page 117.](#)

Maintained by the Clackamas County Historic Review Board, which serves unincorporated areas of the county and is appointed by the Board of County Commissioners, this inventory was started in the 1980s and included

the 1980s and 1990s survey work within Canby prior to the city becoming a Certified Local Government and conducting its own survey work.

The following historic resources reside in the unincorporated areas of the county adjacent to the city. These adjacent areas lie generally east and north of the Molalla River and the area east of the city to S Central Point Road and south of Parrot Creek. S Central Point Road and Parrot Creek generally mark a change in topography from the northernmost extent of Gribble prairie, which extends from south of the Molalla River north towards the Willamette River and east to the low hills. The hills generally lie east of S Central Point Road and rise from an elevation around 180 feet to Highland Butte at an elevation of 486 feet.

TABLE 3. CITY ADJACENT COUNTY INVENTORIED PROPERTIES

| Resource ID | Address | Historic Name | Year Built ca. | SHPO Evaluation | Status |
|-------------|----------------------------------|--|----------------|-----------------|---------|
| 32320 | 2675 SE 13th Ave. | Mundorf School | 1875 | EC | |
| 29974 | 2525 N Baker Dr. | Kraft-Brandes-Culbertson Farmstead | 1904 | ES | NRI, HL |
| 31162 | 1625 N Birch St. | Clausen, Julia, House | 1905 | EC | |
| 31666 | 23300 S Blount Rd. | Freeze, Harvey & Anna, Farm | 1900 | ES | HL |
| 31665 | 23453 S Blount Rd. | House | 1910 | EC | |
| 31667 | 11455 S Bremer | Huiras Water tower | 1880 | NC | HL |
| 32318 | 2019 N Holly St. | Olson, Olaf E. and Anna, House | 1920 | EC | HL |
| 31158 | 3488 N Holly St. | Frost-Shank House | 1870 | EC | |
| 31659 | 21733 S Hwy 99E | Friedrich-Brown House | 1885 | ES | HL |
| 31658 | 21711 S Hwy 99E | Faist Fruit Stand | 1934 | EC | |
| 31157 | N Locust St. at Willamette River | Canby Ferry Landing | 1914 | ES | |
| 32319 | 2700 N Locust St. | Roth-Andrus House | 1900 | EC | |
| 31159 | 2700 N Locust St. | Andrus, RO Barn and Slaughterhouse | 1936 | EC | |
| 31227 | 24464 S Mulino Rd. | Kanne, Heinrich C., Farm | 1912 | EC | |
| 31228 | 24464 S Mulino Rd. | Kanne, Heinrich C., Barn | 1915 | EC | |
| 31664 | 10012 S New Era Rd. | Bradt, John, Farm | 1880 | EC | HL |
| 31657 | 10100 S New Era Rd. | Warner Grange #117 | 1926 | EC | HL |
| 31662 | 10137 S New Era Rd. | Andree, Joseph, House | 1925 | EC | |
| 29955 | 10205 S New Era Rd. | Anthony, Herman, Farm | 1890 | ES | NRI, HL |
| 31656 | 10244 S New Era Rd. | New Era Spiritualistic Camp Meeting Hall | 1935 | EC | HL |
| 31655 | 10244 S New Era Rd. | New Era Spiritualistic Campground | 1880 | EC | HL |
| 31654 | 10244 S New Era Rd. | New Era Spiritualistic Camp | 1886 | ES | HL |
| 31661 | 10285 S New Era Rd. | Post House | 1870 | EC | HL |

| Resource ID | Address | Historic Name | Year Built ca. | SHPO Evaluation | Status |
|-------------|------------------------|---------------------------|----------------|-----------------|--------|
| 31160 | 164 NW Territorial Rd. | Clausen-Ellis House | 1891 | EC | HL |
| 31161 | 436 NW Territorial Rd. | Linneberg, Hans A., House | 1904 | undetermined | |
| 31163 | 436 NW Territorial Rd. | Riverside School | 1875 | EC | HL |
| 31226 | 10700 S Township Rd. | Wintermantel-Kraft Farm | 1887 | EC | |
| 31668 | 11463 S Township Rd. | Vorpahl, Robert, Farm | 1920 | EC | HL |

B.3. ODOT Bridges

The Oregon State Department of Transportation maintains an inventory of bridges throughout the state. The following table lists the bridges within and immediately adjacent the city limits recorded in this inventory. As of 2019, only one of the bridges has been recorded in the SHPO's Oregon Historic Sites Database. See ["Figure A.17. Historic Resource Inventories" on page 119.](#)

TABLE 4. CITY ADJACENT ODOT BRIDGE INVENTORY

| Bridge ID | Name | Crosses | Owner | Year | SHPO Evaluation | Resource ID |
|-----------|-----------------------------------|-------------------------|-------------------------------|------|-----------------|-------------|
| 01515A | Molalla River, Canby-Marquam Hwy | Molalla River | County Highway Agency | 1930 | | |
| 02061 | Molalla River, Hwy 1E NB | Molalla River | State Highway Agency | 1936 | EC | 32321 |
| 02061A | Molalla River, Hwy 1E SB | Molalla River | State Highway Agency | 1963 | | |
| 05B100 | Molalla Forest RD Over 99E | State Route 99E | City/Municipal Highway Agency | 1950 | | |
| 06520 | Molalla River, Knights Bridge Rd. | Molalla River | County Hwy Agency | 1964 | | |
| 21712 | Fourth Avenue Bridge in Canby | Molalla Forest Railroad | City/Municipal Highway Agency | 1950 | | |

B.4. Oregon Heritage Trees

The Oregon Heritage Tree Program is the state's list of trees maintained by the Oregon Travel Information Council, an Oregon State government agency, to recognize significant Oregon trees in order to raise awareness for and promote their appreciation and to protect them as part of the state's heritage. The program is honorary and does not provide specific protections for designated trees. See ["Figure A.17. Historic Resource Inventories" on page 119.](#)

TABLE 5. OREGON HERITAGE TREE

| Address | Name | Oregon Heritage Tree |
|--------------------|-------------------|----------------------|
| 777 NE Fourth Ave. | Philander Lee Oak | Yes |

B.5. Clackamas County Heritage Trees

This heritage tree data is relevant to the city in its ongoing coordination with Clackamas County and long-term planning for the Willamette Falls and Landings National Heritage Area. See ["Figure A.17. Historic Resource Inventories" on page 119.](#)

The Clackamas County Heritage Tree inventory program, operated between 2008 and 2013, identified trees that were significant to the county's history. There are no specific protections for designated trees. "Table 6: City Adjacent Clackamas County Heritage Trees" identifies trees within the inventory that are adjacent to the city of Canby.

- Specimen: a tree of exceptional size, form or rarity, or horticultural value
- Historic: a tree of exceptional age, and/or associated with or contributes to an historic structure or district or a noted person or historic event
- Landmark: a tree that is a prominent identifying feature of a community
- Collection: a group of trees in a notable grove, avenue or other planting

TABLE 6. CITY ADJACENT CLACKAMAS COUNTY HERITAGE TREES

| Tree ID | Address | Common Name | Botanical Name | Year Designated | Associated With | SHPO Resource ID |
|--|--------------------|-------------------|--------------------------|-----------------|------------------------------------|------------------|
| 37 | 23300 S Blount Rd. | Oregon Myrtle | Umbellaulania California | 2008 | Freeze, Harvey & Anna, Farm | 31666 |
| 38 (stand of 5 trees, one removed in 2013) | 23338 S Blount Rd. | Black Walnut | Juglans nigra | 2008 | Freeze, Harvey & Anna, Farm | 31666 |
| 43 | 2525 N Baker Dr. | American Chestnut | Castanea dentata | 2008 | Kraft-Brandes-Culbertson Farmstead | 29974 |
| 44 | 2525 N Baker Dr. | American Elm | Ulmus americana | 2008 | Kraft-Brandes-Culbertson Farmstead | 29974 |

B.6. Cemeteries

There are multiple cemeteries within and around the City of Canby. The following table focuses on those within the city, its urban growth area (UGA), and in the adjacent Clackamas County area associated with the City of Canby. Oregon Historic Cemetery eligibility is contingent on having at least one gravesite of a person who died before February 14, 1909.

The Oregon Commission on Historic Cemeteries (OCHC), established in 1999 by the Oregon Legislature, is the lead state entity aiding with restoration, maintenance, and enhancement of cemeteries. The Commission also maintains a statewide registry of historic cemeteries and gravesites.

The Heritage and Landmarks Commission (HLC) has been active in raising awareness for and supporting the preservation and maintenance of historic cemeteries, with recent work listed below.

- 2016: The HLC received a grant from the OCHC for repairing broken and tilted (26 markers) and cleaning (50 markers) at Baker Prairie Cemetery.
- 2017: The HLC held a rededication event for Baker Prairie Cemetery.
- 2017: The HLC received a second grant from the OCHC for repairs (28 markers) and cleaning (70 markers) at Baker Prairie Cemetery.
- 2018: First marker cleaning (75 markers) event at Zion Memorial Cemetery along with five other Canby organizations. The HLC received a grant from the OCHC in June of 2019 for marker repairs at Zion Memorial Cemetery.
- 2019: Cleaning of 108 markers at Zion Memorial at the September 2019 HLC cleaning event.

TABLE 7. CEMETERIES

| Name | Oregon Historic Cemetery | Within City Limits/UGA | City Adjacent | Year Established | Ownership |
|---------------------------------------|--------------------------|------------------------|---------------|------------------|--|
| Baker Prairie Cemetery | Yes | Yes | | 1863 | City of Canby |
| Barlow Pioneer Cemetery | Yes | | Yes | Ca. 1856 | |
| Gleason Cemetery | Yes | | Yes | 1835 | |
| Gribble Pioneer Cemetery | Yes | | Yes | | |
| Smyrna Cemetery | Yes | | Yes | | |
| St. Patrick Cemetery | | | Yes | | St. Patrick Catholic Church |
| Wyland Family | Yes | | Yes | | |
| Zion Memorial Cemetery | Yes | Yes | | 1897 | City of Canby |
| Zoar Lutheran Cemetery [S Walnut Rd.] | Yes | Yes | | 1892 | Zoar Evangelical Lutheran Church Canby |
| Zoar Lutheran Cemetery [Barlow Rd.] | Yes | | Yes | | |

B.7. Parks

The city of Canby has multiple parks, the majority of which were developed between the 1970s to 2000s. The following table lists the city's parks along with key events for each park. This background stems from the City of Canby park histories assembled in 2010 by Beth Saul, Library and Parks Director from 1997 to 2008. See "[Figure A.20. Existing Parks](#)" on page 122.

TABLE 8. PARKS

| Name | Key Events |
|---------------------------------|--|
| Community Park | <ul style="list-style-type: none"> • 1908 Hurst Brothers powerplant built, removed 1940s • 1970s, park established, fishing pond development • 1974 Herman A. Bergman Lodge built • 1990s wetland restoration project |
| Faist Park | |
| Knights Bridge Park | <ul style="list-style-type: none"> • Ca. 1877 original bridge over the Molalla river • 1964 existing bridge constructed |
| Legacy Park | |
| Locust Street Park | <ul style="list-style-type: none"> • 1993 park established |
| Maple Street Park | <ul style="list-style-type: none"> • Ca. 1974 park established • 1978 inaugural game on new park ballfields • 1980 park second phase completed |
| Molalla River State Park | <ul style="list-style-type: none"> • Owned and operated by Oregon State Parks. • 1971-1978, park lands purchased |
| Northwoods Park | <ul style="list-style-type: none"> • 2007 park established |
| Skate Park | <ul style="list-style-type: none"> • 1990s park established |
| Swim Center | <ul style="list-style-type: none"> • 1969 pool construction commenced • 1976 City ownership of the pool started |
| Triangle Park | <ul style="list-style-type: none"> • 1933, dedicated, used by Camp Fire Girls as a meeting site • 1960s to 1970s, rock dedicated to Laura Thompson, civic leader and first Camp Fire leader • 1989 sister city friendship garden with Kurisawa Japan |
| Wait Park | <ul style="list-style-type: none"> • 1939, Wait family gave the first seven lots of the park block to the city • 1972 park dedicated |
| Willamette Wayside Natural Area | <ul style="list-style-type: none"> • 2001–2002 park established • 130 acres comprised of four properties: • Section of old Logging Road Trail from NE Territorial Road to the Willamette River • “Eco” Park forested area between the Logging Road Trail and the City Shops access road • 80 acre “Fish Eddy” property along the Willamette River across from Willow Creek Estates • The “Sisters” property located east of the City Shops access road and bordering the western edge of the Fish Eddy property. |

B.8. Heritage Corridors and Trails

There are two heritage trails (walking tours) within the city and a water trail adjacent the city. The water trail is separate from but overlaps the proposed area for the Willamette Falls and Landings Heritage Area. See “Heritage Trails” map under the next bullet point and ["Figure A.22. Transportation Research Recommendations" on page 124.](#)

- Heritage Trail: Exploring Community Connections. This is the city’s first self-guided walking tour and consists of a two-page brochure providing an overview and tour of seven historic resources within downtown

Canby, in the area generally between NW First and Fourth avenues, and N Fir and N Ivy streets.

www.canbyoregon.gov/CityGovernment/committees/HLC/ExploringCommunityConnections-BrochureWeb.pdf

- Heritage Trail: Building a Better Community: The Canby Women's Heritage Trail. This is the state's first heritage trail focused on the accomplishments of women. Brochures were prepared in both Spanish and English. This worked received the Oregon Heritage Excellence Award in March of 2019.
- Canby Logging Road Trail consists of a 3.5-mile-long trail extending from the log landing for transferring logs into the Willamette River north of Eco Park south along the Logging County Road, crossing by bridge over Pacific Highway E and SE Township Road south to the intersection of SE 13th Avenue and Sequoia Parkway. Although the trail ends, the road continues as the S Molalla Forest Road up the Molalla River, with multiple areas where evidence of the alignment remains. The road is no longer in use, however; the city acquired the section within Canby in the 1990s. The full road, the Canby-Molalla Logging Road, was established in 1944 and extended 50 miles and was built as a joint venture of Ostrander Railway & Timber Company and Weyerhaeuser Timber Company to move timber from the Molalla River watershed to the Willamette River. The bridge over railroad and highway attributed to U.S. Forest Service engineer Ward Gano.²³
- The Willamette Greenway does include the southern shoreline of the Willamette River on the north side of the City and is the same as the Willamette River Water Trail. The trail consists of a series of properties along the 187 miles of the Willamette River and several miles on the Coast and Middle forks of the Willamette River and the McKenzie River providing access for paddlers and camping areas administered by the Oregon Parks and Recreation Department along the rivers.
- Willamette Water Trail: willamettewatertrail.org/about-the-water-trail/ The Molalla River State Park and Fish Eddy Landing are the only access points along this trail in proximity to Canby. oregonstateparks.org/ckFiles/files/willametteriverguidepdf091255.pdf

C. Incentives and Benefits

This section outlines the financial incentives and benefits currently available to historic properties and his-toric preservation-related activities in the city of Canby. This list is not exhaustive and these incen-tives may change over time.

C.1. State Incentives

These financial incentives are either administered through the Oregon State Historic Preservation Office as part of the Oregon Parks & Recreation Department or at least offered in connection with the SHPO. Questions related to grants should be directed to the Grants and Outreach Coordinator and more information is available on the SHPO website at <https://www.oregon.gov/oprd/OH/Pages/default.aspx>.

Special Assessment

Established in 1975, Oregon's Special Assessment of Historic Property Program was the nation's first state-level historic preservation tax incentive. The program specially assesses a property's assessed value for 10 years. It is most effective when the program is in place prior to any substantial rehabilitation of the property. This incentive

23 Mark Triebwasser and Beth Saul. "Willamette Wayside Natural Area Logging Road Trail History." August, 2010.

is available to both commercial and residential properties, though more readily used and applicable to commercial properties. Per the 2008 State Taskforce report on the incentive: “The complicated nature of “special assessment” has inadvertently triggered much higher taxes for some participants (primarily residential) at the end of their terms than they would have had if they had not participated in the program.”²⁴

Basic program requirements are as follows:

- The property must be listed in the National Register of Historic Places, either individually or as a contributing property in a historic district, or be considered historic by the State Historic Preservation Officer, and listed within two years of being certified for the benefit program.
- A preservation plan must be prepared that outlines substantial rehab work the building will undergo during the 10-year period, with emphasis on exterior rehabilitation of the structure.
- There is an application fee equal to 1/10 of 1% (0.001) of the assessed value.
- 10% of the total real market value (RMV) of the property must be invested in rehabilitation within the first five years of the program. For most properties, this includes the RMV of both the building (improvements) and the land.
- State Historic Preservation Office (SHPO) approval or local government approval, whichever is appropriate, is needed for exterior projects, and interior projects of substance.
- An approved plaque provided by the Oregon SHPO must be installed on the building.

Preserving Oregon Grant

Preserving Oregon Grant Program is administered by the Oregon State Historic Preservation Office (SHPO). Grant funds are to be used for rehabilitation work on properties listed in the National Register of Historic Places, or significant work contributing to identifying, preserving and/or interpreting archaeological sites. As of 2020, grant funds may be awarded for amounts up to \$20,000 and require a match of 100% (1:1), which can be in the form of cash, in-kind donations, and volunteer time. While commercial properties may be eligible, they need to have exceptional significance and/or extraordinary public benefit to compete. Higher priority is given to publicly owned resources and private non-profit resources, and properties that offer the greatest public benefit through visual access and interpretive/educational value.

Within the Preserving Oregon Grant program there is also the Diamonds in the Rough Grant Program (as of 2020). This program provides grants to restore or reconstruct the facades of buildings that have been heavily altered over the years. The purpose is to return them to their historic appearance and potentially qualify them for historic register designation (local or national). Grants may be awarded up to \$20,000 and require a match of 100% (1:1), which can be in the form of cash, in-kind donations, and volunteer time. These grants are funded in part by the Oregon Cultural Trust.

Oregon Heritage Grant

The Oregon Heritage Commission administers the Oregon Heritage Grant Program, which provides matching grants to non-profit organizations, federal recognized tribal governments, universities, and local governments for projects that conserve, develop, or interpret Oregon’s heritage. Currently, \$200,000 per biennium is available, but awards generally range between \$3,000 and \$20,000. Grants are made for no more than 50 percent of total project costs.

²⁴ Report of the Task Force on Historic Property (2008), 5.

Oregon Historic Cemeteries Grant

The Oregon Commission on Historic Cemeteries (OCHC) offers Historic Cemetery Grants to provide financial assistance in the following general categories: Protection and Security, Restoration and Preservation, Education and Training, Research and Interpretation. Eligible projects may include, but aren't limited to: security needs; training; conservation of historic elements such as curbs and markers; documentation and mapping; signage; landscape restoration; and planning. Typical grants are in the range of \$1,000 to \$8,000.

Oregon Museum Grant

The Oregon Heritage Commission offers matching grants to public and non-profit heritage museums that meet certain qualifications. The grants support Oregon museums in projects for the collection and management of heritage collections, for heritage-related tourism, and heritage education and interpretations. Typical grants are in the range of \$1,000 to \$8,000.

Oregon Main Street Revitalization Grant

This grant supports downtown revitalization efforts in communities participating in the Oregon Main Street Network. The purpose of the program is to acquire, rehabilitate, and construct buildings on properties in designated downtown areas statewide; and facilitate community revitalization that will lead to private investment, job creation or retention, establishing or expanding viable businesses, or creating a stronger tax base. As of 2020, grants may be awarded up to \$200,000. Grants may fund up to 70% of project costs; 30% of project costs must be matched. Match can be in the form of cash, in-kind donations, and volunteer time. The match requirement may include necessary project "soft" costs for professional service (i.e. architectural or engineering studies directly related to the project/property). Project costs outside of the grant period do not qualify as match.

C.2. Federal Incentives

Federal Tax Credit

This program is for income-producing buildings only (commercial and residential rental). A 20% income tax credit is available for the rehabilitation of historic, income-producing buildings that are determined by the Secretary of the Interior, through the National Park Service, to be "certified historic structures." The State Historic Preservation Offices and the National Park Service review the rehabilitation work to ensure that it complies with the Secretary's Standards for Rehabilitation. The Internal Revenue Service defines qualified rehabilitation expenses on which the credit may be taken. Owner-occupied residential properties do not qualify for the federal rehabilitation tax credit. Visit <https://www.oregon.gov/oprd/OH/Pages/Tax-Incentives.aspx> for more information.

D. Willamette Falls and Landings Heritage Area

Overall, Canby is well positioned to support interpretation of and the public education of the significance of the proposed Willamette Falls and Landings Heritage Area. The following issues, opportunities, and recommendations stem from a review of the July 2018 Willamette Falls Heritage Area Feasibility Study (Study) and the draft National Heritage Area Feasibility Study Guidelines (dated August 2003).

- Understanding how Canby related historically to development patterns associated with the heritage area depends on the City and historical society conducting additional research and will be essential for establishing

Canby's role as a destination within the heritage area.

- Developing relationships with stakeholders, including regional Tribes and neighboring communities, will be essential to coordinate research and interpretation. Coordination with stakeholders helps to identify Canby's strengths relative to other stakeholders and how these strengths can support the collective effort of the heritage area.
- Supporting historic resource surveys and the listing of historic resources relating to the heritage area to the National Register will help demonstrate to the National Park Service the high level of integrity of the heritage area and its capacity to support interpretation, which will ultimately benefit the heritage area.
- Interpretive plan development for the City and the museum utilizing themes identified in the heritage area will support an organized approach to interpretation within the city, help identify areas to expand, and provide a foundation for integration into the management and/or interpretive plan developed for the heritage area.

The following are the ten interim criteria referenced by NPS for evaluation of candidate areas by the NPS, Congress, and the public. Those shown in **bold** present the best opportunity areas for Canby to develop background that will align with and support the overarching role of the heritage area.

1. **An area has an assemblage of natural, historic, or cultural resources that together represent distinctive aspects of American heritage worthy of recognition, conservation, interpretation, and continuing use,** and are best managed through partnerships among public and private entities, and by combining diverse and sometimes noncontiguous resources and active communities;
2. **Reflects traditions, customs, beliefs, and folklife that are a valuable part of the national story;**
3. **Provides outstanding opportunities to conserve natural, cultural, historic, and/or scenic features;**
4. **Provides outstanding recreational and educational opportunities;**
5. The resources important to the identified theme or themes of the area retain a degree of integrity capable of supporting interpretation;
6. Residents, business interests, non-profit organizations, and governments within the proposed area are involved in the planning, have developed a conceptual financial plan that outlines the roles for all participants, including the federal government, and have demonstrated support for designation of the area;
7. The proposed management entity and units of government supporting the designation are willing to commit to working in partnership to develop the heritage area;
8. The proposal is consistent with continued economic activity in the area;
9. A conceptual boundary map is supported by the public; and
10. The management entity proposed to plan and implement the project is described.

D.1. Boundaries and Description

The feasibility study identifies the heritage area as 56 miles along the Willamette river from Lake Oswego to Willamette Mission State Park.

- A specific boundary will be beneficial for public understanding of what portions of Canby and immediately surrounding agricultural lands reside within the heritage area. Having the boundary informs community

planning to identify which historic resources are within the boundary and can contribute to the broader interpretive and educational efforts. Land use patterns—by regional Native American tribes and colonists—and the effects of hydrology and geology on those patterns can help to inform the boundary. These considerations factored into the identification and boundary limitations related to future survey work identified under Register and Inventories that could potentially support heritage area interpretation.

D.2. Heritage Theme

The study lists four themes in the table of contents, but then utilizes the theme highlighted in bold as the only heritage area theme, with the others used as supporting storylines that reinforce the single theme.

- Ice Age Floods Create Unique Geology
- Gathering Places for Native Peoples
- **New Beginnings at the End of the Oregon Trail**
- Birthplace of Industry in the American West

Understanding that heritage area themes must be representative of the national experience we recommend that Canby develop the following thematic areas that will support the overall final theme(s) of the heritage area and enrich Canby's role in public interpretation and education about the area's history. These likely do not rise to the same level of national experience as the end of the Oregon Trail at Oregon City and seminal industrialization through the Oswego Iron Furnace in Lake Oswego, but they can support heritage area interpretation by illustrating the far-reaching effects and dramatic changes wrought by the other two major regional events.

- **Native American use and past and present connections with the area.** This is an opportunity for the City to continue to build a relationship with area Native American tribes including the Confederated Tribes of Grand Ronde, Confederated Tribes of Warm Springs, Confederated Tribes of Siletz Indians, and the Confederated Tribes and Bands of the Yakama Nation for whom the land within, and immediately adjacent to, Canby's boundaries continues to hold cultural significance. The city should work with these Tribes to support them in talking about their relationship with, and traditional cultural use of, the land, and the effects of European and Euro-American colonization on tribes and land. This is essential for acknowledging the sovereignty of area Native American tribes including the Confederated Tribes of Grand Ronde, Confederated Tribes of Warm Springs, Confederated Tribes of Siletz Indians, and the Confederated Tribes and Bands of the Yakama Nation and placing subsequent development patterns in context.
- **Geology and the impacts of the ice age flood.** The Willamette and Molalla rivers helped shape the form, soil, and character of land within and adjacent Canby. Are there aspects of the pre-historic flood that affected the approximately 16,000 square miles of the Pacific Northwest that are unique to this area?
- **Agriculture** was key to Canby's early development and remains a vital part of its current economy and character. It supported the Clackamas County Fair and Rodeo, the annual Dahlia Festival, the surrounding farms, and former warehouse development along the railroad line. How does the start and growth of agriculture around Canby relate to the immigration patterns along the Oregon Trail?
- **Transportation** to address territorial era roads, ferries/waterways, railroad, and highway development. Each has had a significant impact on Canby and its connection with the surrounding area and other communities. Both the railroad and highway development have shaped the character of buildings south of Canby's central business district.
- **Commercial growth of the central business district** and its relationship to agriculture and transportation, including development of the former warehouses along the south side of the railroad line.

Chapter 4.

GOALS, POLICIES, AND PROPOSALS



Canby is a unique, small city with the potential to leverage its heritage to foster community pride, preserve its historic resources, and promote the city's history. This chapter features a vision statement, mission statement, and three goals to guide ongoing work by the City's historic preservation program.

- A **vision statement** captures what community members value about their community's heritage and the long-term role they want historic preservation to have in shaping the character and growth of their community.
- A **mission statement** is directly connected to the vision statement, describing how the City's historic preservation program will work to support the City in achieving the vision.
- **Goals** are broadly-based statements intended to set forth the general principles that express priorities of community value and guide public policy to directly support mission and achieving the long-term vision.
- **Policies** are guidelines to integrate historic preservation into City decision-making in order to reach the goals by supporting coordinated development.
- **Proposals** are the possible courses of action available to the City, HLC, and stakeholders to implement policies and achieve the goals.

A. Vision Statement

A vibrant Canby that knows, preserves, and shares its heritage for the good of the community and its future.

B. Mission Statement

The mission of the City of Canby's historic preservation program is to:

Support and develop an inclusive understanding of Canby's place within traditional Tribal lands and the many histories that shaped the community's unique heritage to foster a collective approach to preserving and strengthening Canby's identity through an engaged community and well-informed public policy.

C. Goals, Policies, and Implementation

The following goals support the vision and mission of Canby's historic preservation program and will guide the program moving forward:

- Goal 1: Preserve and strengthen Canby's identity
- Goal 2: Utilize historic preservation to inform city decision making
- Goal 3: Foster public understanding of historic preservation's community benefit

Goal 1: Preserve and strengthen Canby's identity

Through stakeholder conversations and community survey results, it is clear that Canby's residents love their community, want to know more about its history, and desire to maintain Canby's small-town charm. Historic preservation can help to retain and reinforce Canby's distinct character, a character that includes its historic built environment, agricultural lands, social and cultural history, patterns of commerce and industry, and Latinx population. This goal seeks to move Canby from a nostalgic remembrance towards active engagement to preserving its past and drawing on its history to inform and shape future development.

Policy 1.A. Prioritize the preservation of agricultural lands within and around the city.

Managing urban growth—to both accommodate growth and maintain the small agricultural community character and surrounding agricultural landscape that makes Canby a desirable place to live and work—will require working with a broad stakeholder group and collecting information to make well-informed decisions. The following proposals are suggestions to support this policy:

- 1.A.1. Work with stakeholders to document and evaluate agricultural lands. See Recommendations: B.1.1., B.1.2., B.5.4., D.1.20., D.1.21., D.1.22., D.1.23., D.1.24., D.1.25., D.1.27.
- 1.A.2. Work with stakeholders to develop a management plan for balancing agricultural landscape preservation and growth. See Recommendations: D.1.26.

Policy 1.B. Identify, evaluate, educate, and nominate historic properties.

In order to preserve and strength Canby's identity through its historic properties, it is critical that they are identified and evaluated for significance, afforded recognition through designation, and that the public is educated about them and the preservation program's process. This should include working with Clackamas County to support agricultural

land documentation and evaluation identified under policy 1.A. The following proposals are suggestions to support this policy:

- 1.B.1. Update the city's Historic Preservation Ordinance. See Recommendations: A. Historic Preservation Ordinance.
- 1.B.2. Continue survey and interpretive work within the city. See Recommendations: B.3.5, B.4.1, B.5.4., D.1.5., D.1.6., D.1.7., D.1.8., D.1.9., D.1.14., D.1.16., D.1.17., D.1.18., D.1.19., D.1.20., D.1.27., D.1.28.
- 1.B.3. Maintain and support public access to the inventory of historic resources. See Recommendations: D.1.1., D.1.2., D.1.3., D.1.4.

Policy 1.C. Update the comprehensive plan to reflect community vision for historic preservation.

In order for the historic preservation program to succeed it needs to be supported through other city policies. The following proposals are suggestions to support this policy:

- 1.C.1. Establish a vision for what density in a small agricultural community looks like and the relationship with surrounding agricultural lands. See Recommendations: B.1.3., B.1.4., B.5.1,
- 1.C.2. Support density and plan for housing and compatible uses in downtown Canby. See Recommendations: B.2.1., B.2.2.
- 1.C.3. Integrate the historic preservation plan into the comprehensive plan. See Recommendations: B.3.1., B.3.2., B.5.5.

Policy 1.D. Support the retention of historic buildings through compatible uses.

This policy recognizes that historic buildings can be endangered when they are vacant for long periods of time and if their original use does not match up well with contemporary building uses—think fraternal halls with dwindling membership. Historic buildings remaining in the community is vital to retaining the identity that makes Canby distinctive—even if these buildings may be reused in a new way. The following proposals are suggestions to support this policy:

- 1.D.1. Encourage preservation and discourage demolitions or partial demolitions by working with property owners. See Recommendations: B.3.4., B.5.2., B.5.3., B.5.7.
- 1.D.2. Encourage the rehabilitation and active use of key commercial corridors in downtown Canby. See Recommendations: D.1.10., D.1.11., D.1.12., D.1.13.

Policy 1.E. Identify, protect, and preserve archaeological resources as part of Canby's heritage.

This policy recognizes the value of archaeological resources, which may include native and historic archaeological resources. Adopting this policy and addressing inadvertent discovery should be done in consultation with tribal governments to provide identification, protection, and management measures. The following proposals are suggestions to support this policy:

- 1.E.1. Preserve and protect identified archaeological resources. Where new development does not allow for preservation of archaeological resources in place, they should be documented according to federal, state, and local standards and regulations. See Recommendations: E.1.1., E.1.2., E.1.3., E.1.4., E.1.5., E.1.6., E.1.7, E.1.8., E.1.9.
- 1.E.2. Incorporate tribal history within discussions of Canby's history. See Recommendations: E.1.10., E.1.11., E.1.12.

Goal 2: Integrate historic preservation within city decision making

Historic preservation works best when it is interdisciplinary instead of its own silo. Historic preservation success in Canby, which does not have the resources to fund a full-time preservation planner, will require the city's program to be understood throughout its departments.

Policy 2.A. Connect the Heritage and Landmarks Committee with all city departments and commissions, as well as city council.

In order for the work of the HLC to be truly effective, historic preservation needs to be more broadly understood by other decision-making bodies, departments, and individuals operating within the City. The following proposals are suggestions to support this policy:

- 2.A.1. Provide a copy of the historic preservation plan to every elected city official, city department, and city commission for them to read. Include the plan in information shared with newly elected officials upon them beginning their term.
- 2.A.2. Continue to look for ways for the HLC to continue to partner with other Committees and organizations. For example – host a “how to research your historic property” seminar at the public library, utilizing the tools available either at the local library or through the computer system. Coordinate an architectural tour (by bike or walk) with the Bike and Pedestrian Committee.
- 2.A.3. Document and evaluate existing city resources for historic register eligibility to guide decision-making. See Recommendations: B.4.1., D.1.29 through D.1.33.

Policy 2.B. Recognize May as Historic Preservation Month.

Nationally, May is considered Historic Preservation Month. Preservation Month has its origins as National Preservation Week, which was started by the National Trust for Historic Preservation in 1973. The National Trust, the national historic preservation advocacy nonprofit organization, expanded the celebration to the entire month of May beginning in 2005. The following proposals are suggestions to support this Preservation Month policy:

- 2.B.2. Encourage City Council to make a proclamation at their first May meeting every year that May is Historic Preservation Month, commending the value of historic preservation in the city. Use the official proclamation as an opportunity for the chair of the HLC to give a brief “State of Historic Preservation” in the city to discuss historic preservation activities within the last year.
- 2.B.2. Create an awards program to recognize worthwhile historic rehabilitation or heritage-related projects that occurred throughout the year.
- 2.B.3. Consider working towards one historic preservation month event to be held during May. Possibilities include a neighborhood walking tour, a workshop on researching historic properties, or a history trivia night at a local pub.

Policy 2.C. Integrate sustainability measures with historic preservation.

Repurposing old buildings preserves the energy already represented in existing buildings (called “embodied energy”). It also reduces the need for new construction and the subsequent consumption of energy, materials, and other resources. As architect Carl Elefante wrote, and is now often quoted by historic preservationists, “The greenest building is... one that is already built.” However, new practices to encourage energy efficiency and sustainability often ignore this standard and promote the replacement of historic fabric with new materials, often in return for a financial incentive. Historic preservation is the result of the “reduce, reuse, and recycle” ethos in action. The

following proposals are suggestions to support this policy:

- 2.C.1. Encourage energy conservation in conjunction with the ongoing maintenance of historic buildings. See Recommendations: B.7.1.
- 2.C.2. Promote the collaboration among City departments, the Heritage and Landmark Commission, and other stakeholders to support the overlapping goals of historic preservation and energy conservation. See Recommendations: B.7.2., B.7.3.

Policy 2.D. Ensure new construction and development reinforces the historic character of the city.

Canby clearly has a certain character and charm to it that makes it a desirable city for people to live, work, and play. The scale and variety of the city's historic buildings, its walkability, and the presence of open space (i.e. the fairgrounds, parks, and surrounding agricultural land) are integral parts of this character and should be carefully considered as new construction and development progresses within the city. New buildings, particularly where there are vacant lots or excessive surface parking lots, can add to this character and further enrich the built environment of the city. The following proposals are suggestions to support this policy:

- 2.D.1. Encourage compatible infill within key downtown corridors. See Recommendation: D.1.10., D.1.11., D.1.12., D.1.13.
- 2.D.2. Encourage the compatible design of new housing within downtown Canby. See Recommendation: B.6.1., B.6.3.
- 2.D.3. Encourage the compatible densification of existing subdivisions within Canby. See Recommendation: B.6.2.

Goal 3: Foster a public understanding of historic preservation as a community benefit

It is clear that Canby's history matters to many of its residents, but what is unclear to many is how historic preservation fits in with the "story" of Canby. By promoting its historic preservation program, the city can demonstrate to the community that preserving the historic built environment is more than just pretty architecture, but a way to help Canby thrive through smart growth, human-scaled density, and environmental responsibility. Community is fostered when people feel connected to the places they live, work, and play.

Policy 3.A. Promote broad understanding of historic preservation and its benefits.

The City should prioritize increased public outreach regarding historic preservation to help more people know the program and understand its purpose so they in turn can participate in it and support the program. The following proposals are suggestions to support this policy:

- 3.A.1. Update the city's website to include either a landing page specifically for historic preservation under Development Services or expand the information on the Heritage and Landmark Commission (HLC) page. This expanded web presence for the HLC and program should include the most current inventory of historic properties, links to the State Historic Preservation Office webpage and other related resources, and relevant documents (e.g. design review application).
- 3.A.2. Prepare a historic preservation resources brochure or list to include on the city website.
- 3.A.3. Continue to use the "City of Canby" Facebook page to promote heritage-related activities and tag other organizations to increase reach.

Policy 3.B. Support interpretive efforts.

Place continues to matter; a recent study by the National Trust for Historic Preservation indicates that over 90% of millennials support preservation efforts. However, preservation can be more than reusing old buildings, encouraging heritage tourism, or promoting sustainability—it can be an opportunity for education. Interpretation, which aims to help people understand and appreciate the importance of a place, is an avenue of education. The following proposals are suggestions to support this policy:

- 3.B.1. Consider starting a historic plaque program for the city’s historic resources. See Recommendations: B.5.6,
- 3.B.2. Continue to participate in development of the Willamette Falls and Landings Area National Heritage Area and identify assets within and immediately adjacent Canby that support the area. See Recommendations: C.2.3., C.2.4.
- 3.B.3. Utilize the fairgrounds as an interpretive and educational tool related to the agricultural history of the area. See Recommendations: D.1.28., C.2.2.
- 3.B.4. Promote existing and develop additional walking tours supporting both interpretive and potential school activity/field trip event use. See Recommendations: D.1.34., D.1.35., C.2.5., C.2.6., C.3.3., C.3.4.

Policy 3.C. Foster relationships within and outside the city with heritage-related and civic-oriented organizations.

Historic preservation will be more broadly understood by the public if the preservation program is connected with a range of organizations. The following proposals are suggestions to support this policy:

- 3.C.1. Encourage outreach by the city to continue building long-term relationships with area Native American tribes including the Confederated Tribes of Grand Ronde, Confederated Tribes of Warm Springs, Confederated Tribes of Siletz Indians, and the Confederated Tribes and Bands of the Yakama Nation. See Recommendations: C.2.1.
- 3.C.2. Encourage the continued application for Oregon Commission on Historic Cemeteries grants to support work party efforts and collaboration with other groups. See Recommendations: B.5.8.
- 3.C.3. Conduct outreach to surrounding communities to share information and best practices on historic preservation and discuss common issues. See Recommendations: D.1.15.

Policy 3.D. Encourage integration of historic preservation in school curriculum.

A natural way to foster a broader understanding of historic preservation in Canby is to start with younger generations. Including historic preservation within primary and secondary school curriculums will encourage students to be stewards of Canby’s historic resources. The following proposals are suggestions to support this policy:

- 3.D.1. Retain schools within the city to place students adjacent historic buildings, museums and resources, and interpretive activities, such as downtown walking tours. See Recommendations: B.1.4.
- 3.D.2. Strengthen collaboration between the School District and the Canby Historical Society Museum on developing educational content specific to Canby. See Recommendations: C.3.1., C.3.2., C.3.3., C.3.4.
- 3.D.3. Encourage the inclusion of tribal sovereignty curriculum in schools and outreach by the School District and the City to area Native American tribes including the Confederated Tribes of Grand Ronde, Confederated Tribes of Warm Springs, Confederated Tribes of Siletz Indians, and the Confederated Tribes and Bands of the Yakama Nation to partner with tribes on implementation. Examples include:

- <https://www.k12.wa.us/student-success/resources-subject-area/time-immemorial-tribal-sovereignty-washington-state>
- <https://www.k12.wa.us/student-success/resources-subject-area/time-immemorial-tribal-sovereignty-washington-state/partnering-tribes>
- Additional curriculums that can be used include the following:
 - » <https://americanindian.si.edu/nk360/>
 - » <http://nativecases.evergreen.edu/>
 - » <https://www.lessonsofourland.org/>

Chapter 6.

RECOMMENDATIONS



The following identification of issues and recommendations stems from a review of the local ordinance, “Historic Preservation Ordinance Division X Historic Preservation 16.110 General Provisions” and a comparison of the local ordinance with the Oregon Model Historic Preservation Ordinance, dated September 2011 and revised April 2013.

This review is organized by specific sections within the ordinance with recommendations listed under each section. The recommendations seek to better align Canby’s Historic Preservation Ordinance with the Oregon Model Historic Preservation Ordinance and clarify roles within the City to avoid overlapping responsibilities between the Heritage and Landmarks Commission and other boards and commissions.

The City of Canby’s Historic Preservation Ordinance is chapter 16.110 of the City of Canby Municipal Ordinance and provides the framework for the city’s historic preservation program, which enables the city’s Certified Local Government (CLG) status and meets federal and state standards. The chapter establishes the Heritage and Landmarks Commission; creates survey, designation, and design-review processes; allows for appeals of Heritage and Landmarks Commission decisions; and requires the Heritage and Landmarks Commission to follow existing national and state preservation laws.

A. Historic Preservation Ordinance

A.1. Definitions | 16.110.020

This section provides the definitions that apply to terms used in this chapter. These definitions are found in Chapter 16.110.020 Definitions. The following list provides recommendations to adjust these definitions to align with the Oregon State Historic Preservation Office (SHPO) model ordinance and for consistency within the ordinance. Suggested language changes to support these recommendations are underlined.

- Add the following language to the introduction, with the last sentence stemming from the model ordinance section 4:
 - For the purposes of Chapter 16.110, the following definitions apply. Terms not defined can be assumed to go by their commonly construed meaning.
- Delete the definition for “commission” within the chapter addressing the Heritage and Landmarks Commission, which is used to refer to the Planning Commission and introduces too great a potential for confusion. Within this chapter any commission referenced should utilize its full name.
- Replace the existing definition for “contributing resource” with the following three from the model ordinance for consistent terminology:
 - Eligible/Contributing: A building, structure, object, or site originally constructed within the applicable period of significance that retains and exhibits sufficient integrity (location, design, setting, materials, workmanship, feeling, and association) to convey a sense of history. These properties strengthen the historic integrity of an existing or potential historic district.
 - Eligible/Significant: A building, structure, object, or site originally constructed within the applicable period of significance that retains and exhibits sufficient integrity (location, design, setting, materials, workmanship, feeling, and association) to convey a sense of history. These properties strengthen the historic integrity of an existing or potential historic district and are likely individually eligible for listing in the Local Landmark Register.
 - Exceptional Significance: The quality of historic significance achieved outside the usual norms of age, association, or rarity.
- Add definitions for “Heritage and Landmarks Commission” and “Historic Preservation Officer.” Then go into the planning director information. If the planning director will be the responsible city official, then add “historic preservation officer” to their current title or note it using the alternate language listed below. This provides clarity on roles in relation to the Certified Local Government program and will allow the role to be reassigned if needed without having to modify the ordinance. References throughout the chapter should be updated to determine if “historic preservation officer” should replace, or be added to, the planning director title.
 - Heritage and Landmarks Commission. The entity created through and with the responsibilities identified in section 16.110.025.
 - Planning Director. The city official responsible for the administration of this Ordinance.
- Change the language for “Historic Resource” for clarity and alignment with the model ordinance:
 - A building, structure, object, site, or district that is at least fifty (50) years old or is of exceptional significance and potentially meets the age, integrity, and significance criteria for listing in the Register

of Historic Landmarks and Historic Districts or the National Register of Historic Places, but may not necessarily be recorded in the Historic Resource Survey.

- Add in the following definition for “Inventory of Historic Resources” to avoid the city duplicating and/or having a different dataset from the SHPO. Utilizing the SHPO database offloads the logistical overhead from the city. The city should enter into a data sharing agreement with the SHPO to receive a Geographic Information System point layer each time data is updated within the city limits for use in planning, education, and interpretive purposes by the city. The Heritage and Landmarks Commission should in turn provide updates to the SHPO on any property status changes (such as demolition or local designation).
 - Inventory of Historic Resources: The record of buildings, structures, objects, and sites recorded in the Oregon Historic Sites Database within the City of Canby used to identify historic resources.
- Add in the following definition for “Historic Significance”:
 - Historic Significance: The physical association of a building, structure, site, object, or district with historic events, trends, persons, architecture, or method of construction, or; that have yielded or may yield information important in prehistory or history.
- Delete “Historic Themes” from the definitions list. This lists themes but does not say what they are, how they are used, or if this is the definitive list for the city or if others could be added. These will be included within the historic context in the preservation plan, which allows for them to be used for planning, evaluation, and interpretation as well as to be readily updated.
- Add a language clarification for “Moving” since a historic resource could be moved within a large parcel.
 - Moving. Relocating a historic resource from its original location noted in the Record of Designation.
- Add a language clarification for “Non-compatible” that ties in with the guidelines used by the Heritage and Landmarks Commission to determine whether a change is compatible or not.
 - Non-compatible. An alteration that is not compliant with the Secretary of the Interior’s Standards for Rehabilitation.
- Replace the current definition for “Non-contributing Resource” with the model ordinance language.
 - Non-contributing Resource: A building, structure, object, or site originally constructed within the applicable period of significance that does not retain or exhibit sufficient integrity (location, design, setting, materials, workmanship, feeling, and association) to convey a sense of history. These properties do not strengthen the historic integrity of an existing or potential historic district in their current condition.
- Add in the following definition to compliment the Non-contributing Resource definition.
 - Not in Period: A building, structure, object, or site that was originally constructed outside the applicable period of significance.
- Add in the following definitions based on the model ordinance.
 - Exceptional Significance: The quality of historic significance achieved outside the usual norms of age, association, or rarity.
 - Object: A construction that is largely artistic in nature or is relatively small in scale and simply constructed in comparison to buildings or structures, including a fountain, sculpture, monument, milepost, etc.
 - Ordinary Maintenance: Activities that do not remove materials or alter qualities that make a historic resource eligible for listing in the Local Landmark Register, including cleaning, painting (when color is not specifically noted in Landmark’s Record of Designation), and limited replacement of siding.

trim, and window components when such material is beyond repair and where the new piece is of the same size, dimension, material, and finish as that of the original historic material. Excluded from this definition is the replacement of an entire window sash or more than twenty (20) percent of the siding or trim on any one side of a Landmark at any one time within one (1) calendar year.

- Period of Significance: The time period, from one to several years or decades, during which a Landmark was associated with an important historic event(s), trend(s), person(s), architecture, or method(s) of construction. A Landmark may have more than one period of significance to encompass multiple historic associations.
- Record of Designation: The official document created by the Heritage and Landmarks Commission that describes how a Landmark meets the criteria for listing in the City of Canby Register of Historic Landmarks and Historic Districts.
- Rehabilitation: The process of returning a Landmark to a state of utility through repair or alteration, which makes possible an efficient use while preserving those portions and features of the Landmark and its site that convey its historic significance.
- Site: The location of a significant event, prehistoric or historic occupation or
- activity, or a building or structure, whether standing, ruined, or vanished, where the location itself possesses historic, cultural, or archeological value regardless of any existing building, structure, or object.
- Structure: A functional construction made usually for purposes other than creating human shelter, such as an aircraft, bridge, fence, dam, tunnel, etc.
- Streetscape: The physical parts and aesthetic qualities of a public right-of-way, including the roadway, gutter, tree, lawn, sidewalk, retaining walls, landscaping and building setback.
- Design review: review of proposed alterations subject to the procedures and criteria set forth in section 16.110.080 for compliance with the Secretary of the Interior's Standards for Rehabilitation and additional criteria for consideration established in section 16.110.080.E.
- Register of Historic Landmarks and Historic Districts: The list of historic resources officially recognized by the City of Canby as important to in its history and afforded the protection under this Ordinance. The register is administered by the Heritage and Landmarks Commission per section 16.110.040 consisting of all properties so designated by the City Council.
- National Register of Historic Places: The nation's official list of buildings, structures, sites, objects, and districts important in the nation's history and maintained by the National Park Service in Washington, D.C., and hereinafter referred to as the "National Register." Historic resources listed in the National Register are referred to as "Historic Resources of Statewide Significance" in Oregon Revised Statutes.
- Historic Integrity. The quality of wholeness of historic location, design, setting, materials, workmanship, feeling, and/or association of a historic resource, as opposed to its physical condition.

A.2. Heritage and Landmarks Commission | 16.110.025

Add in the following subsections from the model ordinance in order to clarify meeting procedures for the Heritage and Landmarks Commission:

- The Heritage and Landmarks Commission shall meet at least four times a year, and as required to conduct business in a timely fashion. Notice of the meetings shall be in accordance with applicable state law. Meeting minutes, applications for Certificates of Appropriateness, Landmark nominations, records of designation, staff

reports, and decisions of the Heritage and Landmarks Commission shall be created and maintained as public records in accordance with applicable local state laws.

- A simple majority of the members of the Heritage and Landmarks Commission shall constitute a quorum. The concurring vote of the members present shall be required for approval or disapproval of any motion or other action of the Heritage and Landmarks Commission.

A.3. Heritage and Landmarks Commission—Powers and Duties | 16.110.030

- Shorten section title to: Powers and Duties.
- Add language to Subsection F to clarify review role within historic districts.
 - F. Review and render decisions on proposals to alter the exterior of a Historic Landmark or contributing resource within a designated Historic District subject to the procedures and criteria set forth in section 16.110.080.
- Add language to Subsection G to scale the level of change that triggers design review.
 - G. Review and render decisions on all proposed new construction subject to a building permit on property where a Historic Landmark is located, or within a Historic District, subject to the procedures and criteria set forth in section 16.110.080.
- Remove subsection N since the Heritage and Landmarks Commission will be reviewing and commenting on designs submitted by applicants for compliance with subsection 16.110.080, but not providing design direction.
- Add in the following subsection to comply with Certified Local Government requirements.
 - The Heritage and Landmarks Commission shall support the enforcement of all state laws relating to historic preservation.

A.4. Inventory of Historic Resources | 16.110.035

The Inventory of Historic Resources consists of a three-ring binder with hard-copy survey forms from the 1991–1992 “Clackamas County Rural Historic Resources Survey Project Canby/Barlow.” These pages have been scanned and, along with subsequent surveys, live on the SHPO’s Oregon Historic Sites Database. Refer to “Registers and Inventories” for additional details regarding the historic resources.

- In reading this section, the lines, “the Heritage and Landmarks Commission retains the authority to determine the property’s eligibility for listing in the Register of Historic Landmarks and Historic Districts” can be interpreted as requiring a Heritage and Landmarks Commission vote to affirm eligibility recommendations, or that a vote is not required and concurrence is implied through approval of the survey. Under both interpretations, the Heritage and Landmarks Commission retains the authority to review and update eligibility recommendations through a public process. Since there are no controls or design review associated with inclusion on and eligibility levels of properties on the Inventory of Historic Resources, we recommend that a vote is not required for concurrence.
- Replace subsections A, B, and C with the following sections based on the model ordinance to guide usage of the SHPO’s Oregon Historic Sites Database. These responsibilities should be directly designated to the Heritage and Landmarks Commission, rather than passing through the Planning Commission, as this ordinance does not define the roles and qualifications of the Planning Commission.
 - A. The Inventory of Historic Resources lists, describes, and determines the eligibility of historic resources for listing in the City of Canby Register of Historic Landmarks and Historic Districts. Not all properties

listed in the Inventory of Historic Resources are eligible for listing in the City of Canby Register of Historic Landmarks and Historic Districts. A property need not be first listed in the Inventory of Historic Resources before being nominated to the City of Canby Register of Historic Landmarks and Historic Districts under Section 16.110.045.

- The Heritage and Landmarks Commission shall determine and periodically revise priorities for the identification and evaluation of historic resources based on the community's needs and interests.
- Before commencing inventory studies or updates, the Heritage and Landmarks Commission shall provide public notice describing the inventory and its purposes, as well as invite public participation.
- Surveyed properties shall be identified as Eligible/Significant (ES), Eligible/Contributing (EC), Non-Contributing (NC), or Not in Period (NP). Evaluation and documentation of properties in the Inventory of Historic Resources shall meet the requirements of the document, "Guidelines for Historic Resource Surveys in Oregon, 2010" or most recent guidance for such efforts published by the SHPO and supplied to the agency within six (6) months of the completion of the study. All survey data will be recorded in the Oregon Historic Sites Database.
- The Heritage and Landmarks Commission shall request a Geographic Information System (GIS) point layer for properties within and immediately adjacent to the City of Canby, with associated attribute data from the SHPO's Oregon Historic Sites Database, for integration within the City's GIS system and for making the data publicly available via the city's website. This data sharing will be updated annually. No archaeological data will be included in this data sharing.
- The Inventory of Historic Resources shall be maintained as a public record with the exception of archaeological sites, which is prohibited by state law.
- Citizens shall have the opportunity to review and correct information included in the Inventory of Historic Resources. Any member of the public may place a property in the Inventory of Historic Resources; however, the Heritage and Landmarks Commission retains the authority to determine the property's eligibility for listing in the City of Canby Register of Historic Landmarks and Historic Districts.
- The Heritage and Landmarks Commission may collect further information including, but not limited to, current photographs, architectural descriptions based on on-site observations, or archival documentation for properties already listed in the City of Canby Register of Historic Landmarks and Historic Districts or National Register for the purposes of administering this Ordinance pursuant to the provisions of this Section.

A.5. Designation Procedure for Historic Landmarks and Historic Districts | 16.110.045

- Shorten section title to: Designation Procedures.
- Change language in Subsection B for clarity.
 - B. The City's Historic District designation procedure may be initiated by the Heritage and Landmarks Commission, the City Council, Planning Commission, any citizen, or by more than half of the owners of the privately-owned properties in the area to be designated. (Ord. 1469, 2018)
- Add in the following subsection. This replaces the language deleted in 16.110.035(C).
 - Historic resources within the corporate boundaries of the City of Canby and listed in the National Register, including all National Register-listed historic districts in their entirety, may be listed in the City of Canby Register of Historic Landmarks and Historic Districts using the procedures outlined in Section

16.110.045, but need not be documented as outlined in Section 16.110.55. In such cases, the National Register nomination shall serve as the Record of Designation. As Historic Resources of Statewide Significance, all National Register-listed properties, including individual properties in recognized National Register-listed historic districts, are subject to the regulations in Section 16.110.75, pursuant to Oregon State Law.

- Replace Subsection F with the following language to align with the model ordinance.
 - F. The Heritage and Landmarks Commission shall develop a record of designation describing how the Landmark meets the criteria for listing in the City of Canby Register of Historic Landmarks and Historic Districts. This record shall indicate the period of significance and those elements of a property or district that are included in the designation and subject to regulation under the provisions of this Ordinance. A list of contributing resources shall be identified upon creation of a historic district. (Ord. 1469, 2018)

A.6. Review Notice and Public Hearing Procedures | 16.110.050

- Subsection C should be deleted. This section conflicts with the language of 16.110.080(E) that the Heritage and Landmarks Commission “shall review all” new construction and major alterations.

A.7. Criteria for Historic Landmark and Historic District Designation | 16.110.055

- Shorten section title to: Designation Criteria.
- Add language relative to significance for designation. Typically, environmental significance relates to biology and ecology, such as wetlands or riparian areas. Cultural significance, such as traditional cultural uses, landscapes, or practices, relates to the non-tangible historic and often ongoing use associations with a place that imbue the place with meaning. Clackamas County utilizes environmental significance, so we recommend the following addition to retain consistency with Clackamas County while also picking up cultural significance.
 - 2. There is historical, architectural, cultural, and/or environmental significance.
- Add “or” under subsection B so that it is understood that one must only meet one (or more) factor rather than all:

B. The following factors shall be considered in determining whether the criteria found in subsection ~~1(b)~~ A.2 of this section are satisfied:

1. Historical Significance.

- a. Association with the life or activities of a person, group, organization, or institution that has made a significant contribution to the city, county, state or nation; or,
- b. Association with an event that has made a significant contribution to the city, county, state or nation; or,
- c. Association with broad patterns of cultural, political, social, economic, industrial, or agricultural history; or,
- d. Potential for providing information of a prehistoric or historic nature in the city, county, state, or nation; or,
- e. Listed on the National Register of Historic Places.

2. Architectural Significance.

- a. Example of a particular architectural style, building type and/or convention; or,
- b. Example of quality of composition, detailing and/or craftsmanship; or,
- c. An example of a particular material and/or method of construction; or,
- d. It retains original design features, materials and/or character; or,
- e. The only remaining, or one of few remaining resources of a particular style, building type, design, material, or method of construction; or,
- f. The work of a master architect or builder.

3. Environmental and/or Cultural Significance.

- a. A visual landmark in the neighborhood or community; or,
- b. Existing land use surrounding the resource contributes to the integrity of the pertinent historic period; or,
- c. It consists of a grouping of interrelated elements including historic structures, plant materials and landscapes, view sheds and natural features; or,
- d. It contributes to the continuity or historic character of the street, neighborhood and/or community. (Ord. 905, 1994; renumb., mod. by Ord. 1061, 2000)

A.8. Building Code Requirements, Handicapped Access | 16.110.070

- Change handicapped to accessible design or universal access.

A.9. Moving or Demolition of a Landmark or Contributing Resource | 16.110.075

- Shorten section title to: Moving or Demolition
- Add language to clarify that this section does not just apply to buildings, but also to redevelopment of a site, such as a park or agricultural landscape that is designated based on the design or cultural aspects of that landscape.
 - A. Purpose. The intent of this subsection is to protect Historic Landmarks and Historic Districts from destructive acts and to provide the citizens of the city time to review the significance of a Historic Landmark or Contributing Resource within a Historic District, and to pursue options to preserve such ~~building(s)~~ building(s), structure(s), object(s), site(s), or district(s) if historic preservation is deemed in the best interest of the community.

A.10. Alterations of a Historic Landmark or Contributing Resource, or New Construction within a Historic District | 16.110.080

- Shorten the section title to: Alterations.
- Replace the language in this subsection with the following for clarity.
 - A. Purpose. The intent of this subsection is to provide the procedures and criteria utilized by the Heritage and Landmarks Commission to review and render decisions on any proposal to alter the exterior of a Historic Landmark or a contributing resource within a designated Historic District, and on all new construction subject to a building permit on property where a Historic Landmark is located, or within a Historic District.
- Change the language in this subsection to eliminate redundancy.
 - B.4. A written description of the location of the site and, if applicable, boundaries of the Historic District ~~or Corridor~~.
- Language correction.
 - E.1. A property shall be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and ~~special~~ spatial relationships.

B. Comprehensive Plan

The following identification of issues and recommendations stems from a review of the City of Canby Comprehensive Plan dated November 2015 and originally published in 1984, updated in January 2007 with a Public Facilities and Services Element and again in November 2015 with Land Use Element Policy No. 7 North Redwood Development. The plan is organized around goals, findings, policies and implementation measures. Review is organized by plan chapter with recommendations listed under each. A Heritage and Landmark Element should be added to the plan to consider the integration of heritage and landmarks in long-range planning through tourism, rehabilitation, education, and interpretation. This establishes a basis to guide retention of community identity and small-town character while managing growth and informing the city's relationship with area Native American tribes including the Confederated Tribes of Grand Ronde, Confederated Tribes of Warm Springs, Confederated Tribes of Siletz Indians, and the Confederated Tribes and Bands of the Yakama Nation, neighboring communities, and the future Willamette Falls and Landings Heritage Area. Language on historic resources in the Environmental Concerns chapter should be moved to this new element.

B.1. Urban Growth Element

This chapter considers the city's urban growth boundary, its function, and the tension between providing housing and complying with statewide planning goals. This relates to historic preservation in how urban growth is managed to both accommodate growth and maintain the small agricultural community character and surrounding

agricultural landscape that makes Canby a desirable place to live and work. This element establishes the two following goals for urban growth:

- To preserve and maintain designated agricultural and forest lands by protecting them from urbanization.
- To provide adequate urbanizable area for the growth of the city, within the framework of an efficient system for the transition from rural to urban land use.¹

Recommendations:

- B.1.1. Work with Clackamas County, area residents, and the Oregon State Historic Preservation Office (SHPO) to evaluate and document agricultural lands within the urban growth boundary, lands within the special coordination areas established along with the Urban Growth Boundary, and lands north to the Willamette River, west and south to the Molalla River, and east to Parrot Creek and South Central Point Road.
- B.1.2. Utilize the *National Register of Historic Places Bulletin 30: Guidelines for Evaluating and Documenting Rural Historic Landscapes* as a guide, available at www.nps.gov/subjects/nationalregister/upload/NRB30-Complete.pdf. This work will directly support interpretive and educational material development relative to the Willamette Falls and Landings National Heritage Area and Statewide Planning Goal 3. Sustained agricultural use, community character, and heritage tourism may guide how to approach development and/or prioritize other areas that can better accommodate density to manage heritage and historic landmark retention. Refer to survey recommendations for additional details and see "[Figure A.16. Farmland Recommendations](#)" on page 117.
- B.1.3. Establish a vision for what density in a small agricultural community looks like in order to nurture a population base that supports downtown businesses, and reduce the need for redevelopment of character-defining agricultural lands around the city for single family housing, all while also supporting Statewide Planning Goal 14's purpose to "[...] to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities."² This will address development priority areas, historic development patterns that inform future development, and guidance on compatible infill. Refer to the section on Zoning and Land Use, 16.41 Downtown Canby Overlay for recommendations relative to quantifying "small town feeling" and how that can inform development. This should also be taken into consideration when the Land Use Element of the Comprehensive Plan is updated, to both inform that update and avoid repetition in where the language appears.
- B.1.4. Retain schools within the city and ideally within walking distance to residential neighborhoods and downtown. Student populations within walking distance to homes and the commercial core support local businesses and reinforce the community character. Frequently school districts seek to utilize less expensive land outside of the city to develop larger schools, as with Lynden, WA, and several unsuccessful efforts by the school district in Baker City, OR. Students are the next generation to cherish the heritage and character of Canby and developing those experiences early in life of being downtown and walking through neighborhoods builds long-term patterns and associations that benefit the city.

¹ Comprehensive Plan, 18.

² Oregon Department of Land Conservation and Development, *Oregon's Statewide Planning Goals & Guidelines* (March 12, 2010) 'Goal 14: Urbanization, OAR 660-015-0000(14)', 2.

B.2. Land Use Element

This section establishes the basis to guide future development and has significant implications in how historic preservation is integrated to avoid future land use conflicts as zoning is developed to support the goals of this component.

The following land use element policies appear to support historic preservation, which is inherently sustainable and can inform compatible density:

- Policy No. 1, Implementation Measures: H) Continue to work towards a gradual increase in the density and intensity of development allowed within the City, discouraging wasteful development practices and designs.³
- Policy No. 2: Canby shall encourage a general increase in the intensity and density of permitted development as a means of minimizing urban sprawl.

The following land use element implementation measures appear to support historic preservation, which encourages the retention of existing buildings through rehabilitation, compatible infill to improve density, and the retention of agricultural lands around the city:

- Continue to implement the policies of the Housing Element to increase the range of housing opportunities and diversify housing types.
- Carefully analyze the need for additional property within the city limits or in light of underutilized incorporated property, prior to the annexation of additional land.
- Continue to utilize density bonuses and other inducements to encourage development to improve designs and utilize Planned Unit Development procedures.
- Continue to encourage developers to utilize special design techniques to maximize the intensity of industrial and commercial development at each given site.⁴

The 1984 Comprehensive Plan established aspirations to “[...] eventually urbanize a considerable area of land which is presently rural, and generally agricultural, in nature. The City will not, however, allow this outward growth to occur in a sprawling and wasteful manner.”⁵ Despite this intention, both single family housing and industrial land uses continued to expand outward from the city core after 1984. See development sequence maps from 1914 through 2019 in Figures A.4 - A. 10 on [page 108](#), [page 109](#), [page 110](#), and [page 111](#).

The City has an obligation under the Comprehensive Plan and Statewide Planning Goals to maximize the efficiency of land use patterns within the urban area and to allow agricultural areas to remain in productivity for as long as possible before they are converted to urban uses. The City will also be required to comply with statewide legislation, HB 2001 and 2003, dealing with housing once the State Department of Land Conservation & Development establishes methodology for inclusion of the legislation into the City’s Housing Needs Analysis. This analysis will require an official adoption from City Council, as well as the city creating a Housing Production Strategy. An efficient way to implement each of these objectives and support downtown businesses is to increase the density and intensity of land uses within the urban area. Through appropriate zoning and design, the utilization of land can be maximized without adverse impacts on neighborhood appearance or the overall quality of life in Canby.

3 Comprehensive Plan, 52-53.

4 Comprehensive Plan, 54.

5 Comprehensive Plan, 58.

Recommendation:

- B.2.1. In order to support density and provide housing, downtown Canby needs to be a desirable destination for renters and homeowners. This can be reinforced through zoning and quality of design requirements that develop the downtown (C-1), adjacent R-2 zoned areas, and the Commercial Core and Transitional Commercial Downtown Canby Overlay zones as an affordable and stable investment where new renters and property owners buy into a vision of density that supports the small town feeling of Canby through design that is compatible with historic resources and area character, and that includes compatible design elements such as mass, scale, height, materials, setting, and setbacks.
- B.2.2. Plan for land uses that are compatible with and conducive to continued preservation of the downtown (C-1), adjacent R-2 zoned areas, and the Commercial Core and Transitional Commercial Downtown Canby Overlay zones; and promote and provide for the early identification and resolution of conflicts between the preservation of historic resources and competing land uses.

B.3. Environmental Concerns

This chapter considers natural and historic resources, as well as natural hazards, and establishes the following goal that supports historic preservation:

- To protect identified natural and historical resources.

The following “Environmental Concerns” policies relate to and support historic preservation within the city:

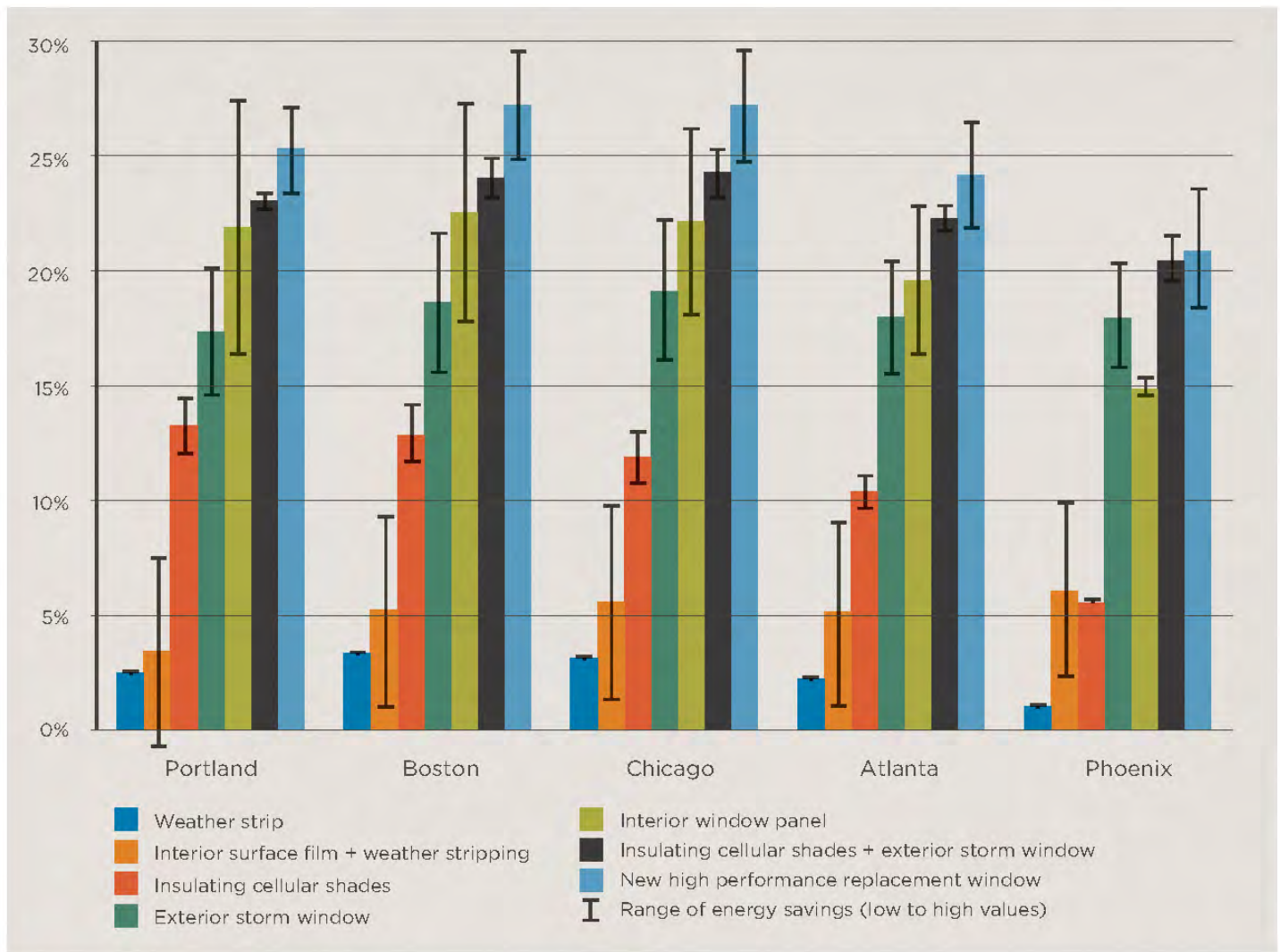
- Policy No. 1-R-A: Canby shall direct urban growth such that viable agricultural uses within the urban growth boundary can continue as long as it is economically feasible for them to do so.
- Policy No. 6-R: Canby shall preserve and, where possible, encourage restoration of historic sites and buildings.
- Policy No. 7-R: Canby shall seek to improve the overall scenic and aesthetic qualities of the city.
- Policy No. 8-R: Canby shall seek to preserve and maintain open space where appropriate and where compatible with other land uses.

Recommendations:

- B.3.1. Utilize this preservation plan to address policies and implement measures and create Heritage and Historic Landmarks Element.
- B.3.2. Remove the context summary under Finding No. 6-R as this is covered in the preservation plan.
- B.3.3. Identify, protect and maintain historic trees and landscapes that have significance to the city, downtown, neighborhoods or agricultural history of the city.
- B.3.4. Encourage preservation, such as with the Mack House, and discourage demolitions or partial demolitions of intact historic resources.
- B.3.5. Continue to build upon efforts, such as the Building a Better Community: The Canby Women’s Heritage Trail and 2016 reconnaissance level survey work to identify properties potentially associated with the Hispanic population of Canby, to recognize the importance and contribution’s to Canby’s history of minorities, workers, women and other cultures.

FIGURE 1. ANNUAL PERCENT ENERGY SAVINGS FOR VARIOUS WINDOW UPGRADE OPTIONS

This figure is courtesy of Green Lab.



B.4. Public Facilities and Services Element

This element considers facilities and services that will be needed in Canby throughout the planning period and relates to historic preservation through the City's management of any historic resources in municipal ownership or use.

Recommendation:

- B.4.1. Support the continued evaluation of historic resources for eligibility to be listed to the National Register of Historic Places and the listing of eligible historic resources.

B.5. Economic Element

This element considers the costs and benefits of planned growth on both individuals and service providing agencies and relates to historic preservation via heritage tourism and financial incentives for historic building repair and rehabilitation. The city has applied for a grant to have an Economic Opportunities Analysis completed; this will help inform the Economic Element within a future Comprehensive Plan update. The following economic element goal connects to historic preservation:

- To diversify and improve the economy of the city of Canby

The following Economic Element policies relate to historic preservation as they can support retention of city and neighborhood character.

- Policy No. 2: Canby shall encourage further commercial development and redevelopment at appropriate locations.
- Policy no. 3: Canby shall encourage economic programs and projects which will lead to an increase in local employment opportunities.

Recommendations:

- B.5.1. Support the compatible densification with the Downtown Canby Overlay zone that strengthens historic development patterns and the coordination and connection between the commercial areas on both sides of Pacific Highway 99E.
- B.5.2. Encourage the use of the federal historic rehabilitation tax credits to support the rehabilitation of downtown commercial buildings. The following buildings should be the focus of outreach to property owners as each building is identified as eligible significant and a commercial building. Properties must be listed in the National Register of Historic Places in order to utilize the incentives, which is a 20% tax credit based on the project's total qualified rehabilitation expenditures. This incentive can be paired with other incentives, including utility incentives for energy efficiency upgrades. www.nps.gov/tps/tax-incentives.htm
 - 394 NW First Avenue (built 1890) Knight Building
 - 302 NW First Avenue (built 1906) Canby Bank & Trust Co. Building
 - 280 NW First Avenue (built 1912) Canby Masonic Building #127
 - 211 N Grant Street (built 1912) Canby Lodge IOOF #156
- B.5.3. Encourage the use of the Oregon Special Assessment program in tandem with the Federal historic rehabilitation tax credit. This program also requires the property to be listed in the National Register of Historic Places. www.oregon.gov/oprd/HCD/SHPO/Pages/tax_assessment.aspx
- B.5.4. Encourage the continued application for, and use of, Certified Local Government grants to support historic preservation in the city and adjacent county lands. Work funded through the grants directly informs planning, heritage tourism, and property owners.
- B.5.5. Remove the table of properties from the plan and refer to a map in the Heritage and Historic Landmark element.
- B.5.6. Support the growth and diversification of heritage tourism through the support of historic preservation and recommendations under "Registers and Inventories."
- B.5.7. Support the retention and rehabilitation of historic commercial buildings in downtown Canby as an anchor for commercial activity and small-town feeling. This supports the 2009 reconnaissance-level survey

recommendations to support storefront restoration. Refer to the National Park Service *Preservation Brief 11: Rehabilitating Historic Storefronts* for guidance. www.nps.gov/tps/how-to-preserve/briefs/11-storefronts.htm

- B.5.8. Encourage the continued application for Oregon Commission on Historic Cemeteries (OCHC) grants for cemeteries to build upon recent work and support maintenance work on cemeteries outside of the city but identified as related to Canby. This work provides an opportunity to collaborate with other groups and stakeholders to broaden the awareness for historic preservation.

B.6. Housing Element

This element considers the supply and condition of housing within the city in support of Statewide Planning Goal No. 10, which requires that “buildable lands for residential use shall be inventoried and plans shall encourage the availability of adequate numbers of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and allow for flexibility of housing location, type and density.” Affordable housing was a critical consideration in 1984 and remains so today. The City adopted the September 2019 Housing Needs Analysis report as a guidance document but is waiting for direction from the State Department of Land Conservation & Development on new methodology.

The following policies appear to support historic preservation, since they provide the basis for gradual increases in density to residential subdivisions, retaining their character and helping to offset the need to develop agricultural lands around the city. They also support the potential densification of housing in downtown Canby, which can support increased business activity in the downtown’s historic buildings.

- 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.
- Policy No. 4: Canby shall encourage the development of housing for low income persons and the integration of that housing into a variety of residential areas within the city.

Recommendations:

- B.6.1. Encourage the use of property tax exemptions for compatible multiple-unit housing in the city core (ORS 307.600, extended through Senate Bill 262) in conjunction with building density within downtown Canby. Refer to Zoning and Land Use, section 16.41 Downtown Canby Overlay for details regarding compatible multiple-unit housing.
- B.6.2. Encourage the densification of R-1 and R1.5 subdivisions using compatible cottage clusters and townhouse development. Refer to Zoning and Land Use, section 16.16 R-1 Low Density Residential for details regarding compatible design.
- B.6.3. Encourage the compatible design of rowhouse, townhouse and multi-family housing relative to the historic character of its setting, such as a neighborhood or downtown, through compatible design elements such as mass, scale, height, materials, setting, and setbacks.

B.7. Energy Conservation Element

This element stresses the need for conservation of traditional energy sources and utilization of alternative energy systems, such as solar power. Historic preservation supports the following goal, which emphasizes the value of maintaining and adaptive reuse of existing buildings.

- To conserve energy and encourage the use of renewable resources in place of non-renewable resources.

The following policies support historic preservation and the sustained use of historic resources within the city.

- Policy No. 1: Canby shall encourage energy conservation and efficiency measures in construction practices.
- Policy No. 5: Canby shall continue to promote energy efficiency and the use of renewable resources.

Recommendations:

- B.7.1. Encourage the use of rebates through Canby Utility in conjunction with the repair and rehabilitation of historic resources to support long-term retention, use, and historic character. The key buildings for which to encourage rebate use are those previously surveyed and categorized as eligible contributing and/or eligible significant historic resources in order to support the retention of the historic character they provide. National Park Service Preservation Brief 3: Improving Energy Efficiency in Historic Buildings. <https://www.nps.gov/tps/how-to-preserve/briefs/3-improve-energy-efficiency.htm>
- B.7.2. Promote the collaboration among City departments, the Heritage and Landmark Commission and other commissions or boards to support overlapping goals of historic preservation and energy conservation.
- B.7.3. Work with the Canby Utility to extend rebates to the installation of interior or exterior storm windows in instances where historic resources retain their original windows and to include commercial buildings.

C. Heritage Area

The following recommendations will help guide the identification of assets within and immediately adjacent to Canby that will support the broader heritage area work of identifying historic resources that support a nationally distinctive landscape and their conservation, recreation, and education potential. Recommendations included in the Inventories chapter support the development of the following items.

C.1. Natural Resources

Canby is well situated to support the interpretation of natural resources and the unique physical landscape elements of the proposed heritage area, as well as to support heritage tourism and recreation. Opportunities for Canby include:

- The Willamette River, including Molalla River State Park, the ferry crossing, previous landings, and the former lumber landing.
- The Molalla River, including previous and current bridge crossings connecting past and current roadway systems.
- Parrot Creek, for its potential role in interpreting past development and land use patterns.
- Prairie lands, including Marks Prairie and Gribble Prairie immediately south of Canby and their extension north across the Molalla River, for their potential role interpreting past development and land use patterns.
- Farmland, north and east of the city, including land abutting the Willamette and Molalla rivers.

C.2. Cultural Resources

Canby is well situated to function as a destination and interpretive center within the heritage area that supports heritage tourism activities around the city and surrounding region's cultural assets. Opportunities for Canby include:

- C.2.1. Intergovernmental relationship with the Confederated Tribes of Grand Ronde, Confederated Tribes of Warm Springs, Confederated Tribes of Siletz Indians, and the Confederated Tribes and Bands of the Yakama Nation providing a foundation to support the tribes in expressing their relationship with and traditional cultural use of the land, and the effects of European and Euro-American colonization on the tribes and land.
- C.2.2. The annual Clackamas County Fair, established in 1907 and named an Oregon Heritage Tradition in 2014. Refer to Inventories for recommendations regarding survey work to support the interpretive and heritage tourism role of the fairgrounds and its evaluation for potential National Register of Historic Places listing. See "Figure A.16. Farmland Recommendations" on page 117.
- C.2.3. Farms north and east of the city. Swan Island Dahlia Farm is a key example. The farm started ca. 1929, grew to become one of the nation's largest dahlia growers, and is one of many nurseries in the proposed heritage area. This concentration of growers supports the Annual Dahlia Festival. Refer to Inventories for cultural landscape survey work to evaluate these areas for potential National Register of Historic Places listing and their potential role in agricultural tourism. See "Figure A.16. Farmland Recommendations" on page 117. Examples of approaches to managing cultural landscapes include the following:
 - Ebey's Landing National Historical Reserve, which remains largely in private ownership: www.nps.gov/ebla/index.htm
 - Buckner Homestead Historic District, a cultural landscape in the North Cascades National Park, significant for its role in early colonization and agricultural development of the area: <https://www.nps.gov/articles/400068.htm#4/34.45/-98.53>
 - Cant Ranch Historic District within John Day Fossil Beds National Monument, a vernacular landscape interpreting ranching along the John Day River: www.nps.gov/articles/400016.htm#4/34.45/-98.53
- C.2.4. Historic resources within Canby identified through previous survey work and listings that provide both interpretive potential and reinforce the contextual small town feeling and visitor experience to Canby. Evaluate these properties and conduct outreach with property owners to support potential National Register of Historic Places listing of individual properties. See "Figure A.17. Historic Resource Inventories" on page 119.
- C.2.5. Heritage Trail: Exploring Community Connections. This self-guided walking tour consists of a two-page brochure providing an overview and tour of seven historic resources within downtown Canby, in the area generally between NW First and Fourth avenues, and N Fir and N Ivy streets. www.canbyoregon.gov/CityGovernment/committees/HLC/ExploringCommunityConnections-Brochure_Web.pdf
- C.2.6. The Willamette Greenway does include the southern shoreline of the Willamette River on the north side of the city and is the same as the Willamette River Water Trail. The trail consists of a series of properties along the Willamette River's 187 miles and several miles on the Coast and Middle forks of the Willamette River and the McKenzie River, respectively providing access for paddlers and camping areas administered by the Oregon Parks and Recreation Department. Identify through survey work potential interpretive sites along the river near Canby, in particular Molalla River State Park, that could support the heritage area.

C.3. Educational Resources

Canby is well situated to provide resident and visitor education functions supporting the city's role as a destination and interpretive center within the heritage area. Opportunities for Canby include:

- C.3.1. The Canby Historical Society Museum. The museum can develop interpretive and educational content specific to Canby that integrates with and supports the broader heritage area. The museum should develop an interpretive plan to guide it, both outlining Canby's interpretive role within the heritage area and the museum's role to guide ongoing work.
- C.3.2. The annual Clackamas County Fair provides an important opportunity for showcasing the area's agricultural development over time through current farming and ethnic heritage.
- C.3.3. Utilize and expand upon the existing trails through and around Canby to link them and establish Canby as a destination for accessing these trails and interpreting their heritage role.
- C.3.4. Utilize existing festivals and events, including the Clackamas County Fair, to provide interpretive and educational functions relative to the heritage area.

D. Historic Inventory

The following recommendations stem from a review of city, county, and state inventories, the Willamette Falls Heritage Area Feasibility Study, and a comparison of this data with historic maps, aerials, building data and city development periods.

The goal is to guide continued survey work to support ongoing identification, evaluation, public education about, and nomination of historic resources.

D.1. City of Canby Inventory

- D.1.1. The City should scan the copies of inventory forms from a 1984 survey and some forms from a 1989–1992 survey that currently exist in a three-ring binder, which include handwritten updates on many of the forms. Most if not all the original forms were scanned by the SHPO (note that the handwritten notes occurred after the scanning and are not included on current online forms) and are linked to the online inventory forms in the SHPO's Oregon Historic Sites Database. Scanning by the city will make record the handwritten updates.
- D.1.2. The City should enter into a data sharing agreement with the SHPO to receive a Geographic Information System point layer each time data is updated within the city limits with associated attribute data for planning, education, and interpretive purposes by the city. The Heritage and Landmarks Commission can in turn provide updates to the SHPO on any property status changes (such as demolition or local designation).
- D.1.3. Integrate the zoning section 16.38 Historical Protection Overlay data into the City of Canby Zoning Map and as an attribute layer within the Clackamas County Geographic Information System zoning layer. This zone provides protection for the historic resource, augmenting the underlying zone. Per chapter 16.110.040 Register of Historic Landmarks and Historic Districts of the Canby Municipal Code this overlay zone is to be "applied to them [historic resources] unless the City Council finds that such zoning is not appropriate to a specific piece of property." See also chapter 16.110.045.E.
- D.1.4. Correct the address of the ILS form for 486 NW Third Avenue, which is recorded in the SHPO database as 544 NW Third Avenue.

- D.1.5. Heritage and Landmarks Commission members should conduct a preliminary survey of all resources within the city built prior to 1940 that have not been previously surveyed and are not within areas recommended for survey work. This first step could consist of confirming if the properties remain and that they have not been so altered that they are no longer recognizable. This work will confirm overall integrity levels of each resource and remove from the list those with two or more extensive alterations to the plan, windows, or cladding, as visible from the public right-of-way. See "Figure A.19. Pre-1940 Survey Recommendations" on page 121.
- D.1.6. Conduct a reconnaissance-level survey of the revised list of resources built prior to 1940 within the city using the revised list following the windshield survey. These resources are distributed across the city and many date to previous agricultural use of the land. They are generally surrounded by more recently constructed properties and as such unlikely to be picked up as part of a survey of a specific area. The 1939 end date maintains the focus on pre-World War II properties, which are distinct from post-World War II development patterns.
- D.1.7. Review the following plats and subdivision areas to determine if there is an architectural or historical association and enough integrity of the properties to support a reconnaissance level survey. See "Figure A.21. Subdivision Recommendations" on page 123.
 - Westwood Acres, under development by 1970 (plat ID 0992) developed during the 1960s and 1970s and recorded in 1963 by Ronald G. Tatone.
 - Dahlia Park Addition (plat ID 0955) developed during the 1960s and 1970s and recorded in 1963 by Ronald G. Tatone.
 - Oliver Addition No. 1 (plat ID 0717) recorded in 1952 by Frank Sperb, and Oliver Addition No. 2 (plat ID 0919) recorded in 1962 by Ronald G. Tatone, and Oliver Addition No. 3 (plat ID 0946) recorded in 1962 by Ronald G. Tatone, and all three developed during the 1950s and 1960s
 - Filbert Grove Addition (plat ID 0920) recorded in 1962 by Ronald G. Tatone and Filbert Grove Annex (plat ID 0928) recorded in 1962 by Ronald G. Tatone, and both developed during the 1960s and 1970s
- D.1.8. Conduct a reconnaissance level survey of the NW Fifth Avenue and N Cedar Street study area of all properties 50 years or older. There are 48 parcels, of which 28 have buildings built in or before 1965 with the oldest property dating to ca. 1900. Based on the underlying zone and proximity to downtown this area will likely be redeveloped. The intent with the survey work is to proactively identify any potential individually eligible historic resources so that these can be protected and inform future redevelopment. Prior to undertaking the survey, volunteers could drive by the properties to confirm if they exist, and have not been substantially altered such that they are no longer recognizable. to confirm overall integrity levels of each resource and remove from the list those with two or more extensive alterations to the plan, windows, or cladding as visible from the public right-of-way. See "Figure A.12. Downtown Survey recommendations" on page 113.
- D.1.9. Conduct a reconnaissance-level survey of the NE Fourth Avenue and N Knott Street study area of all properties 50 years or older. There are 131 parcels, of which 61 were built in or before 1968 with the oldest property dating to ca. 1900. Based on the underlying zone and proximity to downtown this area will likely be redeveloped. The intent with the survey work is to proactively identify any potential individually eligible historic resources so that these can be protected and inform future redevelopment. Prior to undertaking the survey, the Heritage and Landmarks Commission could conduct a windshield survey to confirm overall integrity levels of each resource and remove from the list those with two or more extensive alterations to the plan, windows, or cladding, as visible from the public right-of-way. See "Figure A.12. Downtown Survey recommendations" on page 113.

The city's historic preservation ordinance under Section 16.110.010 Purpose, subsection I establishes historic transportation corridors as an important area for the identification and evaluation of historic resources in order to support their public recognition.

To recognize the importance of historic transportation corridors (railroad avenue and 99-E, Road of a Thousand Wonders, Territorial and Market roads) and waterways (Willamette and Molalla Rivers) to the origin and development of the Canby community. (Ord. 905, 1994)

The following recommendations are organized around individual transportation corridors. This work will support both the city's historic preservation ordinance purpose, coordination with Clackamas County and adjacent city's including Barlow and Oregon City, and interpretive efforts related to the proposed Willamette Falls and Landings Heritage Area as pathways within the proposed heritage area.

- D.1.10. Corridor rehabilitation and development of N Grant Street. N Grant Street from NW First Avenue north to NW Third Avenue was established by 1912 as an important commercial corridor within the city and retains some of the oldest and largest buildings as well as a notable mid-twentieth century building (1965, 184 N Grant Street). It is an important gateway into the commercial area for drivers along Pacific Highway E and is a key connector across the railroad tracks to commercial buildings along Pacific Highway E.
 - Identify historic photographs showing the original configuration of buildings along this corridor. Work with building owners and tenants to consider restoration of missing elements and repair of existing elements as they plan for ongoing repairs and future upgrades to their buildings. These historic resources help to anchor and define the small town feeling of Canby.
 - Assist property owners in the identification and understanding of financial incentives that could support restoration and repair work to historic features, and energy efficiency upgrades.
 - Assist property owners in the local designation of historic resources along the corridor.
 - Encourage mixed use compatible infill development at the surface parking lot at parcel 00793902 owned by the Clackamas Federal Credit Union and the establishment of a connecting alley for pedestrian access linking to the alley at the east end of the block. See "[Figure A.11. Downtown Infill Priorities](#)" on page [112](#).
- D.1.11. Corridor rehabilitation and development of NW First Avenue from N Grant Street to N Ivy Street. This section of NW First Avenue was established by anchor buildings at the N Grant Street and N Holly Street corners by 1912 and was substantially developed during the 1920s between N Grant and N Holly. The passenger and freight depot for the railroad originally stood across NW First Avenue near the intersection with N Grant Street. The Canby Women's Civic Club Maple trees (no longer extant), planted ca. 1925, extended along the south side of NW First Avenue.
 - Identify historic photographs showing the original configuration of buildings along this corridor. Work with building owners and tenants to consider restoration of missing elements and repair of existing elements as they plan for ongoing repairs and future upgrades to their buildings. These historic resources help to anchor and define the small town feeling of Canby.
 - Assist property owners in the identification and understanding of financial incentives that could support restoration and repair work to historic features, and energy efficiency upgrades.
 - Assist property owners in the local designation of historic resources along the corridor.

- Encourage mixed use compatible infill development to replace the non-contributing buildings in parcels 00793831, 00793822, and 00791432 at the intersection with N Holly Street anchor this intersection and reinforce the corridor character and to infill parcel 00791423. See "[Figure A.11. Downtown Infill Priorities](#)" on page 112.
- D.1.12. Corridor rehabilitation and development of NW First Avenue from N Grant Street to N Elm Street. This section of NW First Avenue was established by 1912 and included the Canby Bank & Trust Company Building (1906, 302 NW First Avenue), Canby Hotel (no longer extant), and City Hall (former location, no longer extant) and generally remained through 1931 with some infill in the 1920s, 1940s and 1950s. The Canby Women's Civic Club Maple trees (no longer extant), planted ca. 1925, extended along the south side of NW First Avenue.
 - Identify historic photographs showing the original configuration of surveyed buildings identified as eligible contributing. Work with building owners and tenants to consider restoration of missing elements and repair of existing elements as they plan for ongoing repairs and future upgrades to their buildings. These historic resources help to anchor and define the small town feeling of Canby.
 - Assist property owners in the identification and understanding of financial incentives that could support restoration and repair work to historic features, and energy efficiency upgrades.
 - Assist property owners in the local designation of historic resources along the corridor.
 - Encourage mixed use compatible infill development to replace the non-contributing buildings and reinforce the corridor character. See "[Figure A.11. Downtown Infill Priorities](#)" on page 112.
- D.1.13. Corridor rehabilitation and development of NW Second Avenue from N Fir Street to N Holly Street. This section of NW Second Avenue was established by 1912 and included commercial buildings at the intersection of NW Second Avenue and N Grant Street with mostly single-family dwellings through the 1930s with infill starting by 1960. Views north and south along the corridor are framed by the two story I.O.O.F. Hall (1912, 211 N Grant Street) and the building at 181 N Grant Street.
 - Identify historic photographs showing the original configuration of surveyed buildings identified as eligible contributing. Work with building owners and tenants to consider restoration of missing elements and repair of existing elements as they plan for ongoing repairs and future upgrades to their buildings. These historic resources help to anchor and define the small town feeling of Canby.
 - Encourage mixed use compatible infill development to replace surface parking lots to reinforce the corridor character. See "[Figure A.11. Downtown Infill Priorities](#)" on page 112.

Union Pacific Railroad Company

The segment of the original Oregon and California Railroad through Canby, now operated by the Union Pacific Railroad Company, was marketed in the early 1900s as "The Road to a Thousand Wonders" by the Southern Pacific Railroad after they acquired the Oregon and California Railroad. The route was part of the Coast Line-Shasta route between Los Angeles and Portland. See "[Figure A.22. Transportation Research Recommendations](#)" on page 124.

This railroad, currently the Union Pacific Railroad Company, held a key role in the city's development and the ability to ship agricultural goods separate from the steamboats along the Willamette River. The pattern of the railroad running through the town parallel to main street is shared with Hubbard (incorporated 1891), Woodburn (incorporated 1889) and Gervais (established prior to 1902) to the south. All three have tree-lined flat open areas along the main street/railroad right-of-way.

- D.1.14. Document former buildings and uses along the railroad and how they related to the community and farming and develop an interpretive plan utilizing this background to connect residents and visitors with main street and surrounding farmlands. Document the impact the establishment of the railroad had on area transportation, including territorial era roads.
 - Prairie Line Trail, Tacoma, WA, website: www.prairielinetrail.org/about
 - Prairie Line Trail, Tacoma, WA, city website: www.cityoftacoma.org/cms/One.aspx?portalId=169&pageId=103402
 - Interpretive plan example: https://cms.cityoftacoma.org/PLT_Webpage/PLT-InterpretivePlan.pdf
 - Documentation example: https://cms.cityoftacoma.org/PLT_Webpage/PLT-Assessment.pdf
- D.1.15. Travel to these other communities to understand how they are managing connectivity across the railroad right-of-way and to identify collective opportunities to reinforce the shared history of these communities through interpretation, education, and heritage tourism.

Oregon Pacific Railway Company

This railroad extends between the RSG Forest Products plant at Liberal and the Union Pacific Railroad Company line in Canby. Established prior to 1914, this was originally the Molalla Branch of the Southern Pacific Railroad. See "Figure A.22. Transportation Research Recommendations" on page 124 and "Figure A.2. USGS, 1914" on page 106.

- D.1.16. Document the historic use of this line, when it was established, and any relationship with Canby's history. Determine if there is enough content to develop any interpretive elements along the trail.

Canby Logging Road Trail

This roadway extends between the Willamette River and the south edge of the city. See "Figure A.22. Transportation Research Recommendations" on page 124.

- D.1.17. Document the historic use of this corridor, its 1944 establishment and construction a joint venture of Ostrander Railway & Timber Company and Weyerhaeuser Timber Company to move timber from the Molalla River watershed to the Willamette River, its relation to Canby's history and use of the Willamette River, and the design of the railroad and highway bridges attributed to U.S. Forest Service engineer Ward Gano. Coordinate work with Clackamas County and other cities along the corridor, including Molalla. Determine if there is enough content to develop any interpretive elements along the trail and to extend the trail.
- D.1.18. Complete reconnaissance level survey forms for the railroad and highway bridges, the remaining log boom and log skidder ramp features, and the road corridor.

Railroad Avenue and Pacific Highway E

This road is currently signed as State Highway 99E and within Canby follows the alignment of Railroad Avenue. This avenue predated the highway and had developed in conjunction with the former Oregon and California Railroad, currently the Union Pacific Railroad Company. Pacific Highway E extends from the Columbia River border with Washington State, north of Portland, south to Junction City. The Pacific Highway (signed as State Highway 99) continues south to near the border with California, just south of Ashland. See "Figure A.22. Transportation Research Recommendations" on page 124 and "Figure A.2. USGS, 1914" on page 106.

The establishment of Pacific Highway E through Canby ca. 1920 and its role as a successor to the transportation roles of the railroad and the Willamette River linking cities along the Willamette Valley has interpretive potential for the city in terms of how the transportation corridor within the city changed from railroad focus to automobiles and the effects of this change in connectivity with other cities. This will better inform how to integrate this transportation corridor with Canby's downtown.

- D.1.19. Document the series of changes by development period that occurred along the highway corridor following establishment of the highway. Prior to 1914 there was very little development south of the tracks by 1914.

Territorial and Market Roads

Established prior to 1852, these territorial era roads (1848–1859) provided circulation through the area prior to the Civil War (1861–1865) and the founding of the City of Canby in 1870. Their use corresponded with the Oregon Trail migration prior to the 1855 completion of the Panama Railroad across the Isthmus of Panama facilitating the transfer of passengers between ships on the Atlantic and the Pacific Ocean. See "[Figure A.22. Transportation Research Recommendations](#)" on page 124.

- D.1.20. Territorial Road. Document the development of and the farms connected by this road. This road branched off the Oregon City to Salem Road and cut across the agricultural lands north of present-day Canby through Champing and Phebe Pendleton's pre-1851 land claim to cross the Molalla River just north of their house and continues to the James Barlow homestead and the Road to Champoeg (approximately 12 miles west of Canby along the Willamette River). The general alignment remains though the road structure has been modernized. The road provides an important transition between the single-family neighborhoods to the south and farmland to the north and an interpretive opportunity to connect with early colonization of the area. By 1930 most of the other territorial roads within and immediately adjacent Canby were no longer in active use.
- D.1.21. Oregon City to Salem Road. Document the development of and the farms connected by this road. This road passed through J. Parrot's farm and the prairie lands east of Canby between Oregon City and Salem, passing along homesteads and crossing the Molalla River on the way south. The S New Era Road is some of the last remnant alignment of this road as the alignment south of Haines Road no longer exist.

Waterways

The Willamette and Molalla Rivers are key waterways. Refer to the Canby Logging Road Trail above for features related to the Willamette River. See "[Figure A.22. Transportation Research Recommendations](#)" on page 124.

- D.1.22. Shanks Landing. Document the development and role of this landing to support broader interpretive efforts around the Canby Ferry.
- D.1.23. Buchman's Landing. Document the development and role of this landing to support broader interpretive efforts around the Canby Ferry.
- D.1.24. Willamette River to Schoolhouse Road. Document the development and role of this road. This road existed by 1851 and extended from the shore of the Willamette River, passing along several farms including William C. Dement's, to the schoolhouse along the Molalla River at the north edge of Pendleton's farm. Determine if this school had any relation to Riverside School and shift by 1900s to the use of the current N Holly Street alignment as the connection to the Willamette River. The road is significant as one of the few mapped connections in proximity to the future City of Canby that linked directly to the river.

Farmland

Farmland within the City of Canby and within Clackamas County around the City and within the city's urban growth boundary is predominately in agricultural use, and subject to potential residential, park, and industrial use as the city grows. In addition to providing important growth capacity for the city, this agricultural land retains important economic, heritage tourism, and visual character functions. Areas west and south across the Molalla River are important; however, due to the river's flood zones these do not have as direct a redevelopment potential. See "Figure A.16. Farmland Recommendations" on page 117.

- D.1.25. Work with Clackamas County, area residents, and the SHPO to evaluate and document agricultural lands within the urban growth boundary and including lands north to the Willamette River, south to the Molalla River, and east to S Central Point Road. Utilize the *National Register of Historic Places Bulletin 30: Guidelines for Evaluating and Documenting Rural Historic Landscapes*. [URL link: <https://www.nps.gov/subjects/nationalregister/upload/NRB30-Complete.pdf>] This work will directly support interpretive efforts for the proposed Willamette Falls and Landings Heritage Area.
- D.1.26. Develop a management plan in partnership with Clackamas County and other stakeholders to guide the balance of sustaining continued agricultural use, along with residential, park, and industrial growth, and heritage tourism.
- D.1.27. Conduct a reconnaissance level survey of the farmland and properties in the M1 and M2 zoned farmlands along the east side of the city (Canby Pioneer Industrial Park) to determine if there are any historic resources prior to redevelopment.

Fairgrounds

The fairgrounds provide an important link to the area's agricultural heritage. See "Figure A.15. Fairground Recommendations" on page 116.

- D.1.28. Conduct a reconnaissance level survey of the fairgrounds and develop a context statement addressing the establishment and subsequent development and growth of the fair. The goal is to identify buildings, site features, and trees that are 50 years of age or older and to evaluate their individual and historic district eligibility for both National Register of Historic Places and Canby Register of Historic Landmarks. The historic context will support interpretive and public education efforts around the history of the fair and the fairgrounds as part of the county fair. Individual and historic district eligibility findings will guide ongoing management decisions to retain and build upon any identified historic resources.

Parks

Most of the city's parks are recent developments. Recommendations for the following three parks relate to understanding past development patterns to support interpretation. See "Figure A.20. Existing Parks" on page 122.

- D.1.29. Wait City Park: Document the park's development and design, including its post-1930 to 1952 design of an open lawn with a perimeter of trees, and the current ca. 1970 to 1975 park design and tree plantings. The park is an important asset adjacent the downtown, establishing the baseline conditions and design informs future management and regeneration decisions.
- D.1.30. Eco City Park: Document the park's transition from farmland prior to 1950 to the current wooded park by the 1980s, and the pre-1852 access road along the east side of the park that extended to the Buchman's Landing along the Willamette River and is part of the current Willamette Wayside Natural Area.

- D.1.31. Willamette Wayside/19th Avenue Loop/Willow Creek City parks: Document the park's transition from farmland to the current parks.
- D.1.32. Community Park: Complete a reconnaissance level inventory of the Herman A. Bergman Lodge (Boy Scout A-Frame), built by volunteers and dedicated in 1974 and the site of Troop 258 weekly meetings. Conduct research on the construction and role of the 1908 Hurst Brothers power plant, subsequent demolition and the development of the fishing pond to identify potential interpretive signage material for inclusion in the park.
- D.1.33. Knights Bridge Park: conduct research into the original bridge, subsequent replacement bridges and the role of this crossing over the Molalla River to develop interpretive materials for use at the park.

Downtown Canby

Recommendations follow for continuing to develop background materials that support Canby as an interpretive and educational destination within the proposed heritage area. See "Figure A.13. Downtown Tour, North" on page 114 and "Figure A.14. Downtown Tour, South" on page 115.

- D.1.34. Walking tour development, focus on transitional commercial area; identify locations, histories, and backgrounds of the houses, and their styles; use the EC as the basis. The intent is to develop awareness and support the retention and integration of character as development occurs
- D.1.35. Walking tour development using the 1913 Sanborn Fire Insurance maps to talk about past businesses and houses within downtown and along the warehouse corridor and in the area south of Pacific Highway E and their role in the city's development. Examples include the former concrete works facility in block 51 along the alley between N Fir and N Elm streets, the Cottage Hotel formerly along N Grant Street (formerly at 23 C Street), and the Commercial Hotel formerly along NW Second Avenue (northeast corner of NW Second Avenue and N Fir Street).

E. Archaeological Resources

The following recommendations stem from guidance from the SHPO related to archaeological resources. The guide is to better provide for the identification and protection of archaeological resources, during both public and private projects, through education and increased awareness.

For more information on archaeology from the Oregon SHPO, visit: <https://www.oregon.gov/oprd/OH/Pages/archaeology.aspx>.

- E.1.1 Preserve and protect identified archaeological resources. Where new development does not allow for preservation of archaeological resources in place, they should be documented according to federal, state, and local standards and regulations. Refer to the SHPO's Archaeological Bulletins 1 and 2 for guidance on their website, <https://www.oregon.gov/oprd/OH/Pages/archaeology.aspx>.
- E.1.2. Work with the Oregon SHPO, tribal governments, and Clackamas County to identify and maintain up-to-date information on potentially sensitive prehistoric and historic archaeological areas within and adjacent the city limits.
- E.1.3. Work with the tribal governments and the Oregon SHPO to identify areas of high likelihood for archaeological resources and traditional cultural properties and develop policies to avoid and protect these resources so that they are not damaged.
- E.1.4. Develop policies and procedures for ground disturbing public and private work within the city requiring a permit to identify and address potential impacts to archaeological resources including a standard

inadvertent discovery plan that can be included with permits involving ground disturbing work. Refer to the SHPO's Inadvertent Discovery Plan (IDP) template on their website as a starting point, <https://www.oregon.gov/oprd/OH/Pages/archaeology.aspx>.

- E.1.5. Work with tribal governments on inadvertent discovery notifications, procedures, and best practices for addressing Native American archaeological resources.
- E.1.6. Formalize consultation processes for archaeological reviews with tribal governments and the SHPO.
- E.1.7. Work with tribal governments and the SHPO to provide training for City public works staff and field crews on how to recognize archaeological deposits in the field, and the proper policies and procedures to follow when deposits are identified.
- E.1.8. Provide public education around typical non-permit required commercial/residential building projects and the identification of prehistoric and historic archaeological deposits and the proper contacts and procedures to follow when deposits are identified, and what it means for discovery on private property.
- E.1.9. Support property owners in developing site stewardship plans to provide specific guidance and recommendations for landowners having archaeological sites on their property. How to preserve, protect and interpret sites. This depends on owner participation.
- E.1.10. Work with tribal governments, the SHPO, and the Canby Historical Society to develop educational programs around what is archaeology and traditional cultural properties, why are they important, developing displays, and working to build an understanding for archaeological resources and traditional cultural properties within the community.
- E.1.11. Work with tribal governments to include or obtain permission to link to their histories on the City's website to support broader public awareness for and understanding of Tribal identify and the cultural importance of archaeological resources.
- E.1.12. Work with tribal governments to address and document how tribal history intertwines with Canby's history. Pursue grant funding to pay them for their contributions.

Chapter 5.

IMPLEMENTATION MEASURES



The following section outlines an implementation plan for the proposals outlined in the previous chapter, Chapter 5: Goals, Policies, and Proposals. This section divides the proposals from the previous chapter (Chapter 5: Goals, Policies, and Proposals) into ongoing, short term, mid-term, and long term activities over a 15-year period starting in 2020 (2020-2035). The proposals are sequenced in order to help the planning department prioritize activities and build upon previous work.

- **Ongoing:** these proposals will continue each year and directly support the proposals outlined in each phase.
- **Short term:** between 2020 and 2025. This phase focuses on public education and outreach and updating the inventory with survey work from recent years.
- **Mid-term:** between 2026 and 2030. This phase builds on education and outreach and begins additional inventory work and policy updates.
- **Long term:** between 2031 and 2035. This phase continues education, outreach, and inventory work and finalizes policy and program updates.

The proposals were developed from a review of the historic preservation ordinance, interviews with stakeholders, and a community online survey.

A. Ongoing

- 1.B.3. Maintain and support public access to the inventory of historic resources. See Recommendations: D.1.1., D.1.2., D.1.3., D.1.4.
- 1.D.1. Encourage preservation and discourage demolitions or partial demolitions by working with property owners. See Recommendations: B.3.4., B.5.2., B.5.3., B.5.7.
- 1.E.1. Preserve and protect identified archaeological resources. Where new development does not allow for preservation of archaeological resources in place, they should be documented according to federal, state, and local standards and regulations. See Recommendations: E.1.1., E.1.2., E.1.3.,
- 2.A.1. Provide a copy of the historic preservation plan to every elected city official, city department, and city commission for them to read. Include the plan in information shared with newly elected officials upon them beginning their term.
- 2.A.2. Continue to look for ways for the HLC to partner with other Committees and organizations. For example – host a “how to research your historic property” seminar at the public library, utilizing the tools available either at the local library or through the computer system. Coordinate an architectural tour (by bike or walk) with the Bike and Pedestrian Committee.
- 2.B.2. Encourage City Council to make a proclamation at their first May meeting every year that May is Historic Preservation Month, commending the value of historic preservation in the city. Use the official proclamation as an opportunity for the chair of the HLC to give a brief “State of Historic Preservation” in the city to discuss historic preservation activities within the last year.
- 2.C.1. Encourage energy conservation in conjunction with the ongoing maintenance of historic buildings. See Recommendations: B.7.1.
- 2.C.2. Promote the collaboration among City departments, the Heritage and Landmark Commission, and other stakeholders to support the overlapping goals of historic preservation and energy conservation. See Recommendations: B.7.2., B.7.3.
- 3.A.3. Continue to use the “City of Canby” and “Canby Business” Facebook pages to promote heritage-related activities and tag other organizations to increase reach.
- 3.B.2. Continue to participate in development of the Willamette Falls and Landings Area National Heritage Area and identify assets within and immediately adjacent Canby that support the area. See Recommendations: C.2.3., C.2.4.
- 3.C.1. Encourage outreach by the city to continue building long-term relationships with area Native American tribes including the Confederated Tribes of Grand Ronde, Confederated Tribes of Warm Springs, Confederated Tribes of Siletz Indians, and the Confederated Tribes and Bands of the Yakama Nation. See Recommendations: C.2.1.
- 3.C.2. Encourage the continued application for Oregon Commission on Historic Cemeteries grants to support work party efforts and collaboration with other groups. See Recommendations: B.5.8.
- 3.D.1. Retain schools within the city to place students adjacent historic buildings, museums and resources, and interpretive activities, such as downtown walking tours. See Recommendations: B.1.4.

B. Short term

- 1.B.2. Continue survey and interpretive work within the city. See Recommendations: B.3.5, B.4.1, B.5.4., D.1.5., D.1.6., D.1.7., D.1.8., D.1.9., D.1.14., D.1.16., D.1.17., D.1.18., D.1.19., D.1.20., D.1.27., D.1.28.
- 1.A.1. Work with stakeholders to document and evaluate agricultural lands. See Recommendations: B.1.1., B.1.2., B.5.4., D.1.20., D.1.21., D.1.22., D.1.23., D.1.24., D.1.25., D.1.27.
- 1.B.1. Update the city's Historic Preservation Ordinance. See Recommendations: A. Historic Preservation Ordinance.
- 1.C.3. Integrate the historic preservation plan into the comprehensive plan. See Recommendations: B.3.1., B.3.2., B.5.5.
- 1.E.1. Establish formal policies and procedures for identifying and addressing impacts to archaeological resources. See Recommendations: E.1.4., E.1.5., E.1.6.
- 2.B.2. Create an awards program to recognize worthwhile historic rehabilitation or heritage-related projects that occurred throughout the year.
- 3.A.1. Update the city's website to include either a landing page specifically for historic preservation under Development Services or expand the information on the Heritage and Landmark Commission (HLC) page. This expanded web presence for the HLC and program should include the most current inventory of historic properties, links to the State Historic Preservation Office webpage and other related resources, and relevant documents (e.g. design review application).
- 3.B.3. Utilize the fairgrounds as an interpretive and educational tool related to the agricultural history of the area. See Recommendations: D.1.28., C.2.2.
- 3.C.3. Conduct outreach to surrounding communities to share information and best practices on historic preservation and discuss common issues. See Recommendations: D.1.15.

C. Mid-term

- 1.A.2. Work with stakeholders to develop a management plan for balancing agricultural landscape preservation and growth. See Recommendations: D.1.26.
- 1.C.1. Establish a vision for what density in a small agricultural community looks like and the relationship with surrounding agricultural lands. See Recommendations: B.1.3., B.1.4., B.5.1.
- 1.D.2. Encourage the rehabilitation and active use of key commercial corridors in downtown Canby. See Recommendations: D.1.10., D.1.11., D.1.12., D.1.13.
- 1.E.1. Train and educate City staff and the public about the value of archaeological resources. See Recommendations: E.1.7., E.1.8., E.1.9.
- 2.A.3. Document and evaluate existing city resources for historic register eligibility to guide decision-making. See Recommendations: B.4.1., D.1.29 through D.1.33.
- 2.B.3. Consider working towards one historic preservation month event to be held during May. Possibilities include a neighborhood walking tour, a workshop on researching historic properties, or a history trivia night at a local pub.
- 2.D.1. Encourage compatible infill within key downtown corridors. See Recommendation: D.1.10., D.1.11., D.1.12., D.1.13.

- 2.D.2. Encourage the compatible design of new housing within downtown Canby. See Recommendation: B.6.1., B.6.3.
- 3.A.2. Prepare a historic preservation resources brochure or list to include on the city website.
- 3.B.4. Promote existing and develop additional walking tours supporting both interpretive and potential school activity/field trip event use. See Recommendations: D.1.34., D.1.35., C.2.5., C.2.6., C.3.3., C.3.4.

D. Long term

- 1.C.2. Support density and plan for housing and compatible uses in downtown Canby. See Recommendations: B.2.1., B.2.2.
- 1.E.2. Incorporate tribal history within discussions of Canby's history. See Recommendations: E.1.10., E.1.11., E.1.12.
- 2.D.3. Encourage the compatible densification of existing subdivisions within Canby. See Recommendation: B.6.2.
- 3.B.1. Consider starting a historic plaque program for the city's historic resources. See Recommendations: B.5.6,
- 3.D.2. Strengthen collaboration between the School District and the Canby Historical Society Museum on developing educational content specific to Canby. See Recommendations: C.3.1., C.3.2., C.3.3., C.3.4.
- 3.D.3. Encourage the inclusion of tribal sovereignty curriculum in schools and outreach by the School District and the City to area Native American tribes including the Confederated Tribes of Grand Ronde, Confederated Tribes of Warm Springs, Confederated Tribes of Siletz Indians, and the Confederated Tribes and Bands of the Yakama Nation to partner with tribes on implementation.

The following tables organize the ongoing, short term, mid-term, and long term recommendations and identify a lead entity and suggested participants. The "lead entity" is the group or individual responsible with completing the work, while the suggested participants are those that will assist the lead entity or need to be involved. When the City of Canby is listed that indicates staff people. HLC will include volunteers from the Heritage & Landmarks Commission. A consultant is listed when the amount of work indicated likely necessitates hiring a professional to lead the work.

TABLE 9. ONGOING RECOMMENDATIONS

| Recommendation | Lead Entity | Suggested Participants |
|--|---------------|--------------------------------|
| <i>Proposal 1.B.3</i> | | |
| The City should scan the copies of inventory forms from a 1984 survey and some forms from a 1989–1992 survey that currently exist in a three-ring binder, which include handwritten updates on many of the forms. Recommendation D.1.1. | City of Canby | City of Canby, HLC, volunteers |
| The City should enter into a data sharing agreement with the SHPO to receive a Geographic Information System point layer each time data is updated within the city limits with associated attribute data for planning, education, and interpretive purposes by the city. Recommendation D.1.2. | City of Canby | City of Canby |

| Recommendation | Lead Entity | Suggested Participants |
|---|----------------------|--|
| Integrate the zoning section 16.38 Historical Protection Overlay data into the City of Canby Zoning Map and as an attribute layer within the Clackamas County Geographic Information System zoning layer. Recommendation D.1.3. | City of Canby | City of Canby |
| Correct the address of the ILS form for 486 NW Third Avenue, which is recorded in the SHPO database as 544 NW Third Avenue. Recommendation D.1.4. | HLC | HLC |
| <i>Proposal 1.D.1</i> | | |
| Encourage preservation, such as with the Mack House, and discourage demolitions or partial demolitions of intact historic resources. Recommendation B.3.4. | HLC | City of Canby, HLC |
| Encourage the use of the federal historic rehabilitation tax credits to support the rehabilitation of downtown commercial buildings. Recommendation B.5.2. | HLC | City of Canby, HLC |
| Encourage the use of the Oregon Special Assessment program in tandem with the Federal historic rehabilitation tax credit. Recommendation B.5.3. | HLC | City of Canby, HLC |
| Support the retention and rehabilitation of historic commercial buildings in downtown Canby as an anchor for commercial activity and small-town feeling. Recommendation B.5.7. | HLC | City of Canby, HLC |
| <i>Proposal 1.E.1</i> | | |
| Preserve and protect identified archaeological resources. Where new development does not allow for preservation of archaeological resources in place, they should be documented according to federal, state, and local standards and regulations. | City of Canby | City of Canby, HLC, SHPO, Clackamas County, Tribes |
| <i>Proposal 2.A.1</i> | | |
| Provide a copy of the historic preservation plan to every elected city official, city department, and city commission for them to read. Include the plan in information shared with newly elected officials upon them beginning their term. | Staff liaison to HLC | City of Canby, HLC |
| <i>Proposal 2.A.2</i> | | |
| Continue to look for ways for the HLC to partner with other Committees and organizations. | HLC | HLC, City of Canby |
| <i>Proposal 2.B.2</i> | | |
| Encourage City Council to make a proclamation at their first May meeting every year that May is Historic Preservation Month, commending the value of historic preservation in the city. Use the official proclamation as an opportunity for the chair of the HLC to give a brief “State of Historic Preservation” in the city to discuss historic preservation activities within the last year. | HLC | HLC, City of Canby |
| <i>Proposal 2.C.1</i> | | |
| Encourage the use of rebates through Canby Utility in conjunction with the repair and rehabilitation of historic resources to support long-term retention, use, and historic character. Recommendation B.7.1. | City of Canby | City of Canby |
| <i>Proposal 2.C.2</i> | | |
| Promote the collaboration among City departments, the Heritage and Landmark Commission, and other commissions or boards to support overlapping goals of historic preservation and energy conservation. Recommendation B.7.2. | HLC | HLC, City of Canby, Clackamas County, Canby Historical Society |

| Recommendation | Lead Entity | Suggested Participants |
|---|----------------------|--------------------------------|
| Work with the Canby Utility to extend rebates to the installation of interior or exterior storm windows in instances where historic resources retain their original windows and to include commercial buildings. Recommendation B.7.3. | City of Canby | City of Canby |
| Proposal 3.A.3. | | |
| Continue to use the “City of Canby” and “Canby Business” Facebook pages to promote heritage-related activities and tag other organizations to increase reach. Recommendation 3.A.3. | Staff liaison to HLC | HLC, City of Canby |
| Proposal 3.B.2 | | |
| Refer to Inventories for cultural landscape survey work to evaluate these areas for potential National Register of Historic Places listing and their potential role in agricultural tourism. Recommendation C.2.3. | HLC | HLC, City of Canby, Consultant |
| Evaluate historic resources within Canby identified through previous survey work and listings and conduct outreach with property owners to support potential National Register of Historic Places listing of individual properties. Recommendation C.2.4. | HLC | HLC, City of Canby |
| Proposal 3.C.1 | | |
| Nurture the intergovernmental relationship with the Confederated Tribes of Grand Ronde, Confederated Tribes of Warm Springs, Confederated Tribes of Siletz Indians, and the Confederated Tribes and Bands of the Yakama Nation to provide a foundation to support the tribes in expressing their relationship with and traditional cultural use of the land, and the effects of European and Euro-American colonization on the tribes and land. Recommendation C.2.1. | City of Canby | City of Canby, HLC |
| Proposal 3.C.2 | | |
| Encourage the continued application for Oregon Commission on Historic Cemeteries (OCHC) grants for cemeteries to build upon recent work and support maintenance work on cemeteries outside of the city but identified as related to Canby. Recommendation B.5.8. | HLC | City of Canby, HLC |
| Proposal 3.D.1 | | |
| Retain schools within the city and ideally within walking distance to residential neighborhoods and downtown. Recommendation B.1.4. | City of Canby | City of Canby, HLC |

TABLE 10. SHORT TERM RECOMMENDATIONS

| Recommendations to implement | Lead Entity | Suggested Participants |
|--|--------------------|--------------------------------|
| Proposal 2.B.2 | | |
| Create an awards program to recognize worthwhile historic rehabilitation or heritage-related projects that occurred throughout the year. | HLC | HLC, volunteers |
| Proposal 1.B.2 | | |
| Continue to build upon efforts, such as the Building a Better Community: The Canby Women’s Heritage Trail and 2016 reconnaissance level survey work to identify properties potentially associated with the Hispanic population of Canby, to recognize the importance and contribution’s to Canby’s history of minorities, workers, women and other cultures. Recommendation B.3.5. | HLC | HLC, City of Canby, Consultant |

| Recommendations to implement | Lead Entity | Suggested Participants |
|--|-------------|--------------------------------|
| Support the continued evaluation of historic resources for eligibility to be listed to the National Register of Historic Places and the listing of eligible historic resources. Recommendation B.4.1. | HLC | HLC, City of Canby, Consultant |
| Encourage the continued application for, and use of, Certified Local Government grants to support historic preservation in the city and adjacent county lands. Recommendation B.5.4. | HLC | HLC, City of Canby |
| Conduct a preliminary survey of all resources within the city built prior to 1940 that have not been previously surveyed and are not within areas recommended for survey work. Recommendation D.1.5. | HLC | HLC |
| Conduct a reconnaissance-level survey of the revised list of resources built prior to 1940 within the city using the revised list following the windshield survey. | Consultant | HLC, City of Canby |
| Review Westwood Acres, Dahlia Park Addition, Oliver Additions No. 1-3, Filbert Grove Addition, and Filbert Grove Annex to determine if there is an architectural or historical association and enough integrity of the properties to support a reconnaissance level survey. | HLC | HLC, City of Canby |
| Conduct a reconnaissance level survey of the NW Fifth Avenue and N Cedar Street study area of all properties 50 years or older. Recommendation D.1.8. | Consultant | HLC, City of Canby, Consultant |
| Conduct a reconnaissance-level survey of the NE Fourth Avenue and N Knott Street study area of all properties 50 years or older. Recommendation D.1.9. | Consultant | HLC, City of Canby, Consultant |
| Document former buildings and uses along the Union Pacific Railroad and how they related to the community and farming and develop an interpretive plan utilizing this background to connect residents and visitors with main street and surrounding farmlands. Document the impact the establishment of the railroad had on area transportation, including territorial era roads. Recommendation D.1.14. | Consultant | HLC, City of Canby, Consultant |
| Document the historic use of the Oregon Pacific Railway line, when it was established, and any relationship with Canby's history. Determine if there is enough content to develop any interpretive elements along the trail. Recommendation D.1.16. | Consultant | HLC, City of Canby, Consultant |
| Document the historic use of the Canby Logging Road Trail corridor, its 1944 establishment and construction a joint venture of Ostrander Railway & Timber Company and Weyerhaeuser Timber Company to move timber from the Molalla River watershed to the Willamette River, its relation to Canby's history and use of the Willamette River, and the design of the railroad and highway bridges attributed to U.S. Forest Service engineer Ward Gano. Coordinate work with Clackamas County and other cities along the corridor, including Molalla. Determine if there is enough content to develop any interpretive elements along the trail and to extend the trail. Recommendation D.1.17. | Consultant | HLC, City of Canby, Consultant |
| Complete reconnaissance level survey forms for the railroad and highway bridges, the remaining log boom and log skidder ramp features, and the road corridor of the Canby Logging Road Trail. Recommendation D.1.18. | Consultant | HLC, City of Canby, Consultant |
| Document the series of changes by development period that occurred along the Pacific Highway E corridor following establishment of the highway. Recommendation D.1.19. | Consultant | HLC, City of Canby, Consultant |

| Recommendations to implement | Lead Entity | Suggested Participants |
|---|--------------------|---|
| Document the development of and the farms connected by Territorial Road. Recommendation D.1.20. | Consultant | HLC, City of Canby, Consultant |
| Conduct a reconnaissance level survey of the farmland and properties in the M1 and M2 zoned farmlands along the east side of the city (Canby Pioneer Industrial Park) to determine if there are any historic resources prior to redevelopment. Recommendation D.1.27. | Consultant | HLC, City of Canby, Consultant |
| Conduct a reconnaissance level survey of the fairgrounds and develop a context statement addressing the establishment and subsequent development and growth of the fair. (Recommendation D.1.28) | Consultant | HLC, City of Canby, Clackamas County Fair, Clackamas County, Consultant |
| <i>Proposal 1.A.1</i> | | |
| Work with Clackamas County, area residents, and the Oregon State Historic Preservation Office (SHPO) to evaluate and document agricultural lands within the urban growth boundary, lands within the special coordination areas established along with the Urban Growth Boundary, and lands north to the Willamette River, west and south to the Molalla River, and east to Parrot Creek and South Central Point Road. Recommendations B.1.1 and B.1.2 | HLC | HLC, City of Canby, Clackamas County, Consultant |
| Encourage the continued application for, and use of, Certified Local Government grants to support historic preservation in the city and adjacent county lands. Recommendation B.5.4. | HLC | HLC, City of Canby, Clackamas County |
| Document the development of and the farms connected by Territorial Road, Oregon City to Salem Road, and Willamette River to Schoolhouse Road. Recommendations D.1.20, D.1.21, and D.1.24. | Consultant | HLC, City of Canby, Consultant |
| Document the development and role of Shanks Landing and Buchman's Landing to support broader interpretive efforts around the Canby Ferry. Recommendation D.1.22 and D.1.23. | Consultant | HLC, City of Canby, Consultant |
| Work with Clackamas County, area residents, and the SHPO to evaluate and document agricultural lands within the urban growth boundary and including lands north to the Willamette River, south to the Molalla River, and east to S Central Point Road. Recommendation D.1.25. | Consultant | HLC, City of Canby, Clackamas County, Consultant |
| Conduct a reconnaissance level survey of the farmland and properties in the M1 and M2 zoned farmlands along the east side of the city (Canby Pioneer Industrial Park) to determine if there are any historic resources prior to redevelopment. Recommendation D.1.27. | Consultant | HLC, City of Canby, Consultant |
| <i>Proposal 1.B.1</i> | | |
| Update the city's Historic Preservation Ordinance. See Recommendations: A. Historic Preservation Ordinance. | City of Canby | HLC, City of Canby |
| <i>Proposal 1.C.3</i> | | |
| Integrate the historic preservation plan into the comprehensive plan. Utilize this preservation plan to address policies and implement measures and create Heritage and Historic Landmarks Element. Remove the context summary under Finding No. 6-R as this is covered in the preservation plan. Remove the table of properties from the plan and refer to a map in the Heritage and Historic Landmark element. Recommendations B.3.1, B.3.2, and B.5.5. | City of Canby | HLC, City of Canby |

| Recommendations to implement | Lead Entity | Suggested Participants |
|--|---------------|---|
| <i>Proposal 1.E.1</i> | | |
| Develop policies and procedures for ground disturbing public and private work within the city requiring a permit to identify and address potential impacts to archaeological resources including a standard inadvertent discovery plan that can be included with permits involving ground disturbing work. Refer to the SHPO's Inadvertent Discovery Plan (IDP) template on their website as a starting point, https://www.oregon.gov/oprd/OH/Pages/archaeology.aspx . | City of Canby | City of Canby, HLC, SHPO |
| Work with tribal governments on inadvertent discovery notifications, procedures, and best practices for addressing Native American archaeological resources. | City of Canby | City of Canby, HLC, SHPO, Tribes |
| Formalize consultation processes for archaeological reviews with tribal governments and the SHPO. | City of Canby | City of Canby, HLC, SHPO, Tribes |
| <i>Proposal 3.A.1</i> | | |
| Update the city's website to include either a landing page specifically for historic preservation under Development Services or expand the information on the Heritage and Landmark Commission (HLC) page. This expanded web presence for the HLC and program should include the most current inventory of historic properties, links to the State Historic Preservation Office webpage and other related resources, and relevant documents (e.g. design review application). | City of Canby | HLC, City of Canby |
| <i>Proposal 3.B.3</i> | | |
| Conduct a reconnaissance level survey of the fairgrounds and develop a context statement addressing the establishment and subsequent development and growth of the fair. Recommendations D.1.28. and C.2.2. | Consultant | HLC, City of Canby, Clackamas County Fair Board, Consultant |
| <i>Proposal 3.C.3</i> | | |
| Conduct outreach to surrounding communities to share information and best practices on historic preservation and discuss common issues. Recommendation D.1.15. | HLC | HLC, City of Canby |

TABLE 11. MID-TERM RECOMMENDATIONS

| Recommendations to implement | Lead Entity | Suggested Participants |
|--|-------------|--------------------------------|
| <i>Proposal 1.A.2</i> | | |
| Work with stakeholders to develop a management plan for balancing agricultural landscape preservation and growth. Recommendation D.1.26 | Consultant | HLC, City of Canby, Consultant |
| <i>Proposal 1.C.1</i> | | |
| Establish a vision for what density in a small agricultural community looks like and the relationship with surrounding agricultural lands. Utilize recommendations B.1.3., B.1.4., and B.5.1 | Consultant | HLC, City of Canby, Consultant |
| <i>Proposal 1.D.2</i> | | |
| Encourage the rehabilitation and active use of key commercial corridors in downtown Canby. See recommendations D.1.10., D.1.11., D.1.12., and D.1.13. | HLC | HLC, City of Canby |

| Recommendations to implement | Lead Entity | Suggested Participants |
|---|-------------|--|
| <i>Proposal 1.E.1.</i> | | |
| Work with tribal governments and the SHPO to provide training for City public works staff and field crews on how to recognize archaeological deposits in the field, and the proper policies and procedures to follow when deposits are identified. | HLC | HLC, SHPO, City of Canby, Tribes |
| Provide public education around typical non-permit required commercial/residential building projects and the identification of prehistoric and historic archaeological deposits and the proper contacts and procedures to follow when deposits are identified, and what it means for discovery on private property. | SHPO | HLC, SHPO, City of Canby, Tribes |
| Support property owners in developing site stewardship plans to provide specific guidance and recommendations for landowners having archaeological sites on their property. How to preserve, protect and interpret sites. This depends on owner participation. | HLC | HLC, SHPO, City of Canby |
| <i>Proposal 2.A.3</i> | | |
| Document and evaluate existing city resources for historic register eligibility to guide decision-making. See recommendations B.4.1. and D.1.29 through D.1.33. | HLC | HLC, City of Canby |
| <i>Proposal 2.B.3</i> | | |
| Consider working towards one historic preservation month event to be held during May. Possibilities include a neighborhood walking tour, a workshop on researching historic properties, or a history trivia night at a local pub. | HLC | HLC, City of Canby |
| <i>Proposal 2.D.1</i> | | |
| Encourage compatible infill within key downtown corridors. See recommendations D.1.10., D.1.11., D.1.12., D.1.13. | HLC | HLC, City of Canby |
| <i>Proposal 2.D.2</i> | | |
| Encourage the compatible design of new housing within downtown Canby. See recommendations B.6.1. and B.6.3. | HLC | HLC, City of Canby |
| <i>Proposal 3.A.2</i> | | |
| Prepare a historic preservation resources brochure or list to include on the city website. | Consultant | HLC, City of Canby, Consultant |
| <i>Proposal 3.B.4</i> | | |
| Promote existing and develop additional walking tours supporting both interpretive and potential school activity/field trip event use. See recommendations D.1.34., D.1.35., C.2.5., C.2.6., C.3.3., and C.3.4. | HLC | HLC, City of Canby, Canby Historical Society, Consultant |

TABLE 12. LONG TERM RECOMMENDATIONS

| Recommendations to implement | Lead Entity | Suggested Participants |
|---|---------------|------------------------|
| <i>Proposal 1.C.2</i> | | |
| Support density and plan for housing and compatible uses in downtown Canby. See recommendations B.2.1. and B.2.2. | City of Canby | HLC, City of Canby |

| Recommendations to implement | Lead Entity | Suggested Participants |
|--|--------------------|--|
| <i>Proposal 1.E.2</i> | | |
| Incorporate tribal history within discussions of Canby's history. See Recommendations: E.1.10., E.1.11., E.1.12. | City of Canby | HLC, City of Canby, Consultant, Tribes, Canby Historical Society |
| <i>Proposal 2.D.3</i> | | |
| Encourage the densification of R-1 and R1.5 subdivisions using compatible cottage clusters and townhouse development. Recommendation B.6.2. | City of Canby | HLC, City of Canby |
| <i>Proposal 3.B.1</i> | | |
| Consider starting a historic plaque program for the city's historic resources. | HLC | HLC, City of Canby |
| <i>Proposal 3.D.2</i> | | |
| Strengthen collaboration between the School District and the Canby Historical Society Museum on developing educational content specific to Canby. See recommendations C.3.1., C.3.2., C.3.3., and C.3.4. | HLC | HLC, City of Canby, Canby Historical Society |
| Encourage the Canby Historical Society Museum to develop interpretive and educational content specific to Canby that integrates with and supports the broader heritage area. The museum should develop an interpretive plan to guide it, both outlining Canby's interpretive role within the heritage area and the museum's role to guide ongoing work. Recommendation C.3.1. | HLC | HLC, City of Canby |
| Showcase the area's agricultural development over time through current farming and ethnic heritage at the Clackamas County Fair. Recommendation C.3.2. | HLC | HLC, City of Canby |
| Utilize and expand upon the existing trails through and around Canby to link them and establish Canby as a destination for accessing these trails and interpreting their heritage role. Recommendation C.3.3. | HLC | HLC, City of Canby |
| Utilize existing festivals and events, including the Clackamas County Fair, to provide interpretive and educational functions relative to the heritage area. Recommendation C.3.4. | HLC | HLC, City of Canby |
| <i>Proposal 3.D.3</i> | | |
| Encourage the inclusion of tribal sovereignty curriculum in schools and outreach by the School District and the City to area Native American tribes including the Confederated Tribes of Grand Ronde, Confederated Tribes of Warm Springs, Confederated Tribes of Siletz Indians, and the Confederated Tribes and Bands of the Yakama Nation to partner with tribes on implementation. | City of Canby | HLC, City of Canby |

Chapter 7.

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APPENDICES

Appendix A:

COMMUNITY SURVEY & STAKEHOLDER INTERVIEWS

Community Survey Questions

The following text is what was included in the community survey that was distributed both online via SurveyMonkey and in paper format and available in English and Spanish.

Introduction

The City of Canby received a grant from the National Park Service through the Oregon State Historic Preservation Office and a grant from the Kinsman Foundation to prepare a historic preservation plan to guide historic preservation efforts in the city for the next 15-20 years. This survey will help the consultants, Northwest Vernacular, gather data about Canby. Historic preservation is about ensuring the heritage and historic places that enrich our lives remain for future generations. Preserving historic places (buildings, structures, objects, sites) highlights what's already valuable in Canby for the benefit of residents and visitors alike.

A historic preservation plan is the result of a process through which a community establishes its vision, goals, and priorities for the preservation of its historic resources. A historic preservation plan is a city planning document that will guide the city's historic preservation program and provide a roadmap to achieving its goals.

Questions

1. Please tell us about yourself and your connection to Canby's heritage. Please mark all responses that describe you:
 - Do you live in Canby?
 - Business owner?
 - Educator or student?
 - Do you have a general interest in history or historic preservation?
 - Do you utilize businesses in downtown Canby?
 - Do you live in a historic property?
 - Do you own a historic property?
 - Do you deal with history or historic preservation in your profession?
 - Do you work in real estate or the building trades?
 - Have you ever completed a project which went through review with the Heritage and Landmarks

Commission?

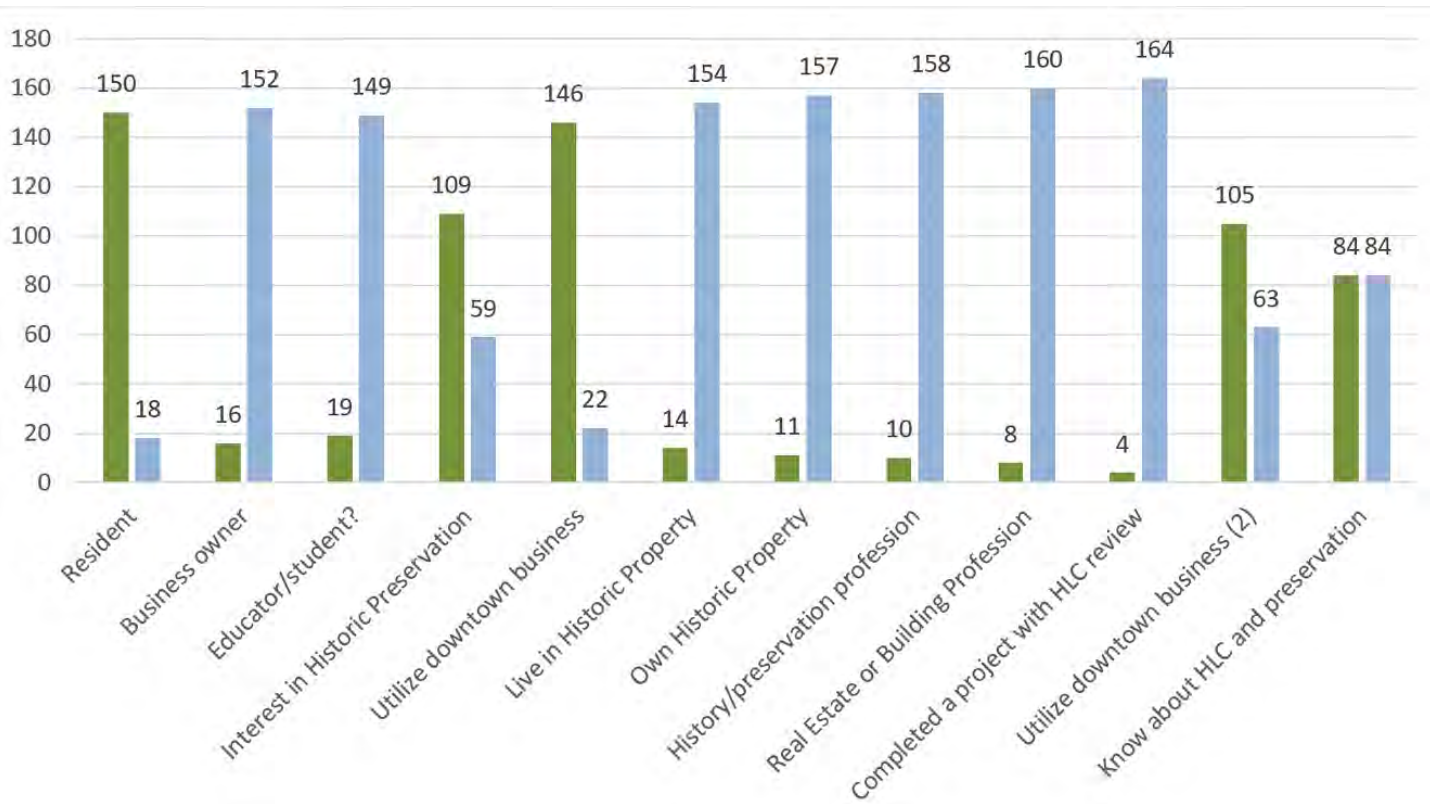
- Do you utilize businesses in downtown Canby?
2. Prior to this survey, did you know that the City of Canby has a historic preservation program with a Heritage and Landmarks Commission?
- Yes
 - No
3. Why do you think it is important to preserve and celebrate Canby's heritage? Please select up to three responses:
- Raises awareness of Canby's history and emphasizes community pride
 - Supports retention of community character
 - Provides an educational opportunity for teaching the city's history
 - Improves quality of life and creates a livable community for long term and newer residents
 - It can encourage tourists to visit Canby
 - Helps us value our past and share it with future generations
4. How do you feel historic preservation is viewed in your community? Please select all that apply:
- It's seen as an asset to the community
 - It's seen as a hindrance to development
 - It's not well understood
 - Other (please specify):
5. Do you think the City has adequate programs to promote and/or educate residents and visitors about the city's history?
- Strongly agree
 - Somewhat agree
 - Not sure
 - Somewhat disagree
 - Strongly disagree
6. How should the City promote historic preservation projects and programs? Please select all that apply.
- City website
 - Social media (Facebook, Instagram, Twitter)
 - Newsletters
 - Tours
 - Plaques on historic buildings
 - Awards
 - Historic Preservation month events
 - Grants or loans to historic property owners
 - Other (please specify):
7. What do you consider the biggest priority for historic preservation in Canby?
- Encourage more adaptive reuse (renovation) projects
 - Identify and document historic properties in the city
 - Increase the number of properties listed to the National Register or Canby Register of Historic Places
 - Public outreach/education to raise awareness on the benefits of historic preservation
 - Increase use of financial incentives available to historic properties

- Celebrate the city's heritage
 - Working with Clackamas County on agricultural land use retention around the city
 - Downtown building rehabilitation and compatible in-fill development
 - Other:
8. What do you consider the biggest challenge for historic preservation efforts in the city of Canby?
- Design review/regulation
 - Lack of community interest
 - Cost of sensitive historic rehabilitations
 - Home-owner deferred maintenance
 - Increased development pressure
 - Other:
9. What is the biggest challenge to maintaining a historic property?
- Following guidelines for work on historic properties
 - Having money to spend on maintenance and repairs
 - Finding qualified and affordable contractors to do the work
 - Finding the time to do the work
 - Knowing and prioritizing what needs to be done
 - Knowing how to do the work in a compatible way
10. Did you know Canby is part of the proposed Willamette Falls and Landings Heritage Area?
- Yes
 - No
11. How much do you know about the Willamette Falls and Landings Heritage Area?
- A lot
 - Some
 - Not aware

Community Survey Responses

The following charts, compiled by Judi Jarosh, illustrate the community responses to the community survey.

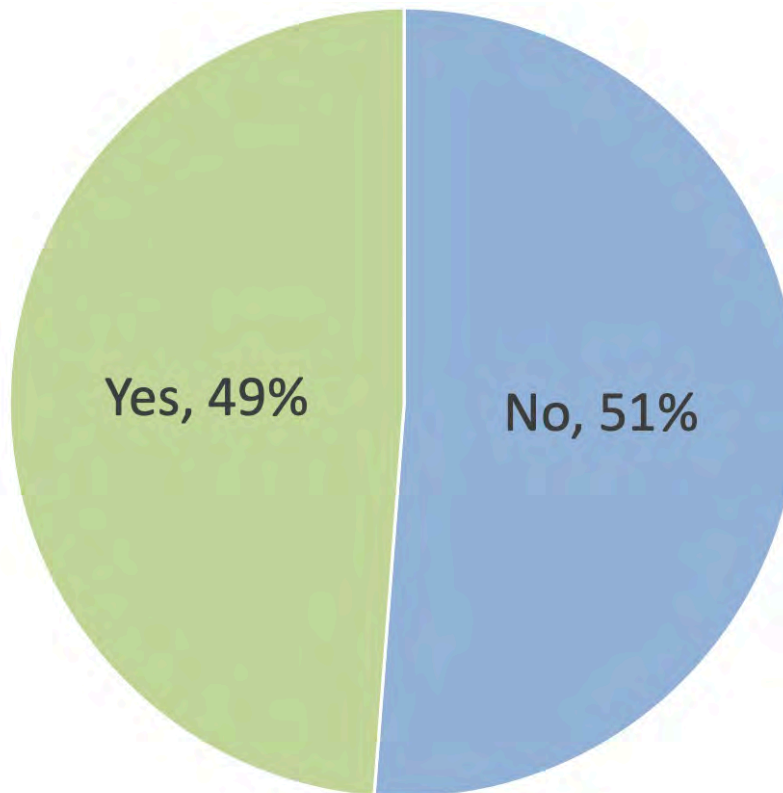
The community survey appears to indicate that the community wants to know more about Canby's history and values building plaques along with a strong social media and web presence in sharing that history. Although only half of respondents were aware of the HLC when they completed the survey, it is a testament to the past and continued efforts of the HLC that there is even that level of awareness.



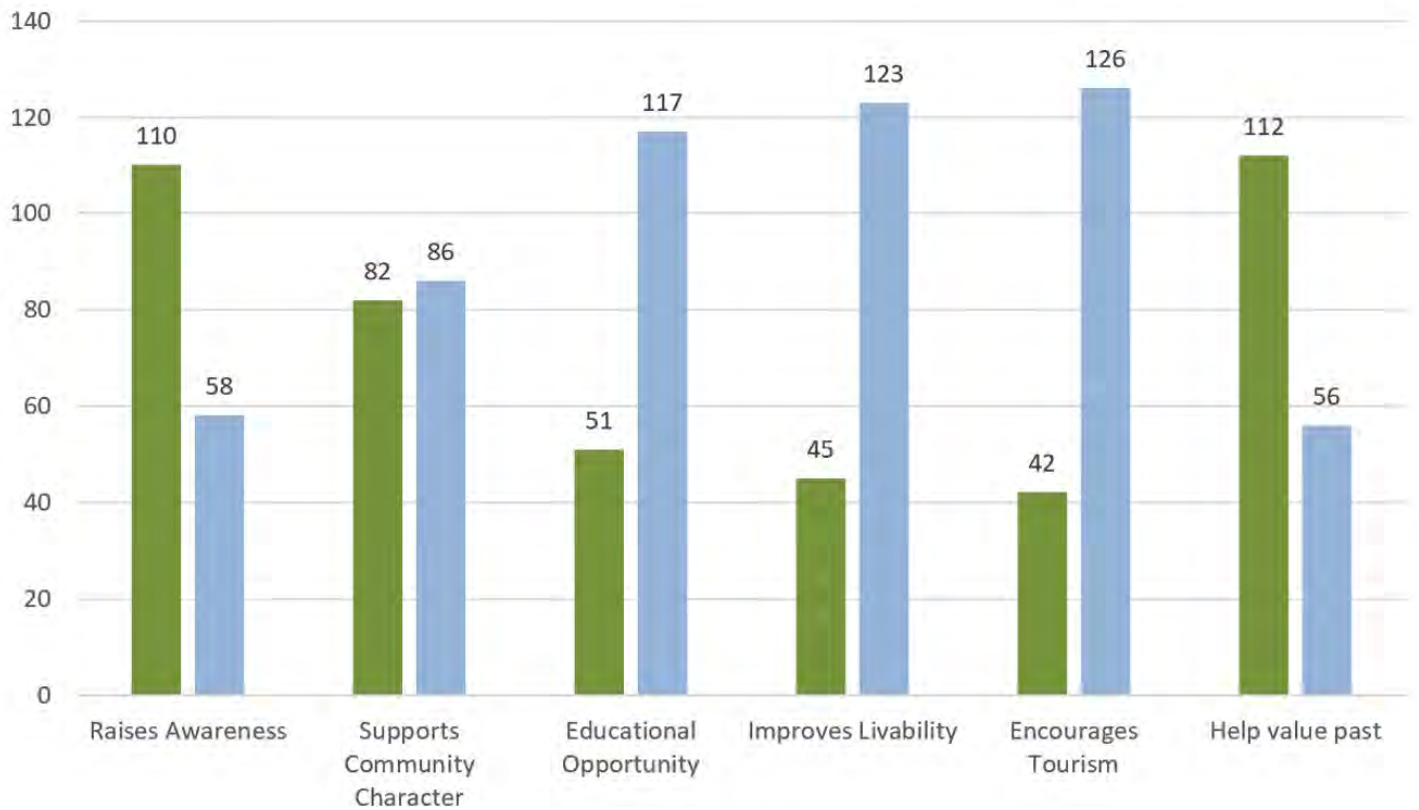
Question 1. Please tell us about yourself and your connection to Canby's heritage.

The green bar indicates a "yes" response to the question, while the blue bar indicates that response was not selected.

*Note, there was a duplicate question "Utilize downtown business."

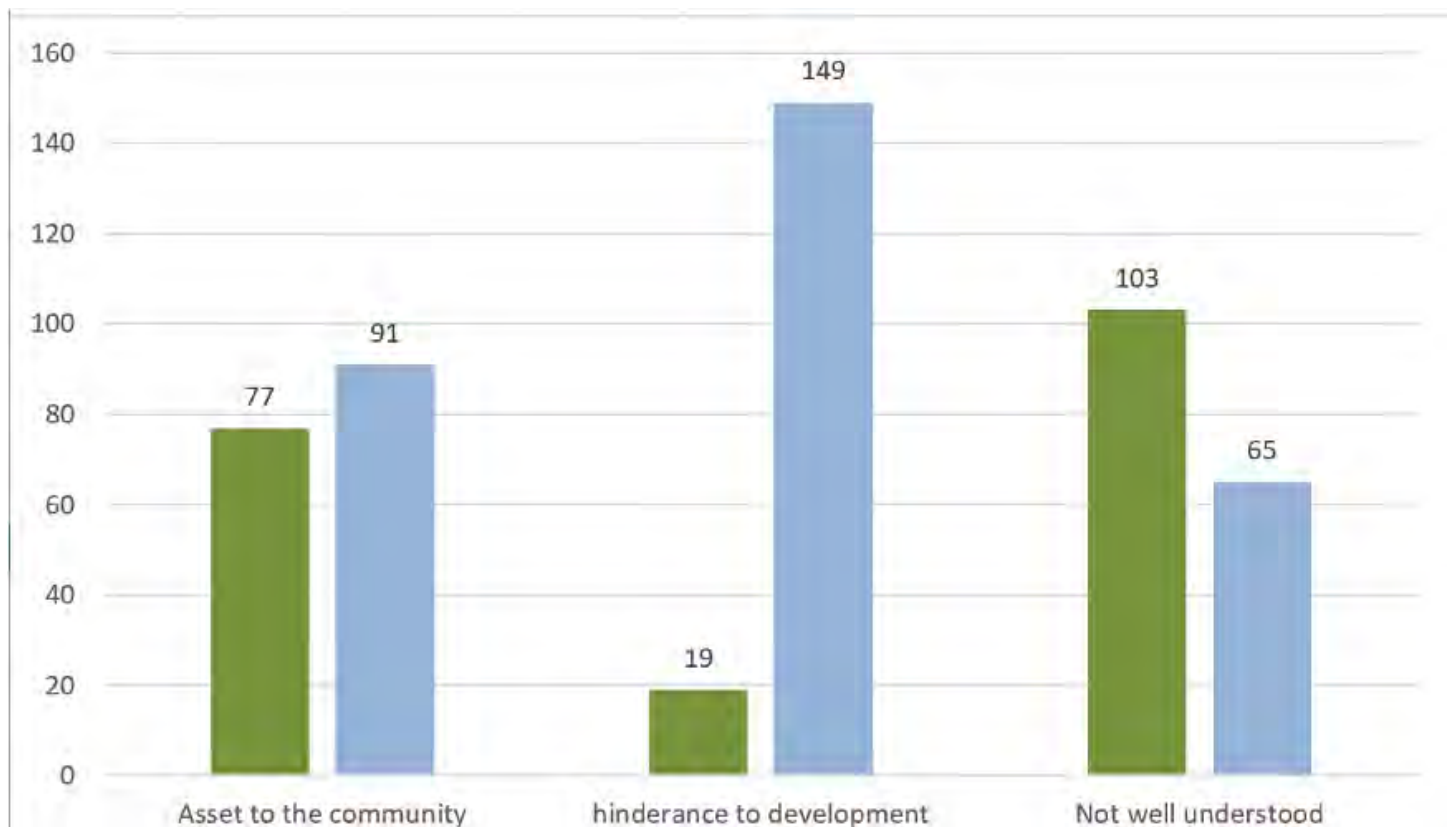


Question 2. Prior to this survey, did you know that the City of Canby has a historic preservation program with a Heritage and Landmarks Commission?



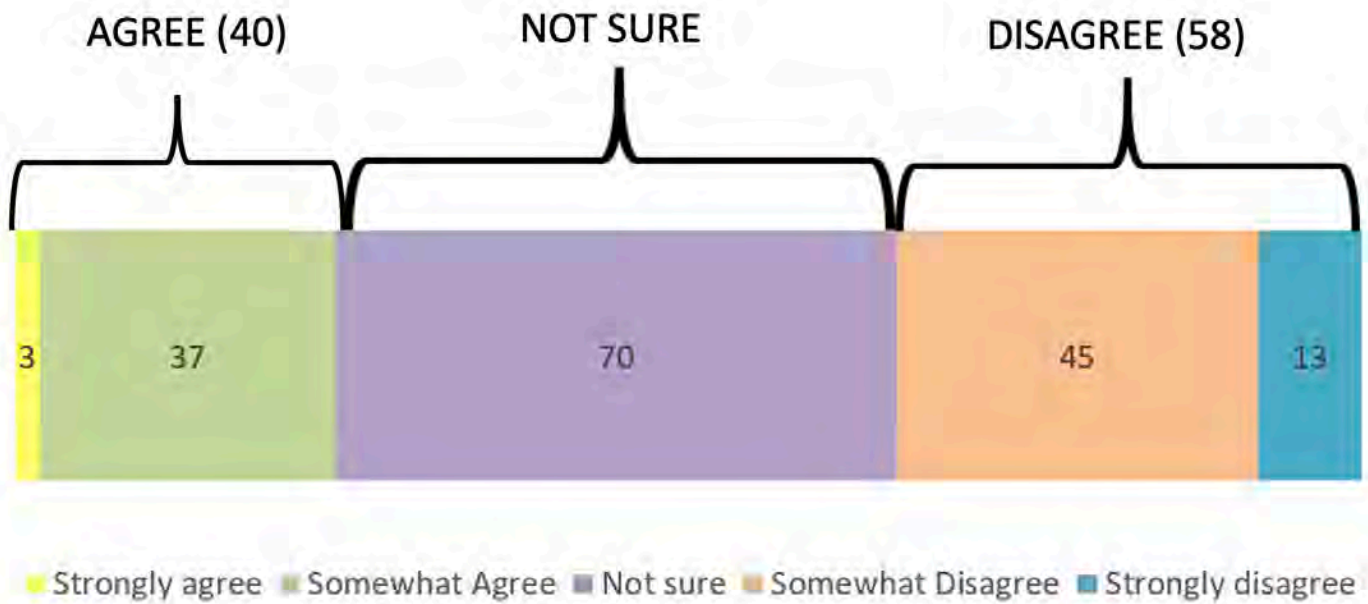
Question 3. Why do you think it is important to preserve and celebrate Canby's heritage?

The green bar indicates a "yes" response to the question, while the blue bar indicates that response was not selected.

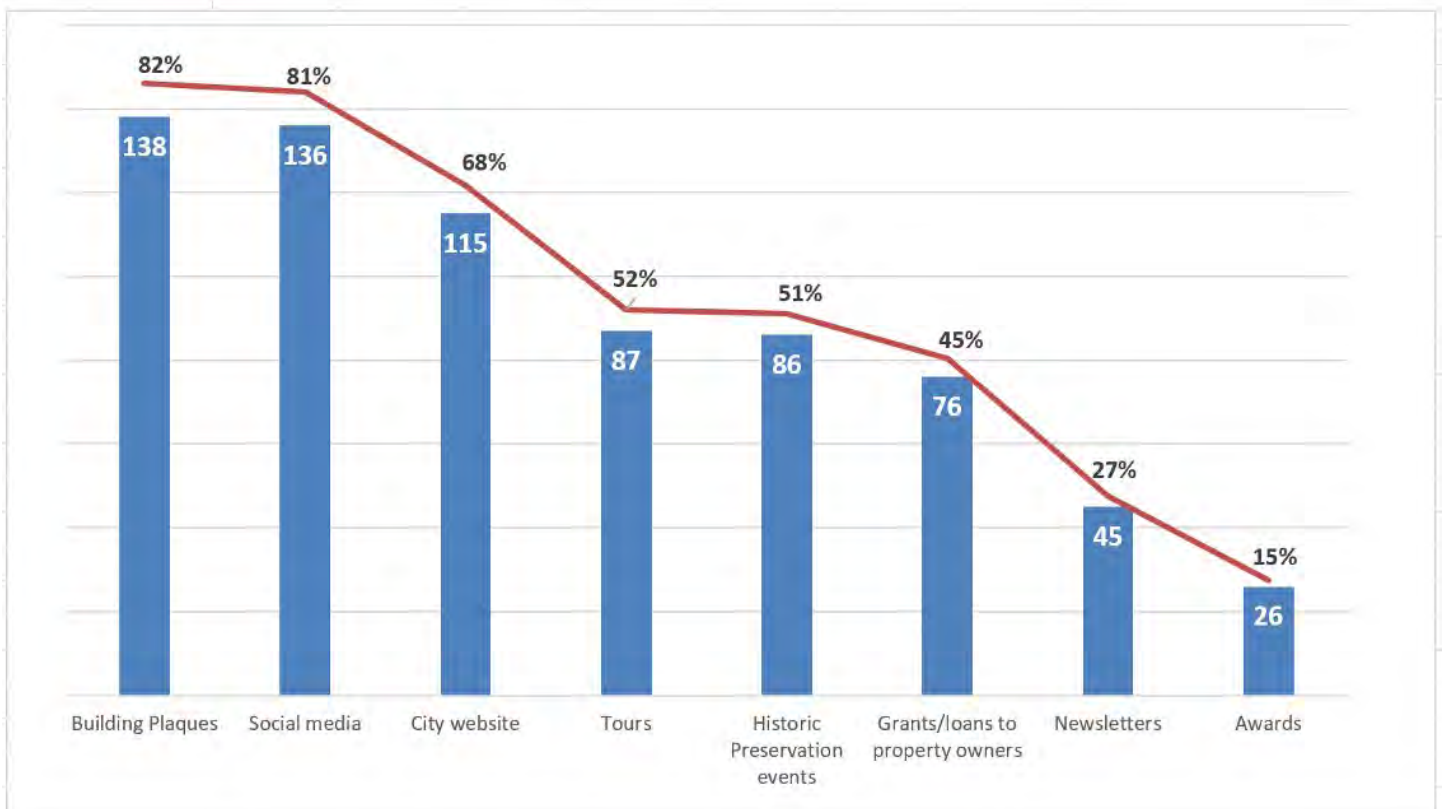


Question 4. How do you feel historic preservation is viewed in your community?

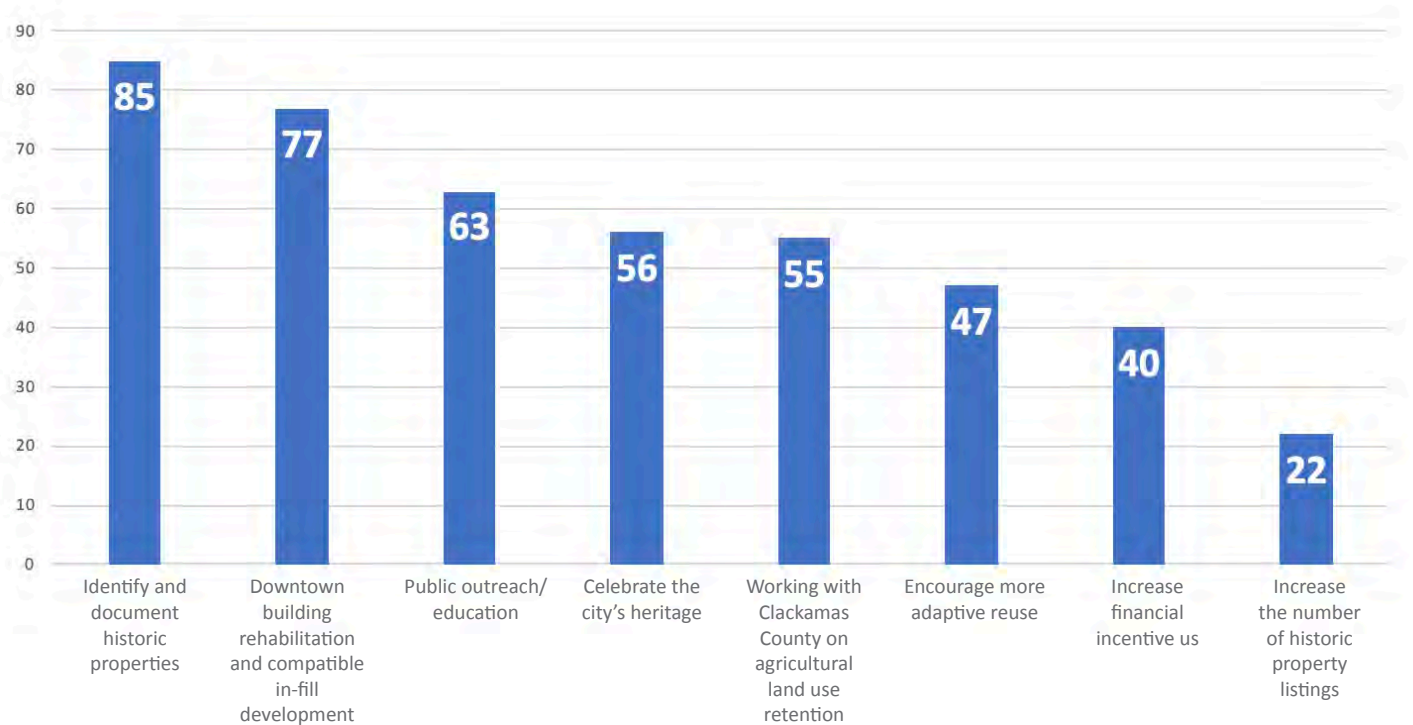
The green bar indicates a "yes" response to the question, while the blue bar indicates that response was not selected.



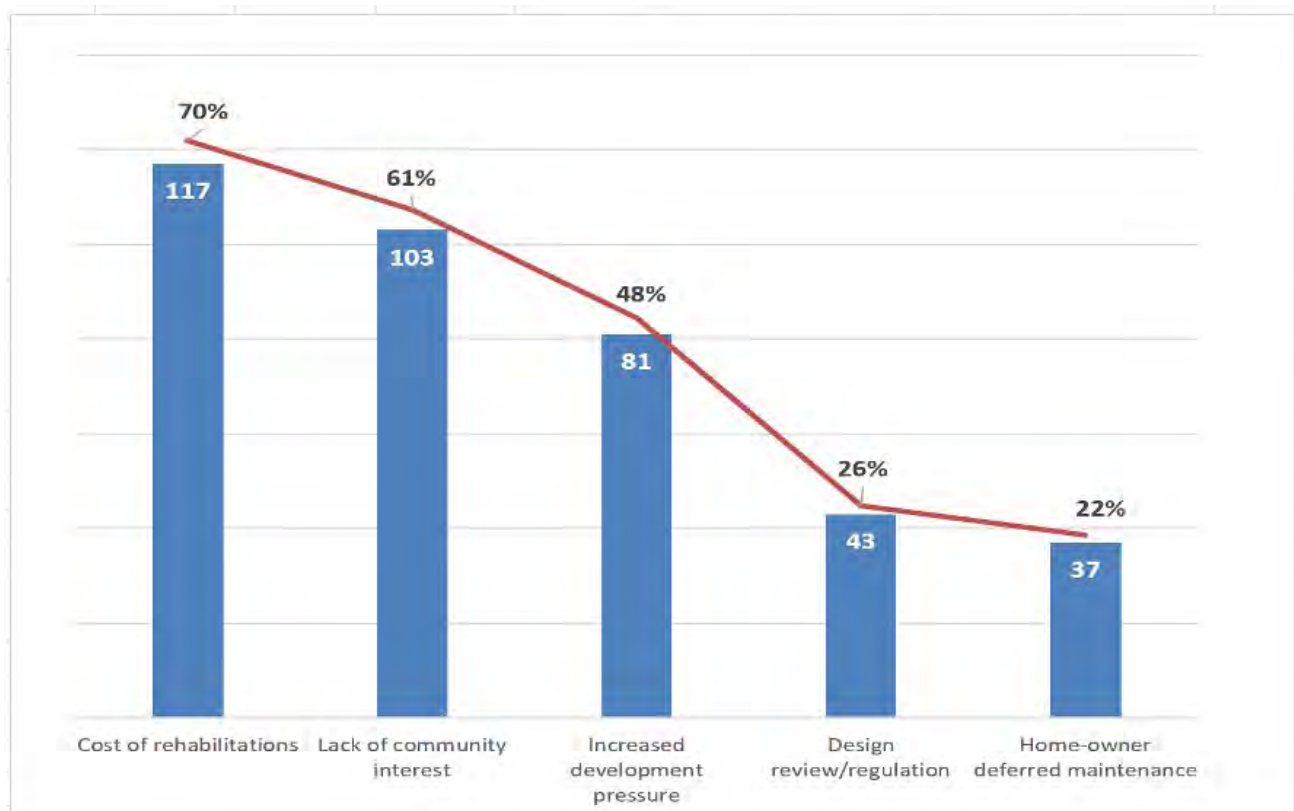
Question 5. Do you think the City has adequate programs to promote and/or educate residents and visitors about the city's history?



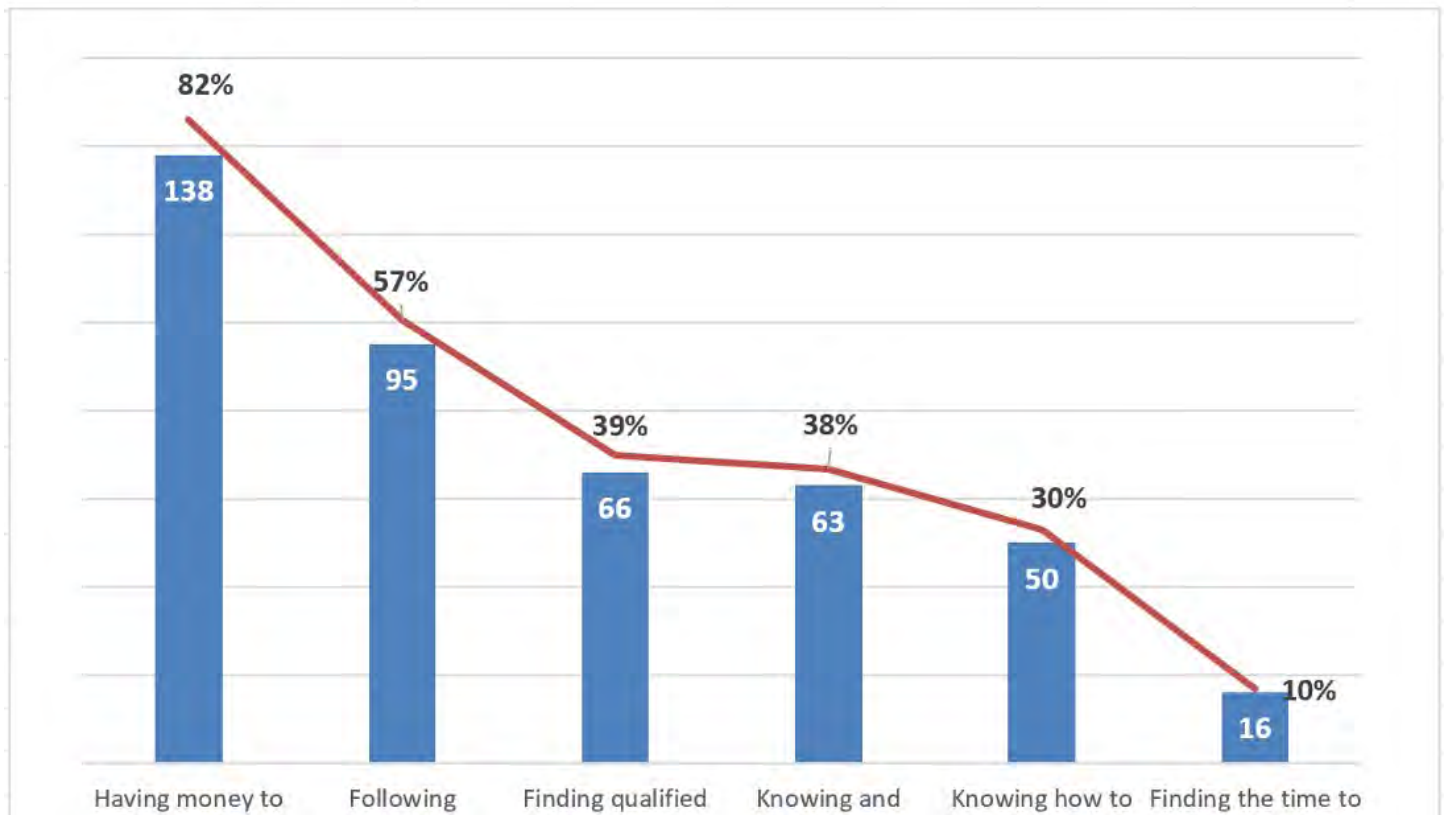
Question 6. How should the City promote historic preservation projects and programs?



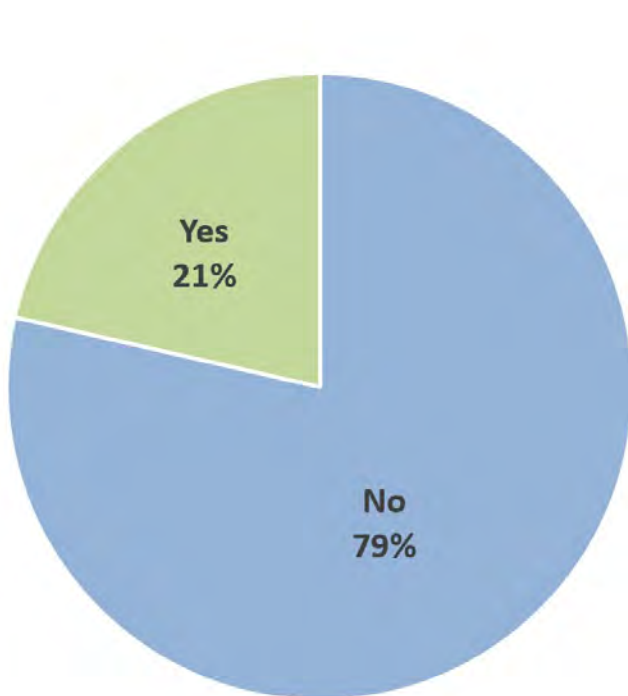
Question 7. What do you consider the biggest priority for historic preservation in Canby?



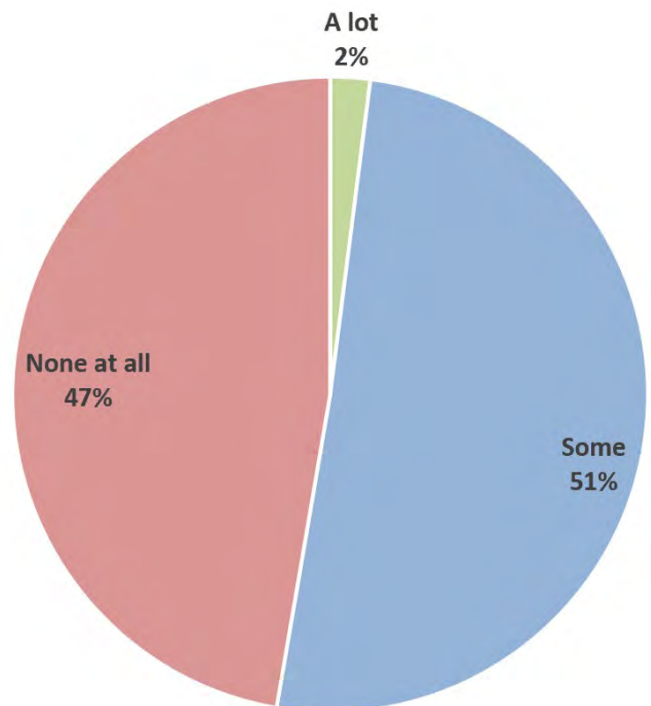
Question 8. What do you consider the biggest challenge for historic preservation efforts in the city of Canby?



Question 9. What is the biggest challenge to maintaining a historic property?



Question 10. Did you know Canby is part of the proposed Willamette Falls and Landings Heritage Area?



Question 11. How much do you know about the Willamette Falls and Landings Heritage Area?

Appendix B:

ADDITIONAL FIGURES AND TABLES

The following maps and tables supplement the information included in the historic preservation plan.

TABLE A.1. CANBY INVENTORY OF HISTORIC RESOURCES

| Resource ID | Address | Historic Name | Year Built ca. | RLS Date | ILS Date | SHPO Evaluation | Status |
|-------------|-----------------------|---------------------------------|----------------|-----------|-----------|-----------------|--------|
| 31168 | 517 NE 10th Ave. | | 1912 | 1984 | | EC | |
| 31167 | 563 NE 10th Ave. | | 1916 | 1984 | | EC | |
| 31829 | 102 NE First Ave. | Koehler, Andrew, Building | 1900 | 1984 | | EC | |
| 659072 | 154 NW First Ave. | | 1975 | 01-Jun-09 | | NP | |
| 31173 | 196 NW First Ave. | | 1926 | 1984 | | EC | |
| 31203 | 200–210 NW First Ave. | Wangs Store Building | 1890 | 01-Jun-09 | | NC | |
| 659070 | 224–232 NW First Ave. | | 1945 | 01-Jun-09 | | EC | |
| 659069 | 238 NW First Ave. | | 1925 | 01-Jun-09 | | EC | |
| 659068 | 248–266 NW First Ave. | | 1920 | 01-Jun-09 | | EC | |
| 31204 | 280 NW First Ave. | Canby Masonic Building #134 | 1912 | 01-Jun-09 | 01-Aug-14 | ES | |
| 31205 | 298 NW First Ave. | | 1930 | 01-Jun-09 | | EC | |
| 31209 | 302 NW First Ave. | Canby Bank & Trust Co. Building | 1906 | 01-Jun-09 | 01-Aug-14 | ES | |
| 659067 | 314 NW First Ave. | | 1925 | 01-Jun-09 | | NC | |
| 659066 | 322 NW First Ave. | | 1925 | 01-Jun-09 | | NC | |
| 659065 | 332 NW First Ave. | | 1940 | 01-Jun-09 | | NC | |
| 659064 | 334 NW First Ave. | | 1950 | 01-Jun-09 | | NC | |
| 659063 | 348 NW First Ave. | | 1939 | 01-Jun-09 | | EC | |
| 659062 | 356–358 NW First Ave. | | 1930 | 01-Jun-09 | | EC | |
| 659061 | 370–380 NW 1st Ave. | | 1960 | 01-Jun-09 | | EC | |
| 31208 | 394 NW First Ave. | Knight, William, Building | 1890 | 01-Jun-09 | 01-Aug-14 | ES | |

| Resource ID | Address | Historic Name | Year Built ca. | RLS Date | ILS Date | SHPO Evaluation | Status |
|-------------|-------------------------------|--------------------------------------|----------------|-----------|-----------|-----------------|--------|
| 659060 | 404 NW First Ave. | | 1940 | 01-Jun-09 | | NC | |
| 659044 | 424 NW First Ave. | Canby Theater | 1945 | 01-Jun-09 | | NC | |
| 659058 | 426–428 NW First Ave. | | 1955 | 01-Jun-09 | | NC | |
| 659073 | 452 NW First Ave. | | 1955 | 01-Jun-09 | | EC | |
| 31198 | 476 NW First Ave. | White & Scheer Automobile Dealership | 1908 | 01-Jun-09 | | EC | |
| 31200 | NW First Ave. and N Grant St. | Buchanan-Cellars Grain Co. Elevator | 1951 | 1984 | | EC_D | |
| 31202 | NW First Ave. | Bair, W. H., Warehouse | 1908 | 1984 | | EC_D | |
| 31830 | NW 1st Ave. | Canby Women's Civic Club Maple Trees | 1925 | 2012 | | EC | |
| 676281 | 109 SE First Ave. | | 1975 | 22-Jul-16 | | NP | |
| 676282 | 185 SE First Ave. | | 1992 | 22-Jul-16 | | NP | |
| 676283 | 203–205 SE First Ave. | | 1920 | 22-Jul-16 | | NC | |
| 676284 | 257 SE First Ave. | | 1988 | 22-Jul-16 | | NP | |
| 31218 | 289 SE First Ave. | | 1916 | 1984 | | EC | |
| 676308 | 289 SE First Ave. | | 2000 | 22-Jul-16 | | NP | |
| 676285 | 309 SE First Ave. | | 1931 | 22-Jul-16 | | NC | |
| 676286 | 319–341 SE First Ave. | | 1986 | 22-Jul-16 | | NP | |
| 676287 | 369 SE First Ave. | | 2015 | 22-Jul-16 | | NP | |
| 31215 | 103 SW First Ave. | White, G. W., Motor Co. | 1921 | 22-Jul-16 | 31-Jul-18 | ES | |
| 676280 | 145 SW First Ave. | | 2011 | 22-Jul-16 | | NP | |
| 676279 | 207 SW First Ave. | | 1945 | 22-Jul-16 | | NC | |
| 676278 | 255 SW First Ave. | | 1990 | 22-Jul-16 | | NP | |
| 31219 | 257 SW First Ave. | Stefani, A., House | 1916 | 1984 | | EC | |
| 676277 | 265 SW First Ave. | | 1972 | 22-Jul-16 | | NP | |
| 676276 | 293 SW First Ave. | | 1953 | 22-Jul-16 | | EC | |
| 676275 | 305 SW First Ave. | | 1958 | 22-Jul-16 | | EC | |
| 676274 | 333 SW First Ave. | | 1947 | 22-Jul-16 | | EC | |
| 676273 | 383–385 SW First Ave. | | 1989 | 22-Jul-16 | | NP | |
| 31211 | 395 SW First Ave. | Bair, Cornelius, House | 1885 | 22-Jul-16 | | EC | |
| 676272 | 399 SW First Ave. | | 1964 | 22-Jul-16 | | EC | |
| 676271 | 401 SW First Ave. | | 1934 | 22-Jul-16 | | NC | |
| 676270 | 403 SW First Ave. | | 1951 | 22-Jul-16 | | EC | |
| 676269 | 419 SW First Ave. | | 1952 | 22-Jul-16 | | EC | |
| 676266 | 431–433 SW First Ave. | | 1952 | 22-Jul-16 | | EC | |
| 676265 | 443 SW First Ave. | | 1900 | 22-Jul-16 | | NC | |

| Resource ID | Address | Historic Name | Year Built ca. | RLS Date | ILS Date | SHPO Evaluation | Status |
|-------------|------------------------|--------------------------------|----------------|-----------|----------|-----------------|--------|
| 676267 | 451–455 SW First Ave. | | 1978 | 22-Jul-16 | | NP | |
| 676268 | 459 SW First Ave. | | 1978 | 22-Jul-16 | | NP | |
| 676264 | 469 SW First Ave. | Canby Country Inn | 1989 | 22-Jul-16 | | NP | |
| 676263 | 489 SW First Ave. | Better Homes | 1994 | 22-Jul-16 | | NP | |
| 31201 | SW First Ave. | Canby Farm Store | 1925 | 1984 | | EC_D | |
| 669135 | 157 NE Second Ave. | Holladay House | 1870 | 23-Oct-69 | | XD | |
| 31172 | 157 NE Second Ave. | Cutsforth Meat Market Building | 1895 | 1984 | | EC | |
| 31217 | 326 NE Second Ave. | | 1895 | 1984 | | EC | |
| 659046 | 110–150 NW Second Ave. | | 1965 | 01-Jun-09 | | EC | |
| 659088 | 111 NW Second Ave. | | 1960 | 01-Jun-09 | | NC | |
| 659045 | 133 NW Second Ave. | | 1945 | 01-Jun-09 | | NC | |
| 659047 | 160–190 NW Second Ave. | | 1965 | 01-Jun-09 | | NC | |
| 659048 | 200 NW Second Ave. | | 1970 | 01-Jun-09 | | NP | |
| 659049 | 249–241 NW Second Ave. | | 1965 | 01-Jun-09 | | NC | |
| 659050 | 294 NW Second Ave. | | 1955 | 10-Jun-09 | | NC | |
| 31190 | 352 NW Second Ave. | | 1904 | 1984 | | EC_D | |
| 659052 | 355 NW Second Ave. | | 1945 | 01-Jun-09 | | NC | |
| 659053 | 390 NW Second Ave. | | 1980 | 01-Jun-09 | | NP | |
| 31191 | 406 NW Second Ave. | Oiler House | 1910 | 01-Jun-09 | | EC | |
| 31197 | 409 NW Second Ave. | Brown, Hoyt N, House | 1900 | 10-Jun-09 | | EC | |
| 31192 | 442 NW Second Ave. | Simms, John, House | 1915 | 01-Jun-09 | | NC | |
| 31196 | 451 NW Second Ave. | Rosenkrans, F A, House | 1890 | 10-Jun-09 | | NC | |
| 659054 | 460 NW Second Ave. | | 1900 | 01-Jun-09 | | NC | |
| 31193 | 486 NW Second Ave. | Knight, Adam H, House | 1880 | 01-Jun-09 | | EC | |
| 659056 | 490 NW Second Ave. | | 1880 | 01-Jun-09 | | NC | |
| 659055 | 491 NW Second Ave. | | 1925 | 01-Jun-09 | | EC | |
| 31194 | 522 NW Second Ave. | Old Methodist Church | 1913 | 01-Jun-09 | | EC | |
| 31195 | 590 NW Second Ave. | | 1905 | 1984 | | EC | |
| 676262 | 144 SE Second Ave. | | 1930 | 14-Jul-16 | | NC | |
| 676261 | 150 SE Second Ave. | | 1982 | 14-Jul-16 | | NP | |
| 676259 | 190 SE Second Ave. | | 1992 | 14-Jul-16 | | NP | |
| 676257 | 191 SE Second Ave. | | 1925 | 14-Jul-16 | | NC | |
| 676260 | 220 SE Second Ave. | | 1994 | 14-Jul-16 | | NP | |

| Resource ID | Address | Historic Name | Year Built ca. | RLS Date | ILS Date | SHPO Evaluation | Status |
|-------------|------------------------|--------------------------|----------------|-----------|----------|-----------------|--------|
| 676256 | 221 SE Second Ave. | | 1965 | 14-Jul-16 | | EC | |
| 676255 | 265–271 SE Second Ave. | | 1970 | 14-Jul-16 | | NP | |
| 676258 | 290 SE Second Ave. | | 1965 | 14-Jul-16 | | EC | |
| 31221 | 301 SE Second Ave. | Kraft, Mrs. Henry, House | 1892 | 1984 | | EC | |
| 676289 | 342 SE Second Ave. | | 1963 | 22-Jul-16 | | EC | |
| 31220 | 393 SE Second Ave. | | 1900 | 1984 | | EC | |
| 31214 | 130 SW Second Ave. | Ogle, Ola Mack, House | 1915 | 1984 | | XD | |
| 676307 | 130 SW Second Ave. | | 2000 | 22-Jul-16 | | NP | |
| 31213 | 139 SW Second Ave. | Mack, William O, House | 1879 | 22-Jul-16 | | NC | |
| 676302 | 146–218 SW Second Ave. | | 2013 | 22-Jul-16 | | NP | |
| 676303 | 246 SW Second Ave. | | 1955 | 22-Jul-16 | | NC | |
| 676239 | 251 SW Second Ave. | | 1953 | 14-Jul-16 | | NC | |
| 676240 | 361 SW Second Ave. | | 1915 | 14-Jul-16 | | EC | |
| 676254 | 362 SW Second Ave. | | 1953 | 14-Jul-16 | | NC | |
| 676241 | 377 SW Second Ave. | | 1946 | 14-Jul-16 | | NC | |
| 676253 | 394 SW Second Ave. | | 1953 | 14-Jul-16 | | EC | |
| 676242 | 399 SW Second Ave. | | 1939 | 14-Jul-16 | | NC | |
| 676252 | 402 SW Second Ave. | | 1947 | 14-Jul-16 | | NC | |
| 676243 | 405 SW Second Ave. | | 1939 | 14-Jul-16 | | NC | |
| 676251 | 414 SW Second Ave. | | 1946 | 14-Nov-16 | | NC | |
| 676244 | 419 SW Second Ave. | | 1939 | 14-Jul-16 | | EC | |
| 676250 | 428–434 SW Second Ave. | | 1940 | 14-Jul-16 | | NC | |
| 676245 | 429 SW Second Ave. | | 1961 | 14-Jul-16 | | NC | |
| 676246 | 445 SW Second Ave. | | 1933 | 14-Jul-16 | | EC | |
| 676249 | 446–454 SW Second Ave. | | 1940 | 14-Jul-16 | | NC | |
| 676248 | 468 SW Second Ave. | | 1940 | 14-Jul-16 | | NC | |
| 676247 | 473 SW Second Ave. | | 1930 | 14-Jul-16 | | NC | |
| 659090 | 112 NW Third Ave. | | 1920 | 01-Jun-09 | | NC | |
| 659059 | 113 NW Third Ave. | | 1940 | 01-Jun-09 | | NC | |
| 659091 | 131 NW Third Ave. | | 1920 | 01-Jun-09 | | NC | |
| 659092 | 138 NW Third Ave. | | 1890 | 01-Jun-09 | | NC | |
| 659093 | 147 NW Third Ave. | | 1945 | 01-Jun-09 | | NC | |
| 659095 | 151 NW Third Ave. | | 1960 | 01-Jun-09 | | NC | |
| 659103 | 158–170 NW Third Ave. | | 1960 | 01-Jun-09 | | NC | |
| 659099 | 200 NW Third Ave. | | 1960 | 01-Jun-09 | | EC | |
| 659098 | 207 NW Third Ave. | | 1955 | 01-Jun-09 | | EC | |
| 659100 | 227 NW Third Ave. | | 2009 | 01-Jun-09 | | NP | |

| Resource ID | Address | Historic Name | Year Built ca. | RLS Date | ILS Date | SHPO Evaluation | Status |
|-------------|---------------------------|----------------------------------|----------------|-----------|----------|-----------------|--------|
| 659101 | 249 NW Third Ave. | | 1955 | 01-Jun-09 | | EC | |
| 659096 | 300 NW Third Ave. | | 1955 | 01-Jun-09 | | NC | |
| 659087 | 310 NW Third Ave. | | 1970 | 01-Jun-09 | | NP | |
| 659094 | 333 NW Third Ave. | | 1970 | 01-Jun-09 | | NP | |
| 659086 | 336 NW Third Ave. | | 1945 | 01-Jun-09 | | NC | |
| 659085 | 343 NW Third Ave. | | 1960 | 01-Jun-09 | | EC | |
| 659084 | 360 NW Third Ave. | | 1945 | 01-Jun-09 | | NC | |
| 31188 | 375 NW Third Ave. | Bair, W. H., House | 1912 | 01-Jun-09 | | ES | City |
| 31184 | 386 NW Third Ave. | Bradt, E. E., House | 1912 | 01-Jun-09 | | NC | |
| 31185 | 544 NW Third Ave. | First Methodist Episcopal Church | 1884 | 1984 | | EC | City |
| 31187 | 569 NW Third Ave. | | 1895 | 1984 | | EC | |
| 31186 | 589 NW Third Ave. | Young, Cora, House | 1900 | 1984 | | EC | |
| 31164 | 784 NW Third Ave. | Sturgis House | 1890 | 1984 | | EC | |
| 676233 | 150–152 SE Third Ave. | | 1974 | 14-Jul-16 | | NP | |
| 676234 | 170–180 SE Third Ave. | | 1976 | 14-Jul-16 | | NP | |
| 676235 | 190–192 SE Third Ave. | | 1976 | 14-Jul-16 | | NP | |
| 676236 | 220–222 SE Third Ave. | | 1976 | 14-Jul-16 | | NP | |
| 676237 | 240–242 SE Third Ave. | | 1974 | 14-Jul-16 | | NP | |
| 31212 | 190 SW Third Ave. | Zoar Lutheran Church | 2013 | 14-Jul-16 | | NP | |
| 676232 | 250 SW Third Ave. | | 1973 | 14-Jul-16 | | NP | |
| 676231 | 290 SW Third Ave. | | 1964 | 14-Jul-16 | | EC | |
| 676230 | 348 SW Third Ave. | | 1964 | 14-Jul-16 | | EC | |
| 676229 | 368 SW Third Ave. | | 1910 | 14-Jul-16 | | EC | |
| 676228 | 402 SW Third Ave. | | 1948 | 14-Jul-16 | | EC | |
| 676227 | 416 SW Third Ave. | | 1946 | 14-Jul-16 | | NC | |
| 654291 | 431 SW Third Ave. | | 1924 | 1984 | | EC | |
| 676226 | 432 SW Third Ave. | | 1958 | 14-Jul-16 | | NC | |
| 676225 | 494 SW Third Ave. | | 1905 | 14-Jul-16 | | EC | |
| 31165 | 888 NE Fourth Ave. | Canby Railroad Depot | 1871 | 1984 | | EC | HABS |
| 31166 | NE Fourth Ave. | Clackamas County Fairground | 1908 | 1984 | | EC | |
| 31175 | 252 NW Fourth Ave. | Eccles-Maple House | 1908 | 1984 | | EC | |
| 659081 | 351 NW Fourth Ave. | | 1985 | 01-Jun-09 | | NP | |
| 659082 | 377 NW Fourth Ave. | | 1945 | 01-Jun-09 | | NC | |
| 31179 | NW Fourth Ave & N Fir St. | Canby Water Tower | 1926 | 1984 | | EC | |

| Resource ID | Address | Historic Name | Year Built ca. | RLS Date | ILS Date | SHPO Evaluation | Status |
|-------------|-----------------------------|--------------------------------------|----------------|-----------|-----------|-----------------|--------|
| 31180 | NW Fourth Ave & N Grant St. | Canby Grade School Block Maple Trees | 1925 | 1984 | | EC | |
| 29973 | 525 SW Fourth Ave. | Knight, William, House | 1874 | 1984 | | ES | NRI |
| 31235 | 721 SW Fourth Ave. | Canby Union High School | 1928 | 1984 | | EC | |
| 31177 | 173 NW Fifth Ave. | | 1915 | 1984 | | EC_D | |
| 31178 | 188 NW Fifth Ave. | | 1900 | 1984 | | EC | |
| 31182 | 216 NW Fifth Ave. | Krueger House | 1910 | 1984 | | EC | |
| 31183 | 290 NW Fifth Ave. | Vinyard House | 1913 | 1984 | | EC | |
| 31236 | 871 SW Fifth Ave. | | 1895 | 1984 | | EC | |
| 31170 | 192 NW Sixth Ave. | | 1906 | 1984 | | EC | |
| 32321 | Hwy 99E at Molalla River | Molalla River Hwy Bridge | 1919 | 1984 | | EC | |
| 31199 | 113 N Elm St. | Lieser, J W, House | 1908 | 1984 | | EC | |
| 676301 | 194 S Elm St. | | 1939 | 14-Jul-16 | | NC | |
| 676300 | 210 S Elm St. | | 1902 | 14-Jul-16 | | NC | |
| 659083 | 368 N Fir St. | | 1945 | 01-Jun-09 | | NC | |
| 31210 | 121–141 N Grant St. | Hals Shoe Shop | 1906 | 01-Jun-09 | | EC | |
| 31207 | 181 N Grant St. | Carlton & Rosenkrans Co Building | 1912 | 01-Jun-09 | | NC | |
| 659051 | 184 N Grant St. | | 1965 | 01-Jun-09 | | EC | |
| 31189 | 211 N Grant St. | Canby Lodge IOOF #156 | 1912 | 01-Jun-09 | 01-Aug-14 | ES | |
| 659076 | 241 N Grant St. | | 1950 | 01-Jun-09 | | NC | |
| 659078 | 270 N Grant St. | | 1945 | 01-Jun-09 | | NC | |
| 659077 | 273 N Grant St. | | 1975 | 01-Jun-09 | | NP | |
| 659074 | 293 N Grant St. | | 1970 | 01-Jun-09 | | NP | |
| 659079 | 345 N Grant St. | | 1970 | 01-Jun-09 | | NP | |
| 659080 | 385 N Grant St. | | 1970 | 01-Jun-09 | | NP | |
| 31176 | 410 N Grant St. | White, “Doc”, House | 1890 | 1984 | | EC | |
| 676288 | 160 S Grant St. | | 1936 | 22-Jul-16 | | EC | |
| 676238 | 189 S Grant St. | | 1904 | 14-Jul-16 | | NC | |
| 676304 | 233 S Grant St. | | 1932 | 14-Jul-16 | | NC | |
| 676305 | 242 S Grant St. | | 1960 | 14-Jul-16 | | EC | |
| 659071 | 122 N Holly St. | Koehler Building | 1926 | 10-Jun-09 | 31-Jul-18 | NC | |
| 31174 | 182 N Holly St. | Canby City Hall | 1936 | 01-Jun-09 | 15-Aug-14 | ES | City |
| 659075 | 261 N Holly St. | | 1900 | 01-Jun-09 | | NC | |

| Resource ID | Address | Historic Name | Year Built ca. | RLS Date | ILS Date | SHPO Evaluation | Status |
|-------------|------------------------|---------------------------|----------------|-----------|-----------|-----------------|--------|
| 659097 | 292 N Holly St. | | 1965 | 01-Jun-09 | | NC | |
| 659089 | 300 N Holly St. | | 1975 | 01-Jun-09 | | NP | |
| 31181 | 613 N Holly St. | Smith House | 1926 | 1984 | | EC | |
| 659057 | 107 N Ivy St. | | 1960 | 01-Jun-09 | | NC | |
| 659102 | 269 N Ivy St. | | 1940 | 01-Jun-09 | | NC | |
| 31831 | 311 N Ivy St. | Zimmerman, R. W., House | 1920 | 1984 | | EC | |
| 31224 | 318 N Ivy St. | | 1910 | 1984 | | UN | |
| 676296 | 181 S Ivy St. | | 1952 | 22-Jul-16 | | EC | |
| 676297 | 235 S Ivy St. | | 1958 | 22-Jul-16 | | EC | |
| 676298 | 275 S Ivy St. | | 1935 | 14-Jul-16 | | EC | |
| 676299 | 276 S Ivy St. | | 1947 | 22-Jul-16 | | NC | |
| 31171 | 382 N Juniper St. | | 1900 | 1984 | | EC | |
| 650449 | 710 N Juniper St. | | 1950 | 2008 | | EC | |
| 676290 | 126 S Knott St. | | 1910 | 22-Jul-16 | | NC | |
| 676291 | 154 S Knott St. | | 1935 | 22-Jul-16 | | NC | |
| 676292 | 209–215 S Knott St. | | 1960 | 14-Jul-16 | | EC | |
| 676293 | 217–223 S Knott St. | | 1960 | 14-Jul-16 | | NC | |
| 676294 | 231 S Knott St. | | 1981 | 14-Jul-16 | | NP | |
| 676295 | 253–279 S Knott St. | | 1980 | 14-Jul-16 | | NP | |
| 31222 | 357 S Locust St. | | 1910 | 1984 | | EC | |
| 31223 | 391 S Locust St. | Luelling, C. A., House | 1901 | 1984 | | EC | |
| 31169 | 543 NW Territorial Rd. | | 1900 | 1984 | | EC_D | |
| 31234 | 119 SE Township Rd. | | 1900 | 1984 | | EC | |
| 31233 | 285 SE Township Rd. | | 1900 | 1984 | | EC | |
| 31232 | 315 SE Township Rd. | | 1895 | 1984 | | EC | |
| 31230 | 339 SE Township Rd. | German Evangelical Church | 1893 | 1984 | 01-Jul-18 | ES | |
| 31229 | 385 SE Township Rd. | | 1900 | 1984 | | EC | |
| 31225 | 464 SE Township Rd. | | 1910 | 1984 | | EC | |
| 31231 | 497 SE Township Rd. | Lucke-Kraft House | 1890 | 1984 | | EC | |

FIGURE A.1. GLO, 1852

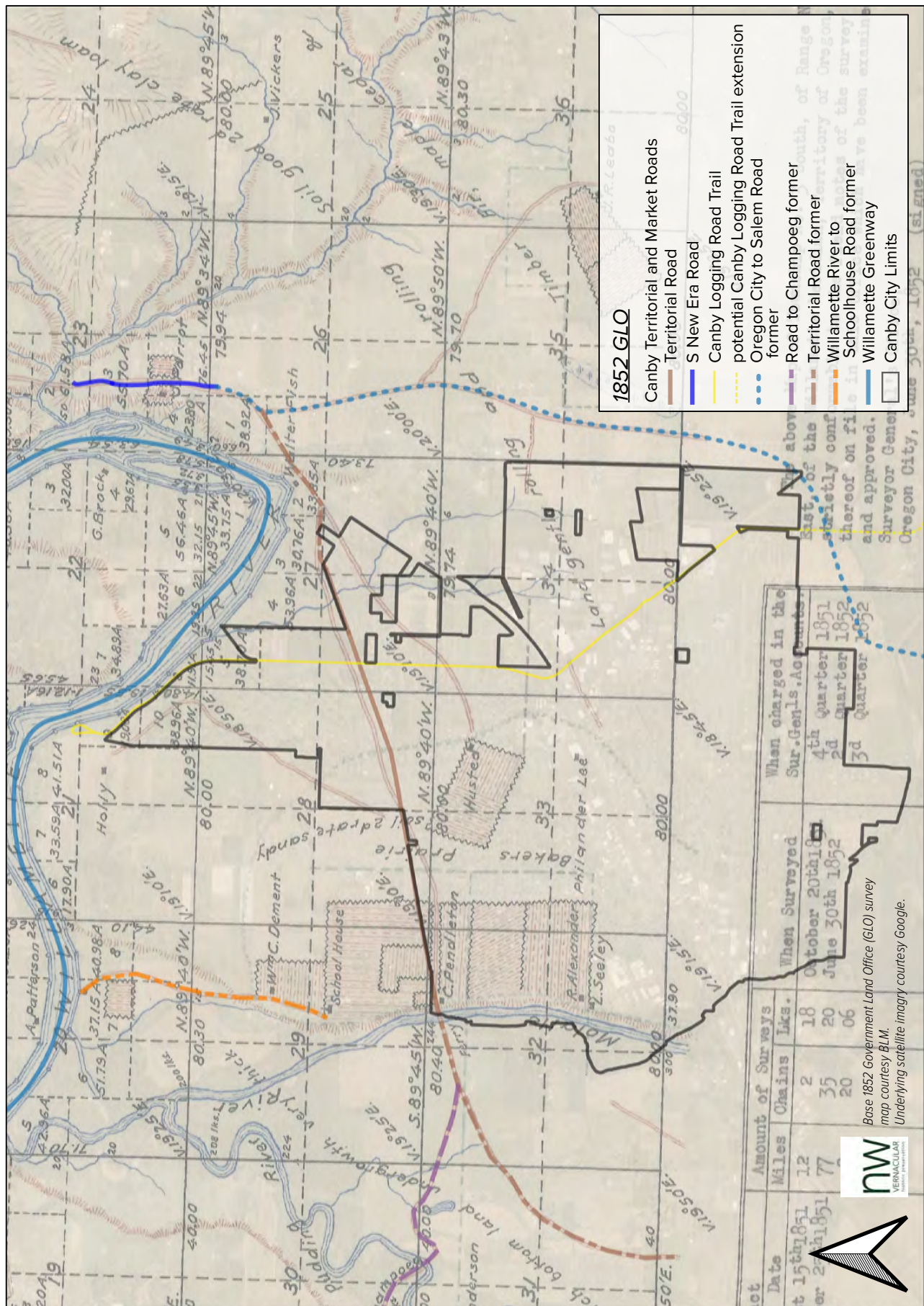


FIGURE A.2. USGS, 1914

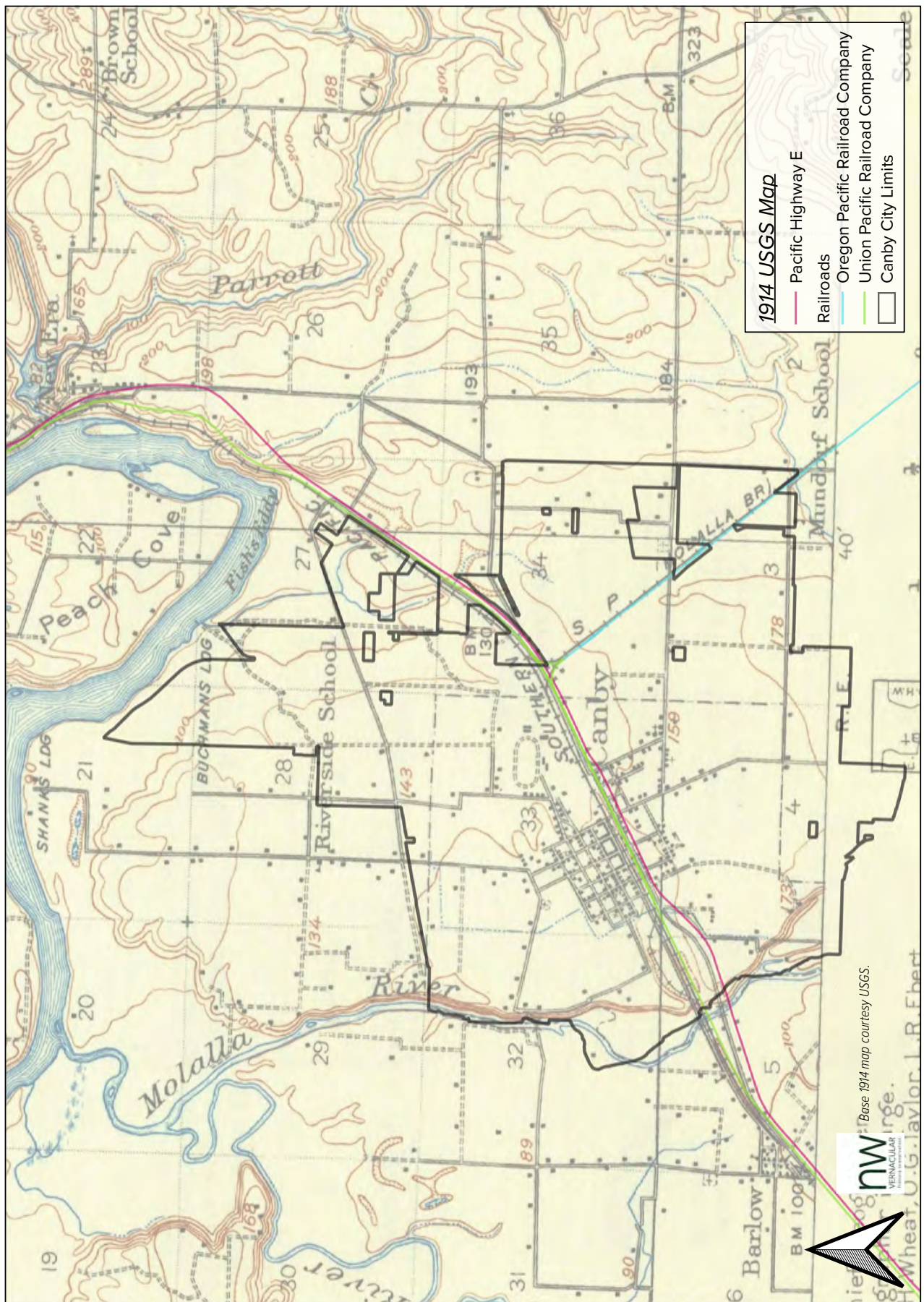
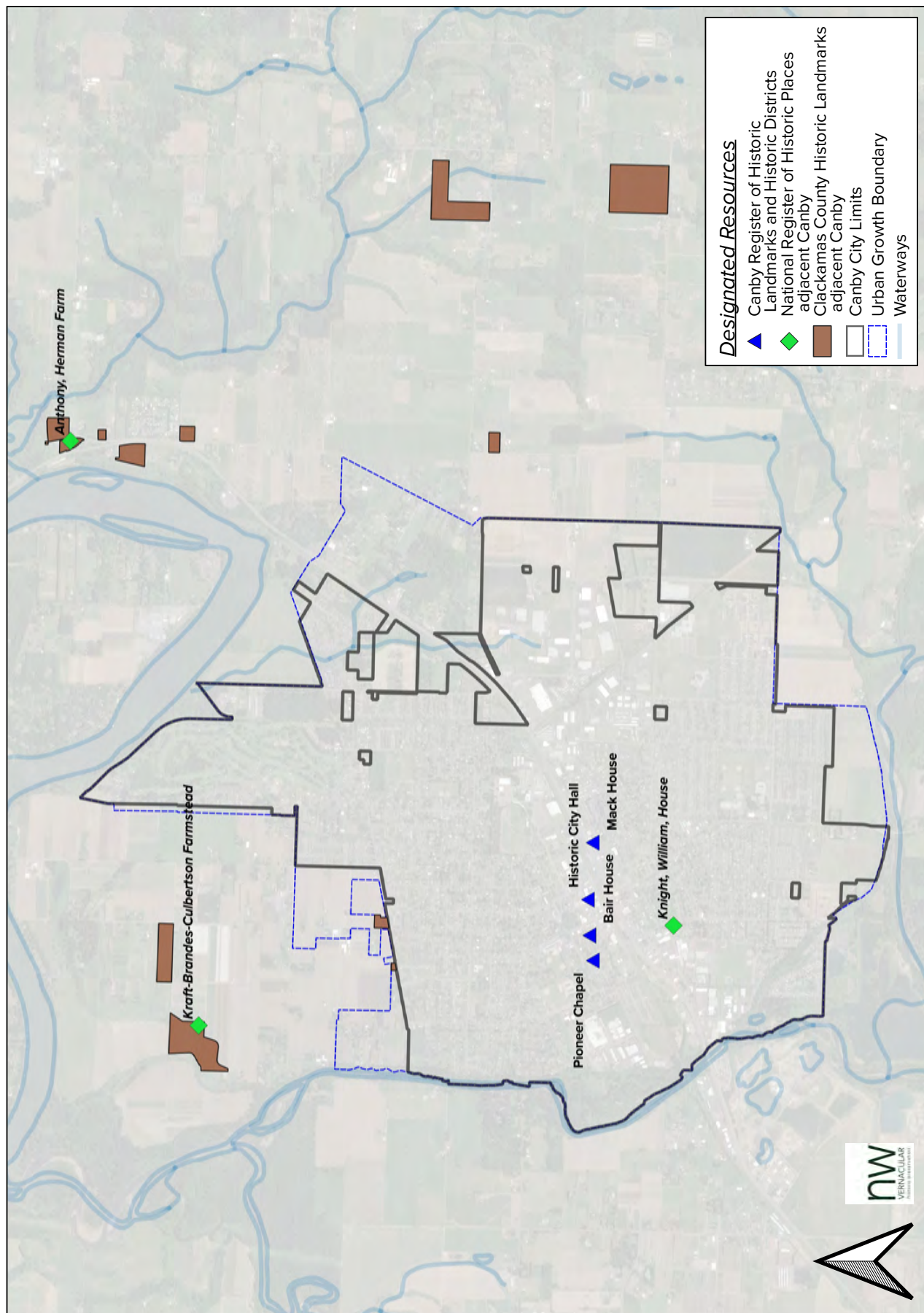


FIGURE A.3. DESIGNATED HISTORIC RESOURCES



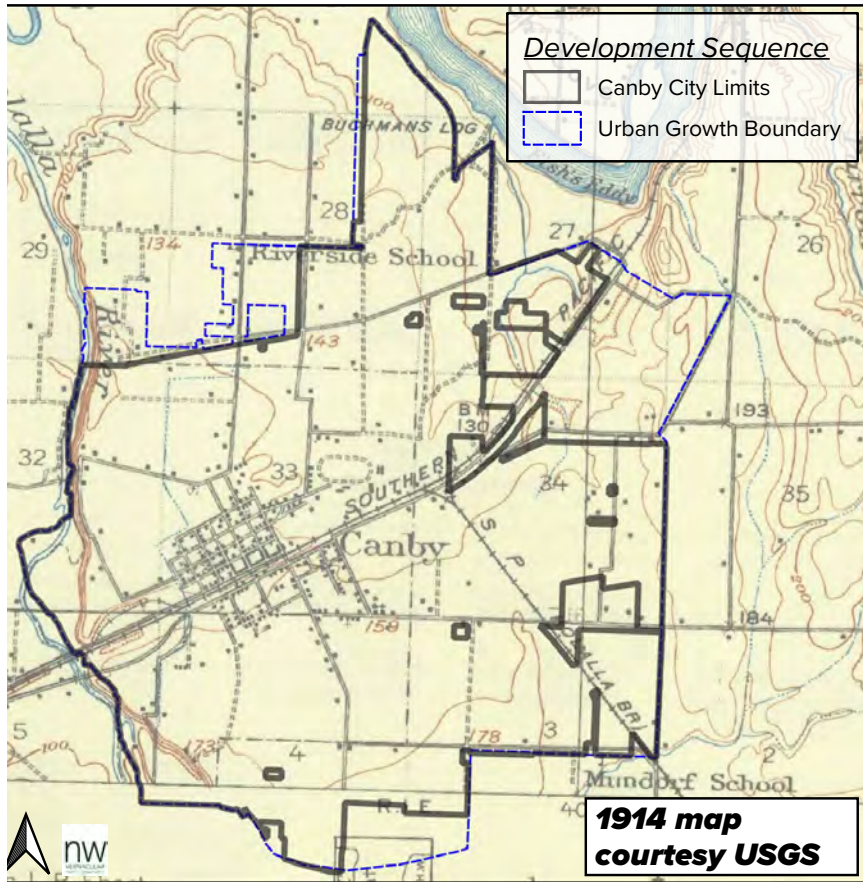


FIGURE A.4. DEVELOPMENT SEQUENCE, 1914

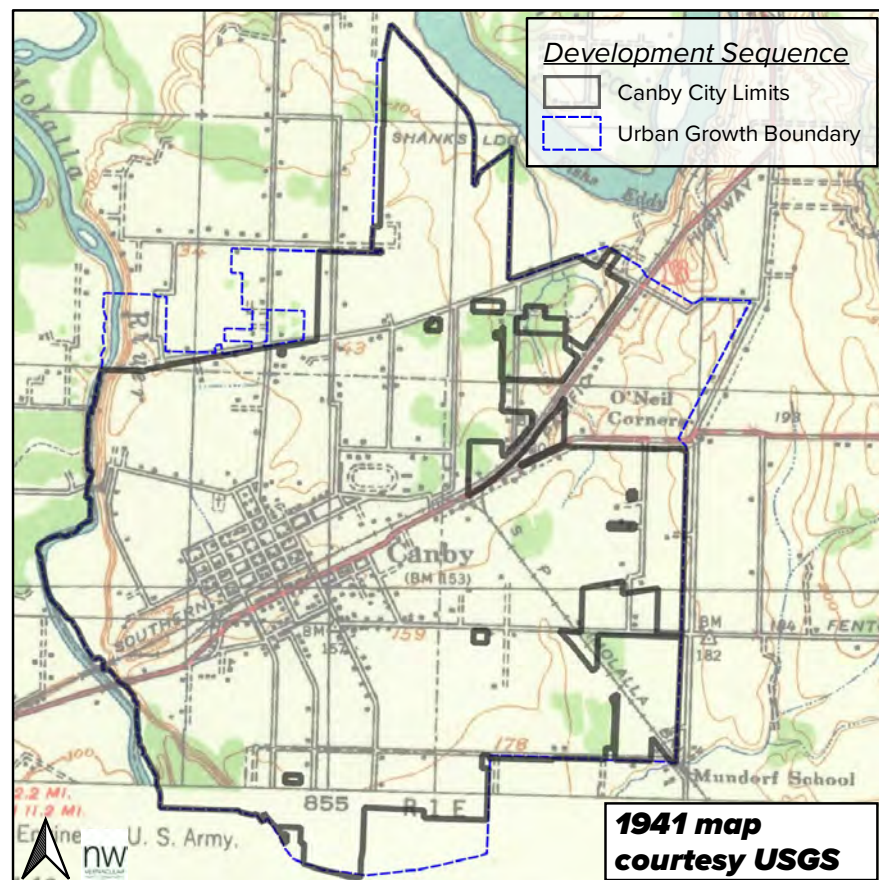


FIGURE A.5. DEVELOPMENT SEQUENCE, 1941

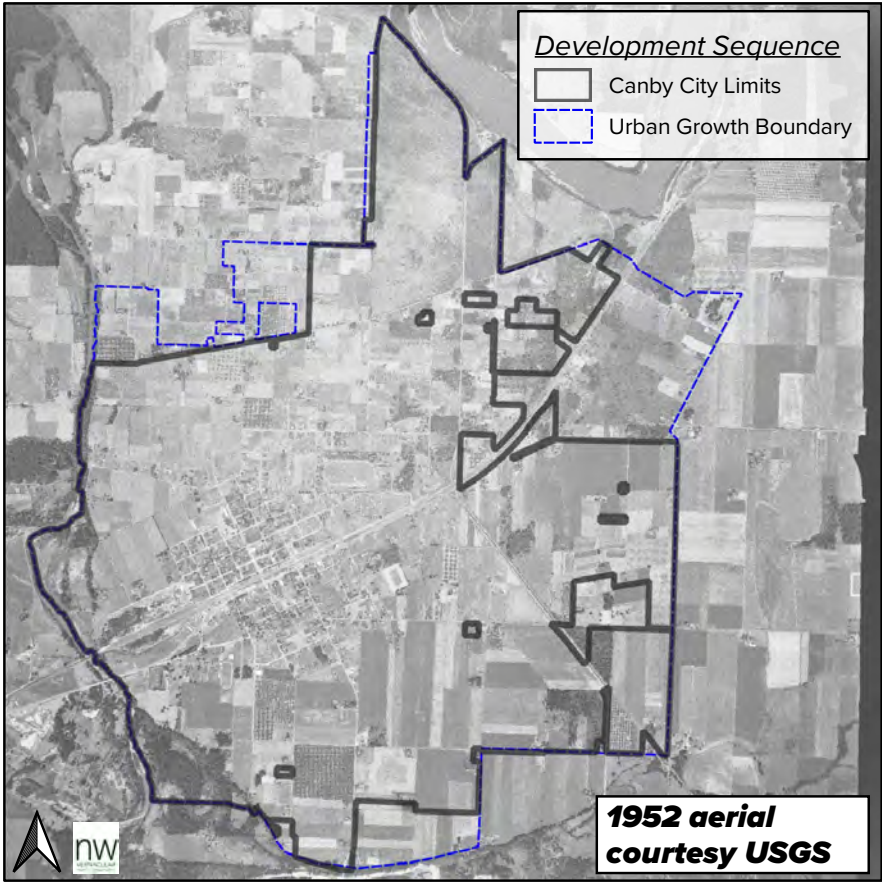


FIGURE A.6. DEVELOPMENT SEQUENCE, 1952

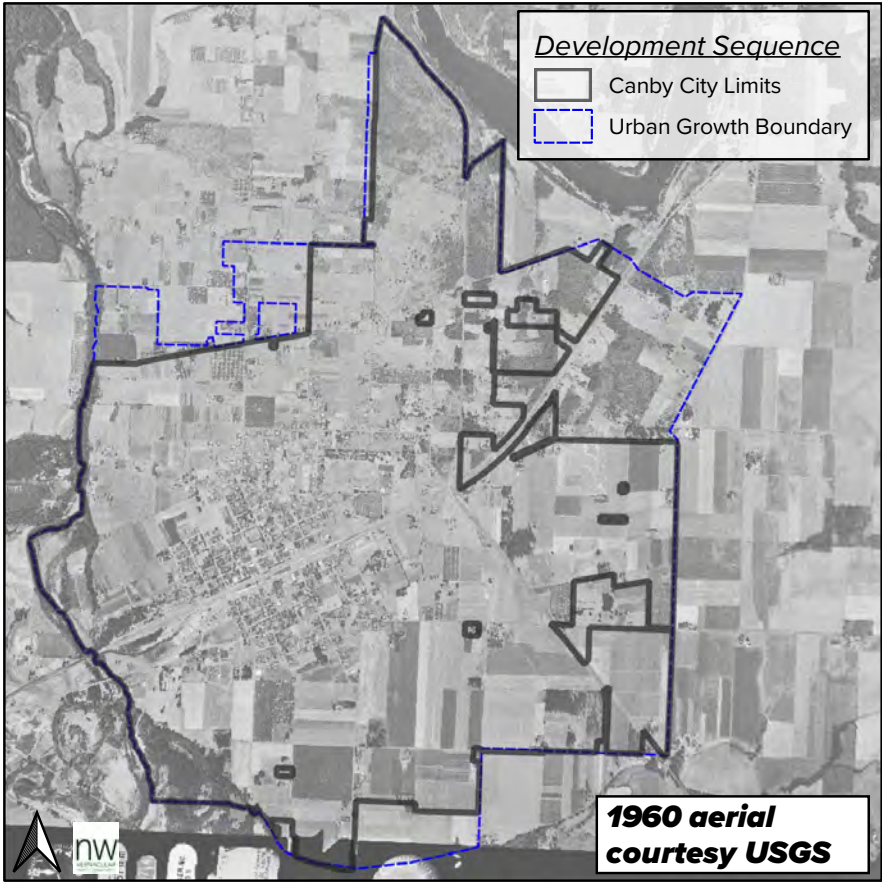


FIGURE A.7. DEVELOPMENT SEQUENCE, 1960

FIGURE A.8. DEVELOPMENT SEQUENCE, 1970

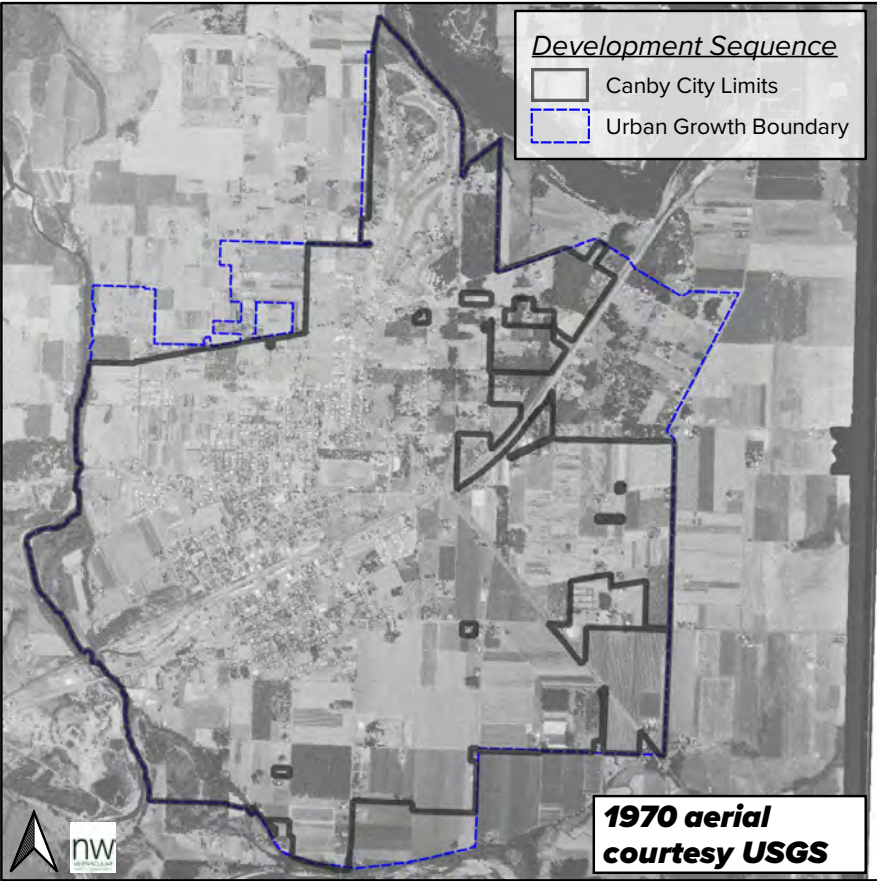


FIGURE A.9. DEVELOPMENT SEQUENCE, 1984

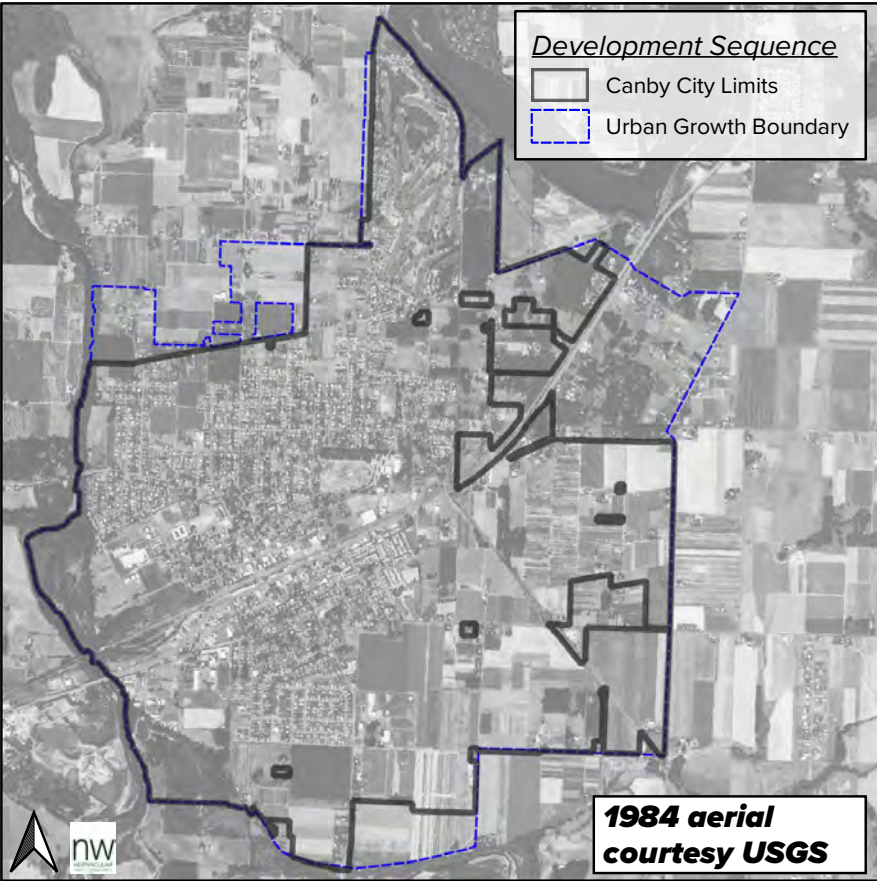


FIGURE A.10. DEVELOPMENT SEQUENCE, 2019

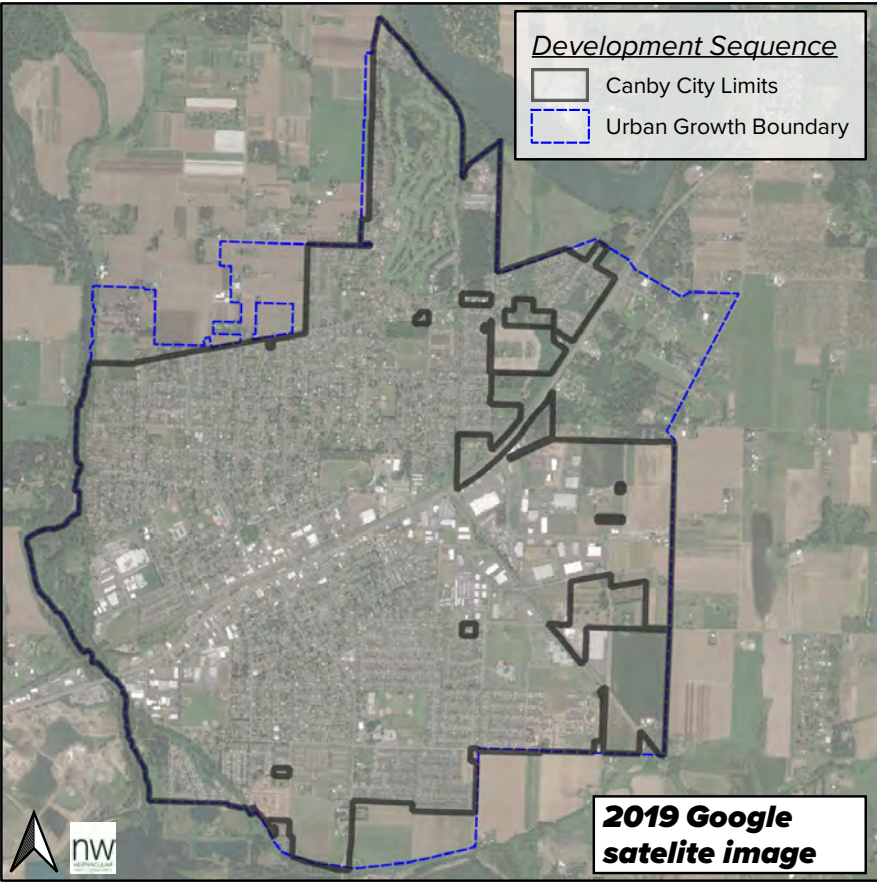


FIGURE A.11. DOWNTOWN INFILL PRIORITIES

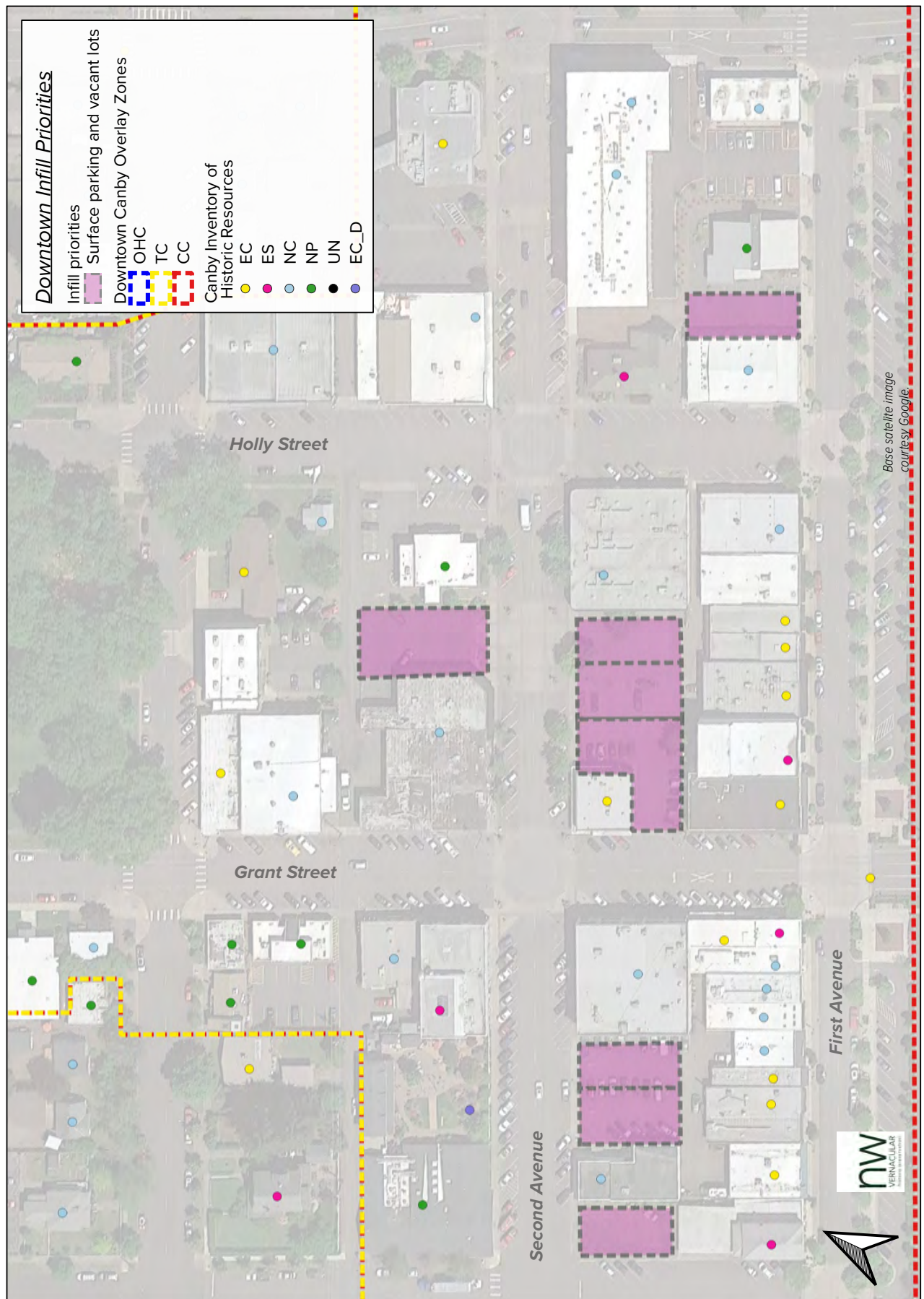


FIGURE A.12. DOWNTOWN SURVEY RECOMMENDATIONS

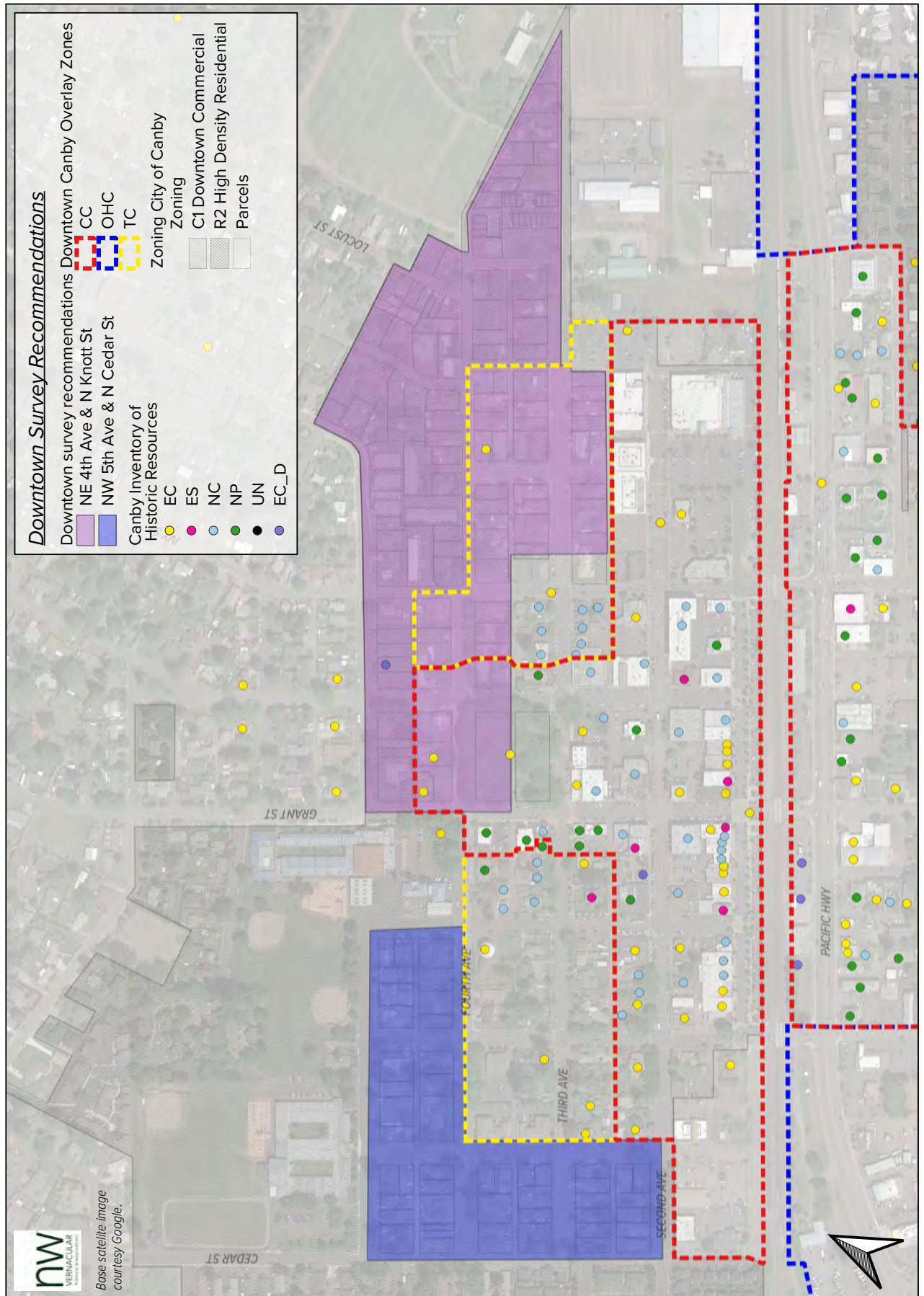


FIGURE A.13. DOWNTOWN TOUR, NORTH

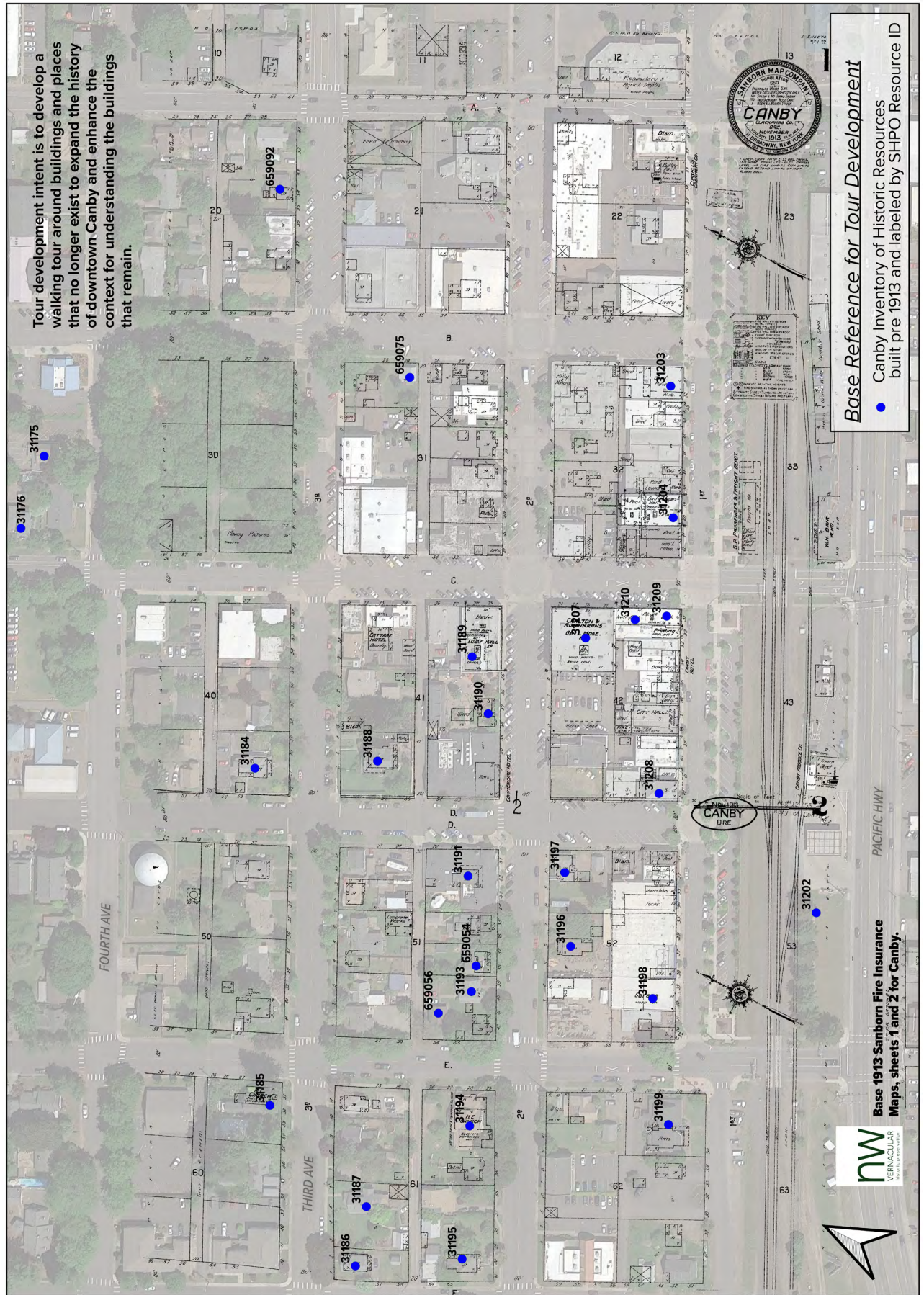


FIGURE A.14. DOWNTOWN TOUR, SOUTH

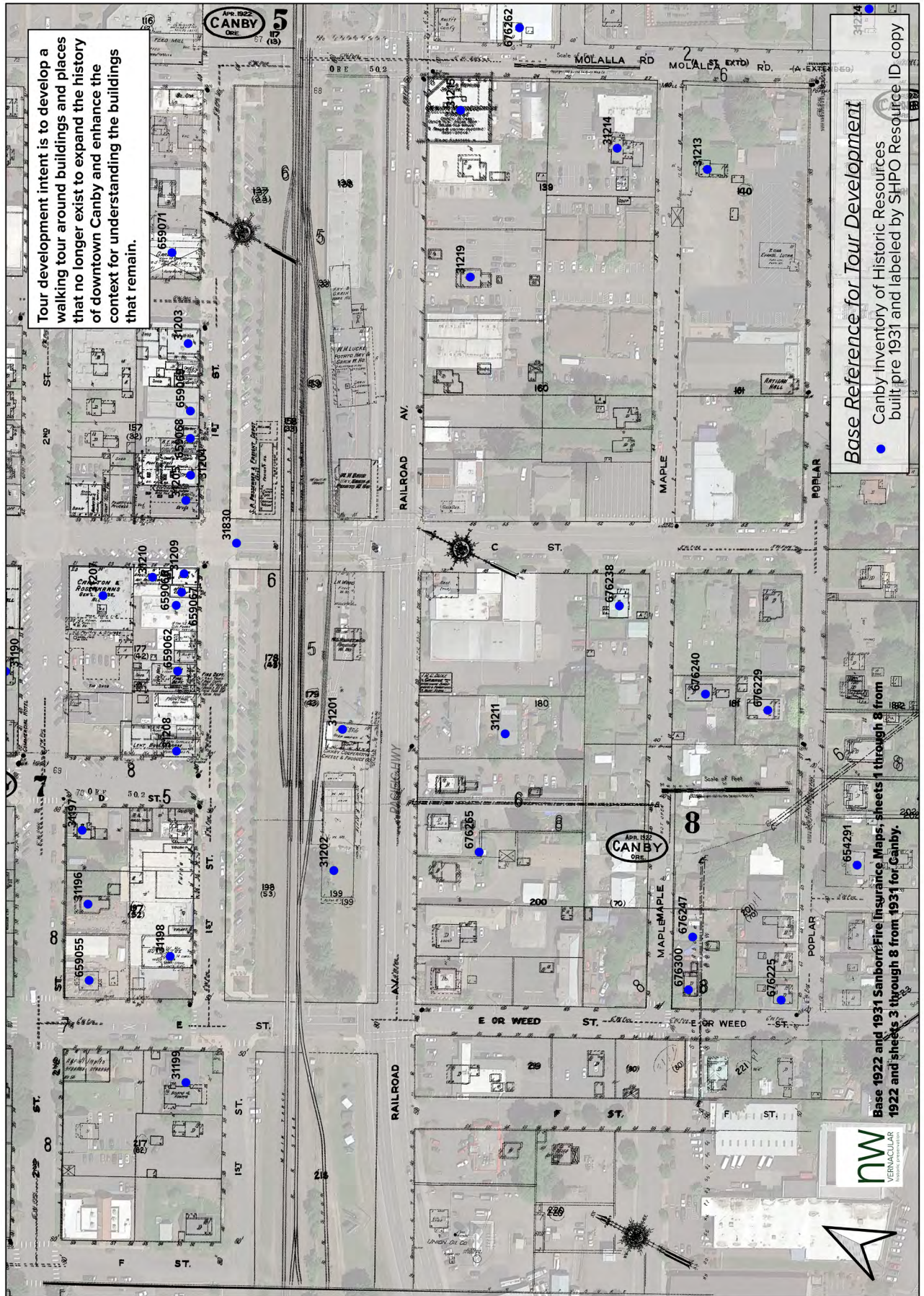


FIGURE A.15. FAIRGROUND RECOMMENDATIONS

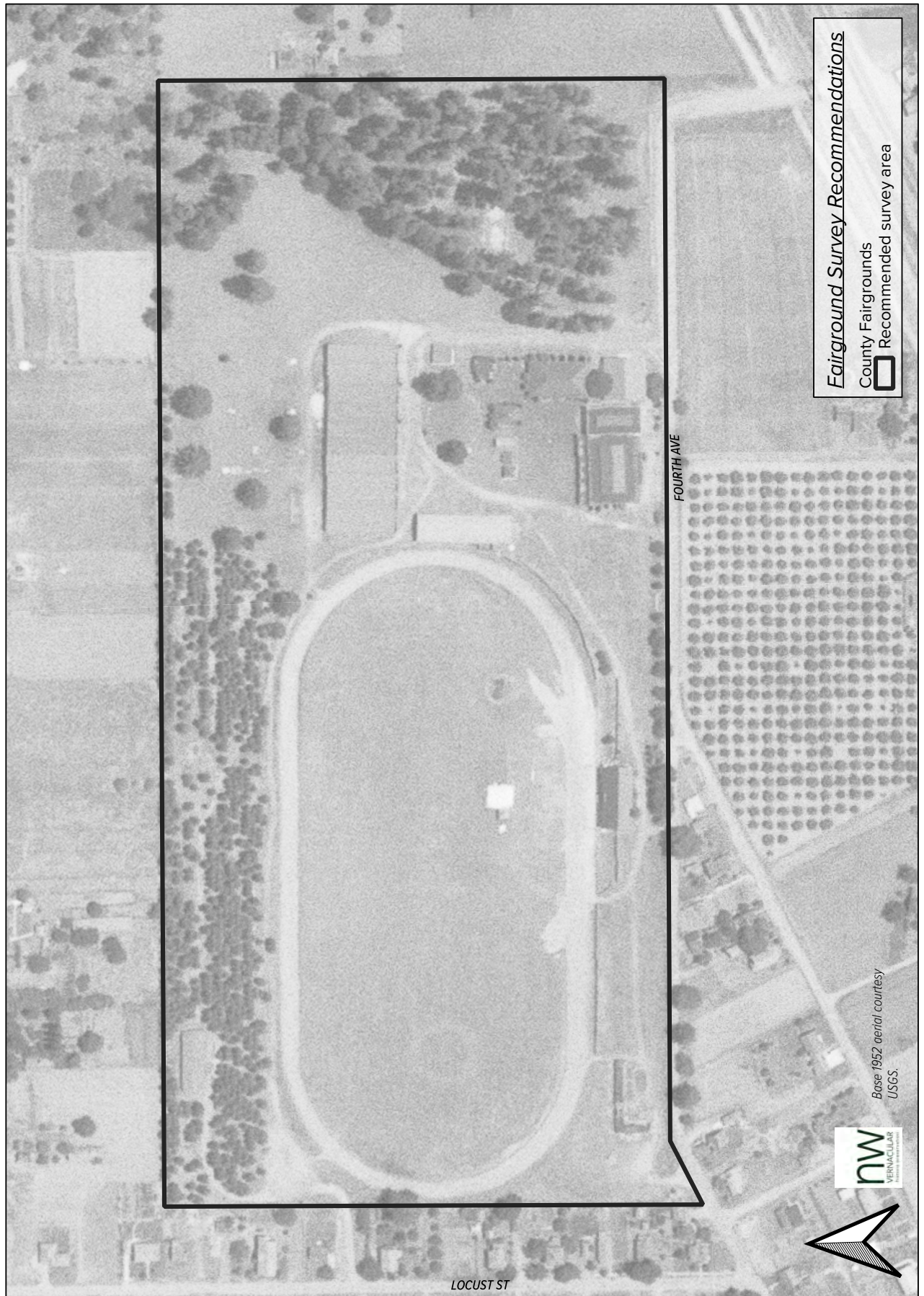


FIGURE A.16. FARMLAND RECOMMENDATIONS

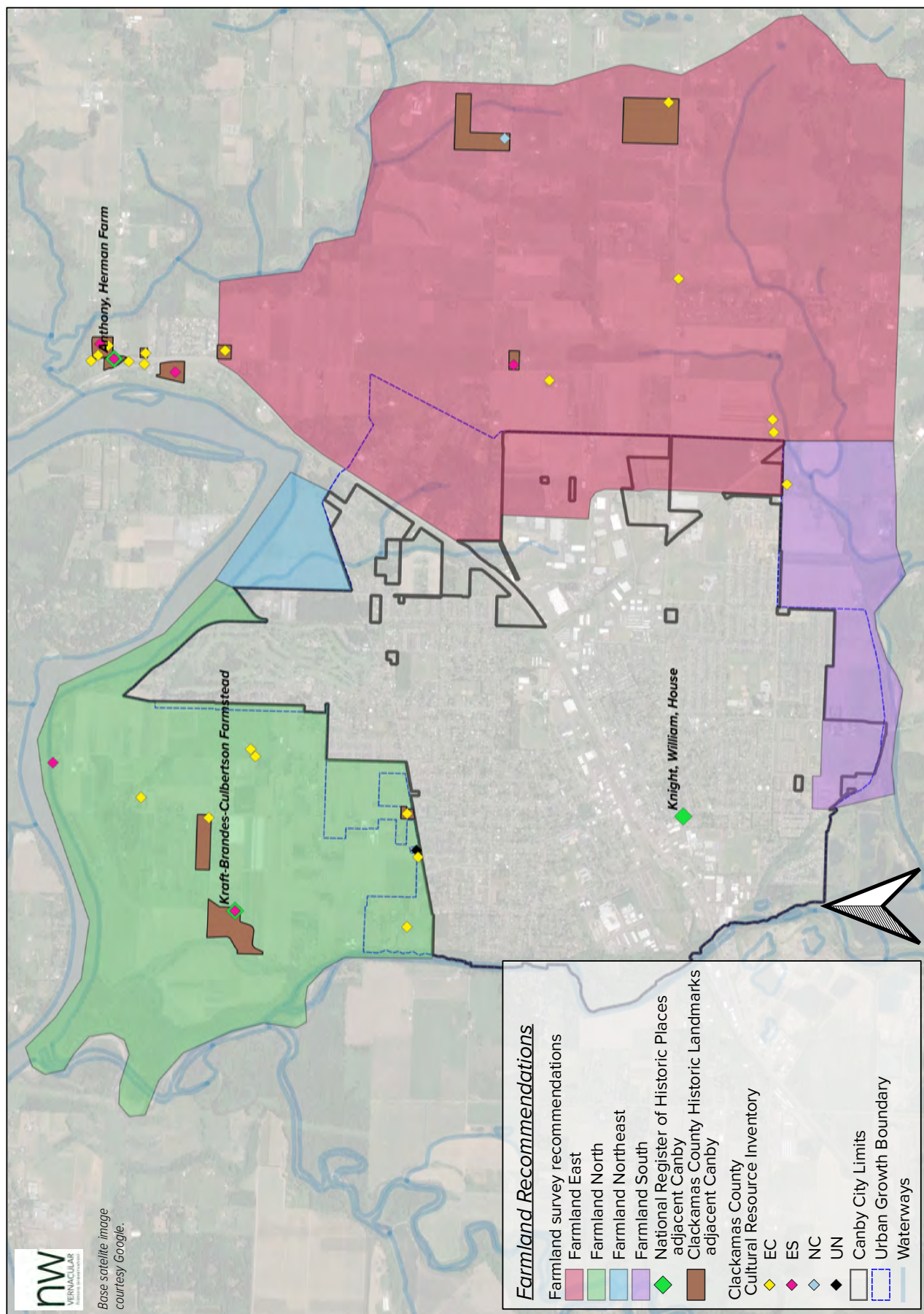


TABLE A.1. FIELD CHECK RESOURCES

| Resource ID | Address | Historic Name | Year Built | Historic Function | SHPO Status | Comment |
|-------------|--------------------|-------------------------------------|------------|-------------------|-------------|-------------|
| 31213 | 139 SW 2nd Ave | Mack, William O, House | 1879 | Single Dwelling | NC | demolished? |
| 31218 | 289 SE 1st Ave | | 1916 | Single Dwelling | EC | demolished? |
| 31233 | 285 SE Township Rd | | 1900 | Single Dwelling | EC | moved here? |
| 31235 | 721 SW 4th Ave | Canby Union High School | 1928 | School | EC | demolished? |
| 659045 | 133 NW 2nd Ave | | 1945 | Single Dwelling | NC | location? |
| 659088 | 111 NW 2nd Ave | | 1960 | Commercial | NC | location? |
| 669135 | 157 NE 2nd Ave | Holladay House | 1870 | Single Dwelling | XD | location? |
| 31172 | 157 NE 2nd Ave | Cutsforth Meat Market Building | 1895 | Specialty Store | EC | location? |
| 31173 | 196 NW 1st Ave | | 1926 | Commercial | EC | location? |
| 31217 | 326 NE 2nd Ave | | 1895 | Single Dwelling | EC | location? |
| 31219 | 257 SW 1st Ave | Stefani, A , House | 1916 | Single Dwelling | EC | demolished? |
| 31231 | 497 SE Township Rd | Lucke-Kraft House | 1890 | Single Dwelling | EC | demolished? |
| 31236 | 871 SW 5th Ave | | 1895 | Single Dwelling | EC | demolished? |
| 31831 | 311 N Ivy St | Zimmerman, R W, House | 1920 | Single Dwelling | EC | location? |
| 31830 | NW 1st Ave | Canby Womens Civic Club Maple Trees | 1925 | Natural Feature | EC | demolished? |
| 676268 | 459 SW 1st Ave | | 1978 | Single Dwelling | NP | location? |
| 31158 | 3488 N Holly St | Frost-Shank House | 1870 | Single Dwelling | EC | location? |
| 31667 | 11455 S Bremer | Huiras Watertower | 1880 | Agricultural | NC | location? |
| 31658 | 21711 S Hwy 99E | Faist Fruit Stand | 1934 | Commercial | EC | location? |

FIGURE A.17. HISTORIC RESOURCE INVENTORIES

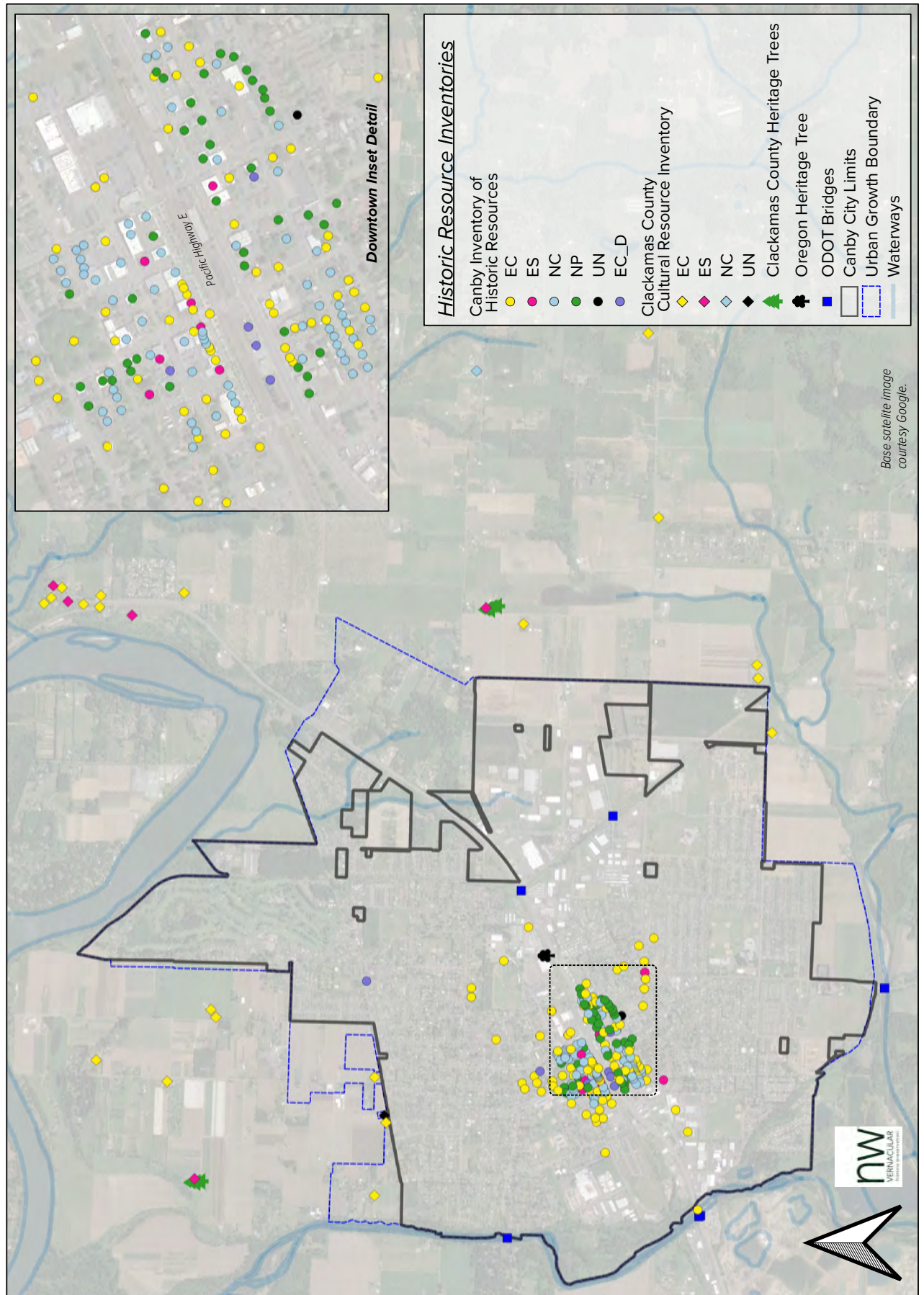


FIGURE A.18. HISTORIC RESOURCES BY SURVEY

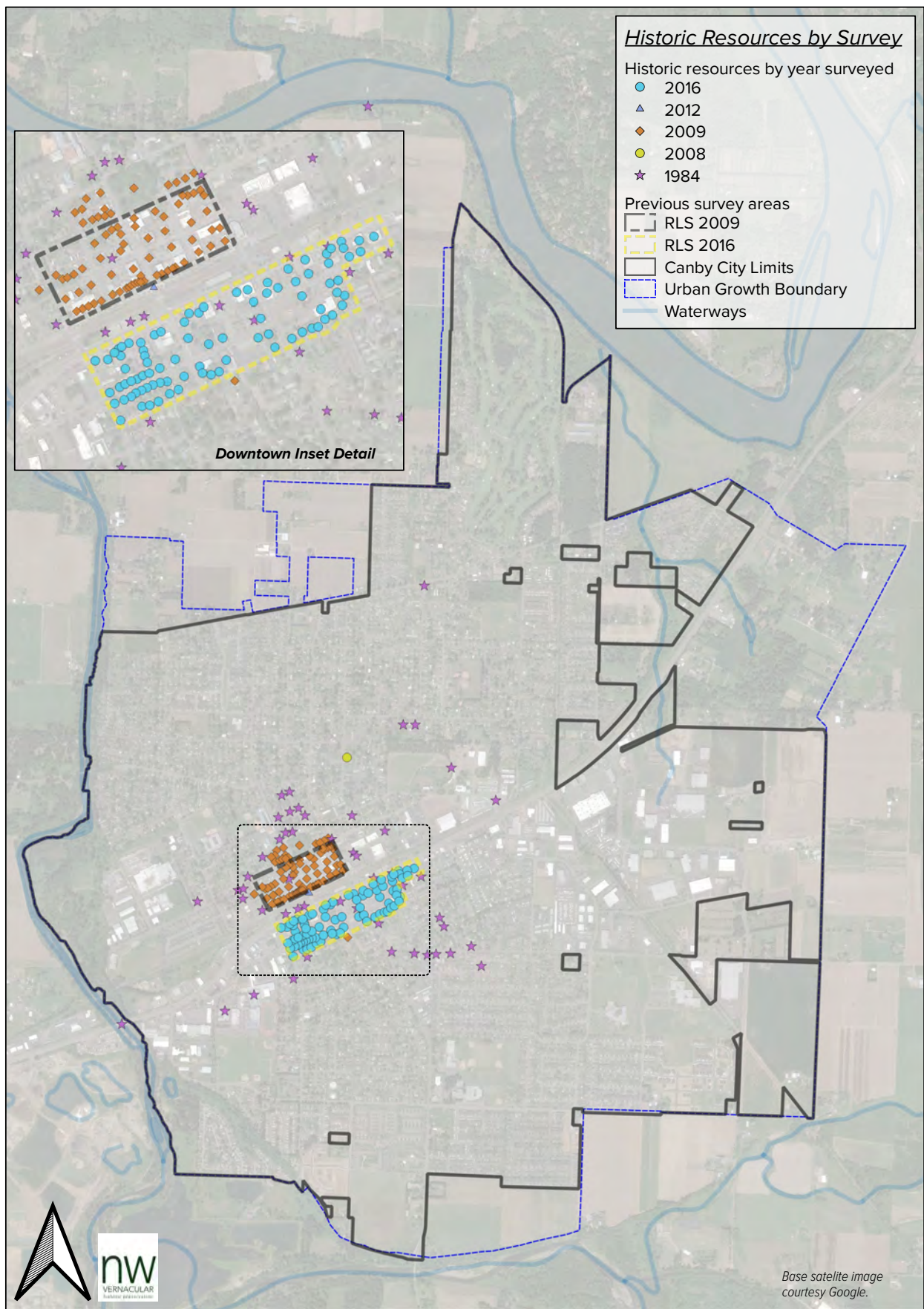


FIGURE A.19. PRE-1940 SURVEY RECOMMENDATIONS

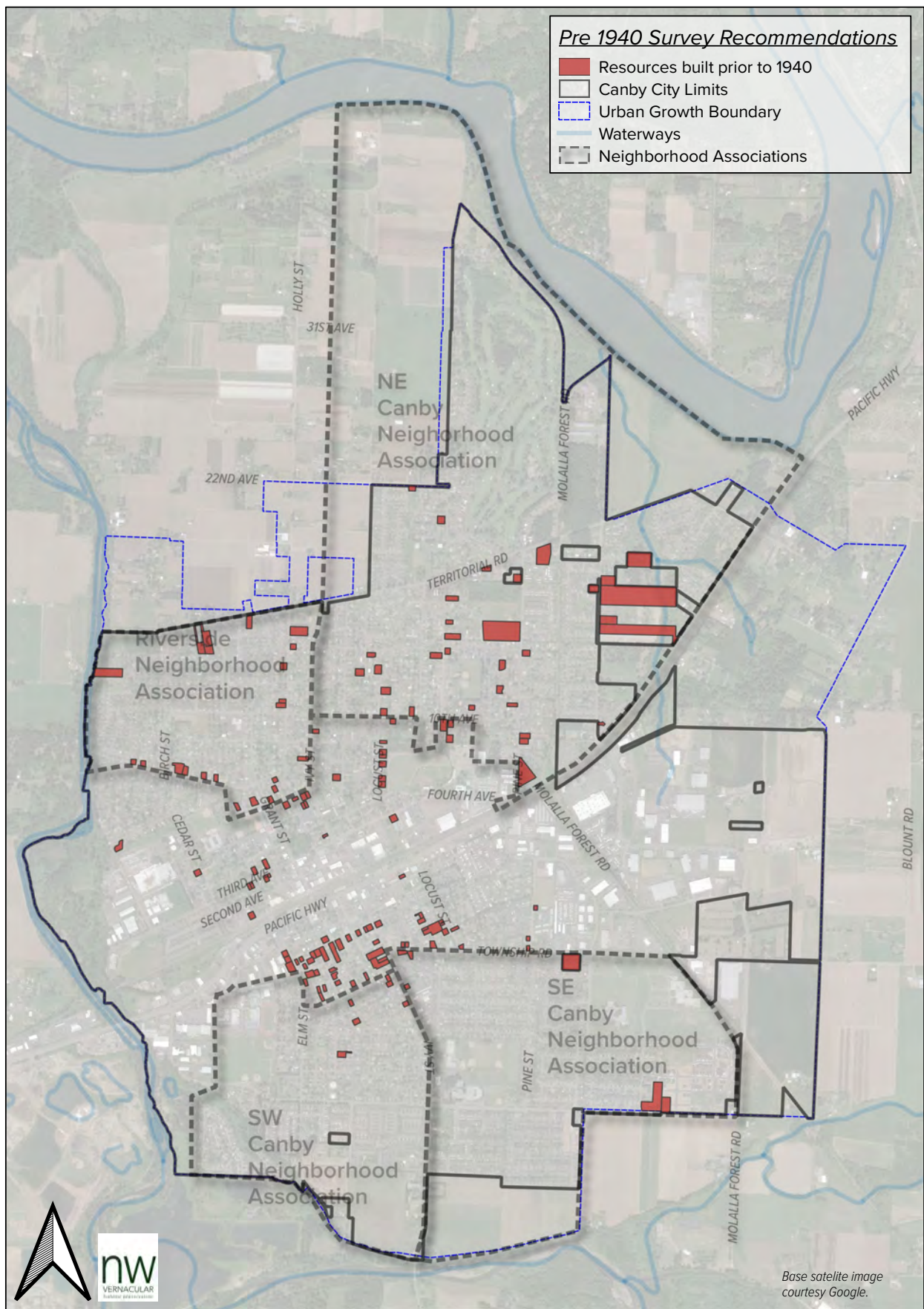


FIGURE A.20. EXISTING PARKS

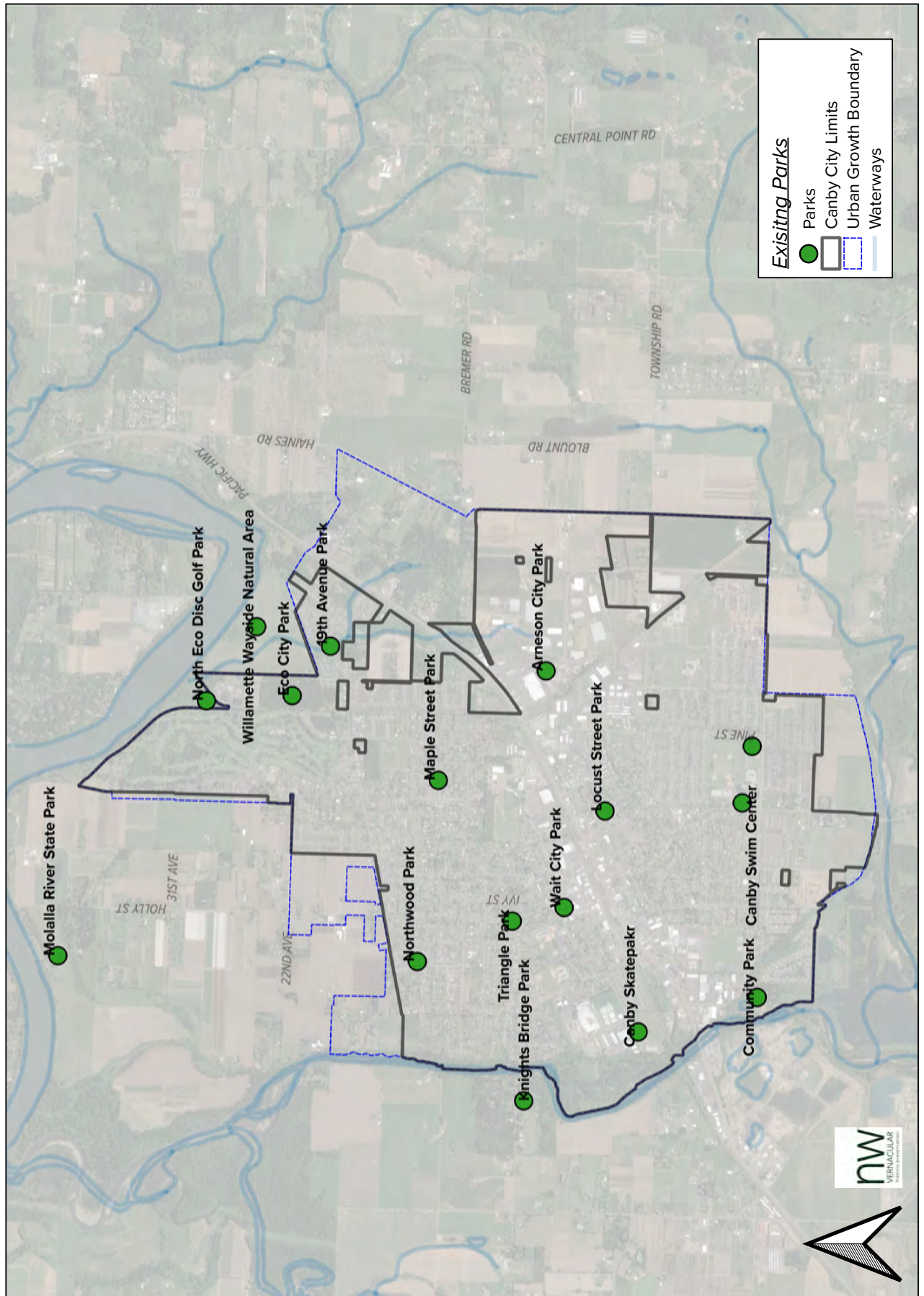


FIGURE A.21. SUBDIVISION RECOMMENDATIONS

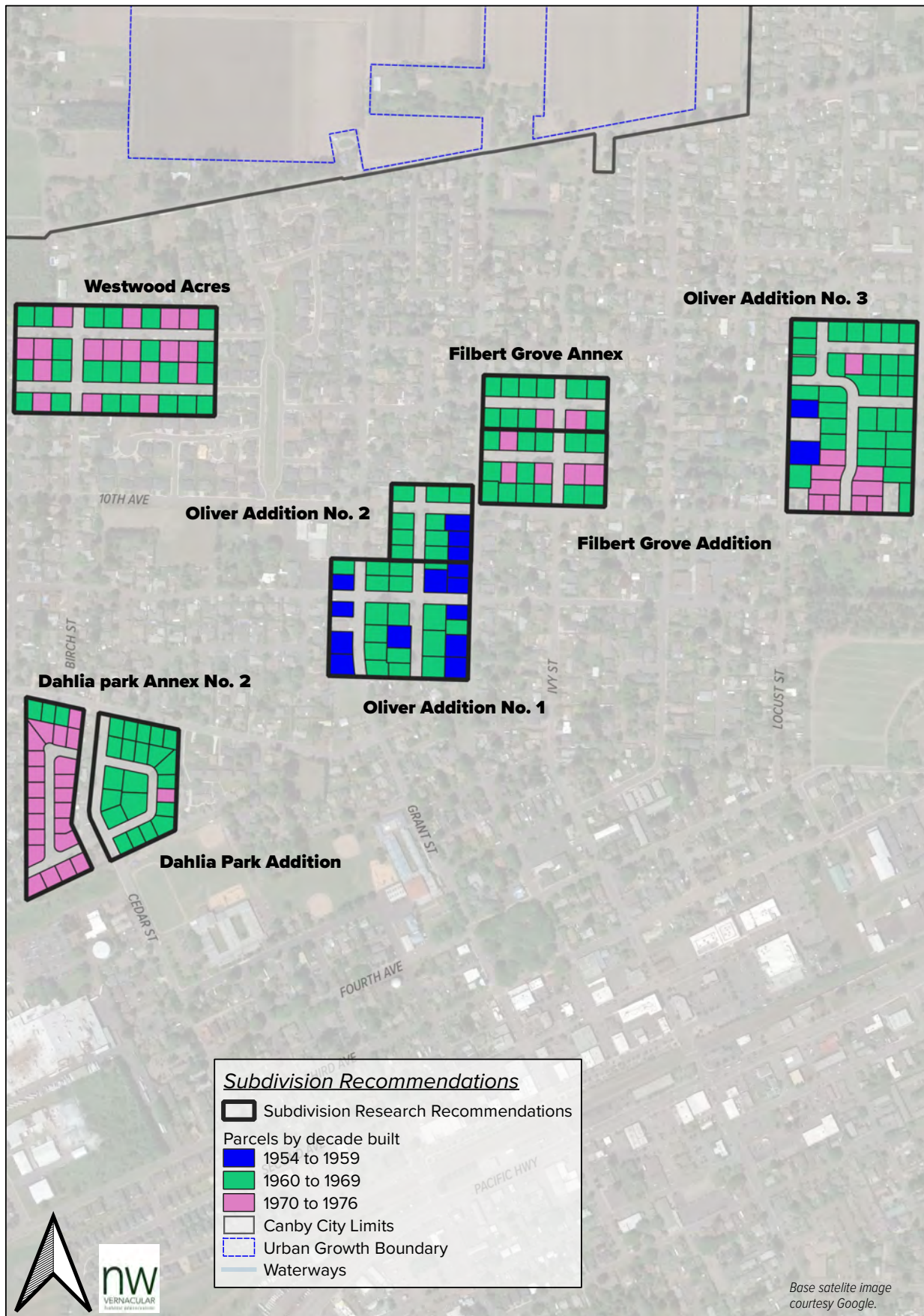


FIGURE A.22. TRANSPORTATION RESEARCH RECOMMENDATIONS

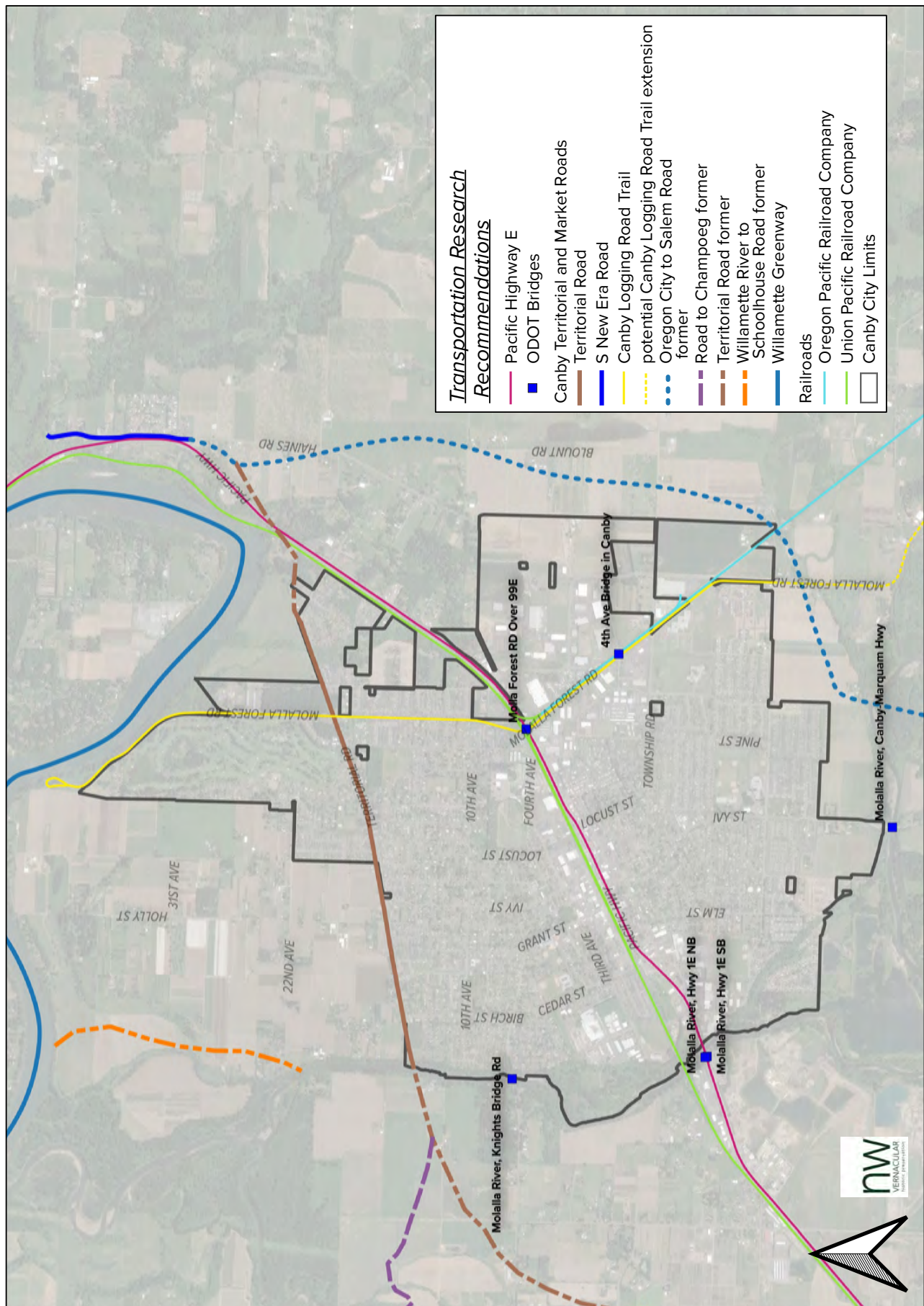


TABLE A.2. PRE-1940S RESOURCES

| Parcel | Address | Year Built |
|----------|------------------|------------|
| 00785644 | 420 NE 10TH AVE | 1920 |
| 00786206 | 461 NE 10TH AVE | 1929 |
| 00785564 | 548 NE 10TH AVE | 1920 |
| 00786386 | 713 NE 10TH AVE | 1932 |
| 00786402 | 739 NE 10TH AVE | 1939 |
| 00786402 | 739 NE 10TH AVE | 1939 |
| 01640772 | 388 NE 12TH AVE | 1935 |
| 00780916 | 1120 NW 12TH AVE | 1925 |
| 00784191 | 980 NE 12TH PL | 1935 |
| 00783995 | 970 NE 13TH AVE | 1910 |
| 01871996 | 1866 SE 13TH AVE | 1925 |
| 00996300 | 1966 SE 13TH AVE | 1920 |
| 00793500 | 590 NW 1ST AVE | 1923 |
| 05015862 | 551 NE 22ND AVE | 1920 |
| 00795321 | 399 NE 3RD AVE | 1900 |
| 00792789 | 412 NW 3RD AVE | 1920 |
| 00793074 | 425 NW 3RD AVE | 1910 |
| 00793065 | 443 NW 3RD AVE | 1936 |
| 00792805 | 486 NW 3RD AVE | 1915 |
| 00793038 | 509 NW 3RD AVE | 1900 |
| 00793029 | 525 NW 3RD AVE | 1935 |
| 00794527 | 141 SW 3RD AVE | 1910 |
| 00794554 | 189 SW 3RD AVE | 1923 |
| 01367880 | 227 SW 3RD AVE | 1925 |
| 00999637 | 285 SW 3RD AVE | 1928 |
| 00999664 | 301 SW 3RD AVE | 1930 |
| 00999691 | 377 SW 3RD AVE | 1925 |
| 00999717 | 391 SW 3RD AVE | 1920 |
| 00999735 | 405 SW 3RD AVE | 1914 |
| 05013487 | 465 SW 3RD AVE | 1900 |
| 00999806 | 497 SW 3RD AVE | 1915 |
| 01000044 | 439 SW 4TH AVE | 1910 |
| 00999780 | 464 SW 4TH AVE | 1925 |
| 01000035 | 469 SW 4TH AVE | 1910 |
| 00791904 | 142 NW 5TH AVE | 1915 |
| 00791913 | 162 NW 5TH AVE | 1910 |
| 01000213 | 431 SW 5TH AVE | 1935 |
| 01000197 | 453 SW 5TH AVE | 1937 |
| 00791977 | 139 NW 6TH AVE | 1939 |

| Parcel | Address | Year Built |
|----------|-----------------|------------|
| 00792048 | 290 NW 6TH AVE | 1912 |
| 00792182 | 348 NW 6TH AVE | 1915 |
| 00792146 | 430 NW 6TH AVE | 1900 |
| 00997737 | 127 SW 6TH AVE | 1939 |
| 00997808 | 248 SW 6TH AVE | 1938 |
| 00998095 | 320 SW 6TH AVE | 1938 |
| 01000277 | 460 SW 6TH AVE | 1930 |
| 00997568 | 130 SW 6TH PL | 1904 |
| 00792002 | 245 NW 7TH AVE | 1925 |
| 00783637 | 596 NW BAKER DR | 1910 |
| 00782326 | 455 N CEDAR ST | 1925 |
| 00793653 | 235 S ELM ST | 1900 |
| 00793662 | 293 S ELM ST | 1910 |
| 00999815 | 385 S ELM ST | 1920 |
| 01000142 | 408 S ELM ST | 1935 |
| 00999753 | 354 S FIR ST | 1900 |
| 00997951 | 454 S FIR ST | 1916 |
| 00998040 | 484 S FIR ST | 1915 |
| 00997979 | 526 S FIR ST | 1918 |
| 00997595 | 672 S FIR ST | 1937 |
| 00997318 | 714 S FIR ST | 1900 |
| 01002015 | 941 S FIR ST | 1935 |
| 00794359 | 289 S GRANT ST | 1920 |
| 00792075 | 583 N HOLLY ST | 1910 |
| 00791959 | 586 N HOLLY ST | 1930 |
| 00789061 | 741 N HOLLY ST | 1915 |
| 00788589 | 1047 N HOLLY ST | 1925 |
| 00788437 | 1095 N HOLLY ST | 1920 |
| 00788099 | 1267 N HOLLY ST | 1920 |
| 00786812 | 1408 N HOLLY ST | 1920 |
| 00776743 | 1480 N HOLLY ST | 1920 |
| 00791655 | 341 N IVY ST | 1930 |
| 00791986 | 591 N IVY ST | 1925 |
| 00790175 | 815 N IVY ST | 1935 |
| 00789837 | 950 N IVY ST | 1930 |
| 00794518 | 311 S IVY ST | 1920 |
| 00796455 | 318 S IVY ST | 1910 |
| 00794466 | 421 S IVY ST | 1938 |
| 00997862 | 485 S IVY ST | 1910 |
| 00997844 | 533 S IVY ST | 1925 |
| 00997835 | 553 S IVY ST | 1915 |

| Parcel | Address | Year Built |
|----------|--------------------------|------------|
| 00996916 | 692 S IVY ST | 1920 |
| 00997014 | 793 S IVY ST | 1930 |
| 00790371 | 593 N JUNIPER ST | 1924 |
| 00789178 | 522 NW KNIGHTS BRIDGE RD | 1910 |
| 00781443 | 606 NW KNIGHTS BRIDGE RD | 1921 |
| 00781461 | 648 NW KNIGHTS BRIDGE RD | 1932 |
| 00781470 | 698 NW KNIGHTS BRIDGE RD | 1900 |
| 00780211 | 904 NW KNIGHTS BRIDGE RD | 1930 |
| 01465916 | 982 NW KNIGHTS BRIDGE RD | 1935 |
| 00795937 | 138 S KNOTT ST | 1900 |
| 00796133 | 380 S KNOTT ST | 1926 |
| 00796142 | 406 S KNOTT ST | 1900 |
| 00796320 | 486 S KNOTT ST | 1922 |
| 00786359 | 548 N LOCUST ST | 1929 |
| 00786340 | 558 N LOCUST ST | 1900 |
| 00786313 | 654 N LOCUST ST | 1910 |
| 00786297 | 750 N LOCUST ST | 1934 |
| 00786288 | 830 N LOCUST ST | 1920 |
| 00786260 | 912 N LOCUST ST | 1930 |
| 00785751 | 1122 N LOCUST ST | 1928 |
| 00787385 | 1245 N LOCUST ST | 1920 |
| 00785868 | 1316 N LOCUST ST | 1930 |
| 00796188 | 373 S LOCUST ST | 1938 |
| 00796197 | 377 S LOCUST ST | 1938 |
| 00797418 | 402 S LOCUST ST | 1920 |
| 00796213 | 403 S LOCUST ST | 1938 |
| 00784958 | 1309 N MAPLE ST | 1922 |
| 00784609 | 1338 N MAPLE ST | 1935 |
| 00778607 | 1460 N MAPLE ST | 1935 |
| 00778545 | 1520 N MAPLE ST | 1930 |
| 00778359 | 1688 N MAPLE ST | 1920 |
| 00777403 | 2073 N MAPLE ST | 1925 |
| 05029739 | NO SITUS | 1922 |
| 01642672 | 1055 N NOBLE CT | 1930 |
| 00799363 | 640 N PINE ST | 1920 |
| 00799345 | 938 N PINE ST | 1920 |
| 00799336 | 964 N PINE ST | 1938 |
| 01841109 | 1103 N PINE ST | 1930 |
| 00799023 | 1370 N PINE ST | 1900 |
| 00778616 | 1467 N PINE ST | 1935 |
| 00778171 | 1793 N PINE ST | 1930 |

| Parcel | Address | Year Built |
|----------|------------------------|------------|
| 01682575 | 420 S PINE ST | 1910 |
| 01840690 | 481 S PINE ST | 1915 |
| 01840716 | 497 S PINE ST | 1920 |
| 00798480 | 996 N REDWOOD ST | 1930 |
| 00798550 | 1548 N REDWOOD ST | 1920 |
| 00774175 | 1586 N REDWOOD ST | 1936 |
| 00774228 | 1751 N REDWOOD ST | 1925 |
| 00774166 | 1758 N REDWOOD ST | 1925 |
| 00774157 | 1794 N REDWOOD ST | 1925 |
| 00774102 | 1868 N REDWOOD ST | 1939 |
| 00778199 | 939 NE TERRITORIAL RD | 1930 |
| 00774745 | 1203 NE TERRITORIAL RD | 1936 |
| 00788026 | 407 NW TERRITORIAL RD | 1920 |
| 00780435 | 615 NW TERRITORIAL RD | 1910 |
| 00780453 | 623 NW TERRITORIAL RD | 1928 |
| 00780499 | 637 NW TERRITORIAL RD | 1925 |
| 00996417 | 1429 S TOWNSHIP RD | 1900 |
| 00996809 | 173 SE TOWNSHIP RD | 1910 |
| 01790315 | 186 SE TOWNSHIP RD | 1920 |
| 01790299 | 216 SE TOWNSHIP RD | 1920 |
| 00996783 | 235 SE TOWNSHIP RD | 1935 |
| 00796277 | 326 SE TOWNSHIP RD | 1910 |
| 00797445 | 416 SE TOWNSHIP RD | 1910 |



City of Canby

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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 ordinances 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.

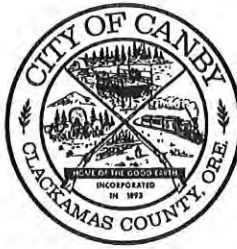
RECOMMENDED COUNCIL MOTION

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

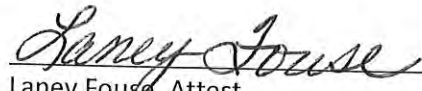
61. Placement of residential fences along any front or street-adjacent side yard property line are permitted to be a maximum of 3-feet, 6-inches in height, and must not exceed 30-inches in height when within the 30-foot Vision Clearance Triangle for all corner lots, and Vision Clearance Area of ten (10) 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

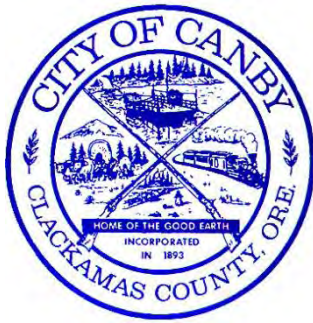

Laney Fouse, Attest
Recording Secretary

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

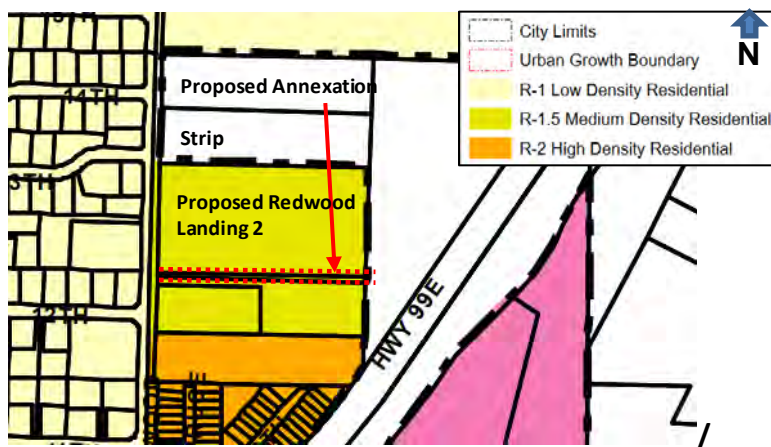
File #: ANN/ZC 20-01 & SUB 20-02 – Redwood Landing Phase 2

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

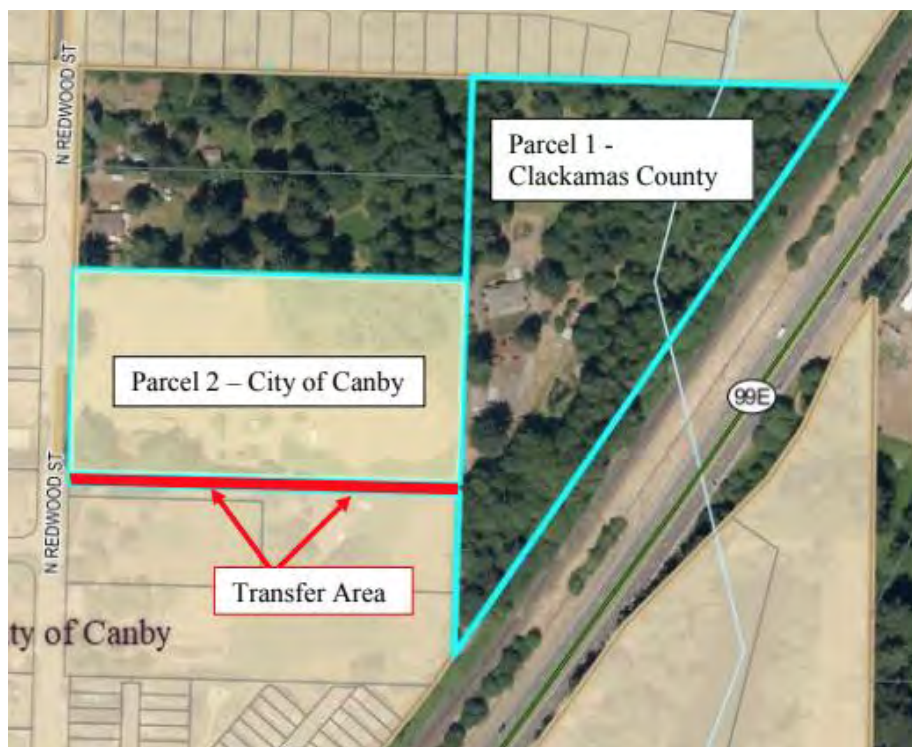
Based on the application submitted and the facts, findings, and conclusions of this report, staff recommend that the Planning Commission recommends **Approval of** ANN/ZC 20-01 to the City Council pursuant to the Conditions of Approval presented in **Section VI** at the end of this report. Staff also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

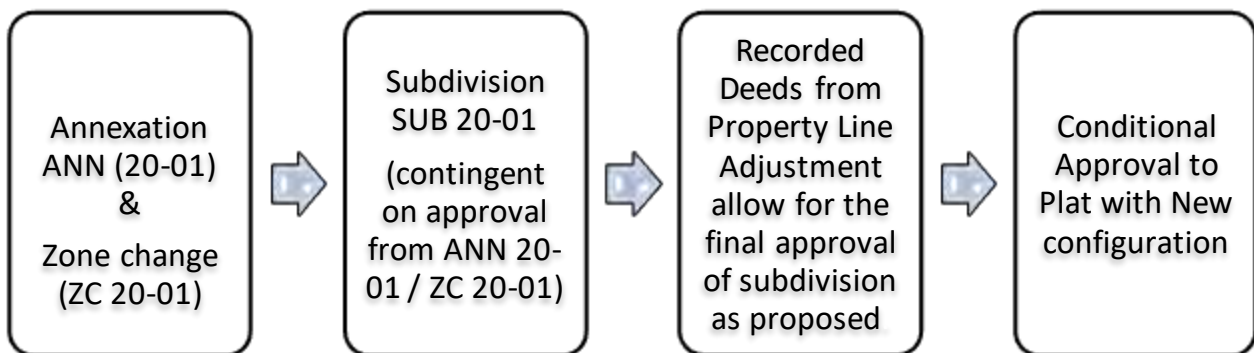
as part of Clackamas County file Z0085-20-PLA, herein incorporated by reference. **Figure 2** above visually depicts the approved land transfer.

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

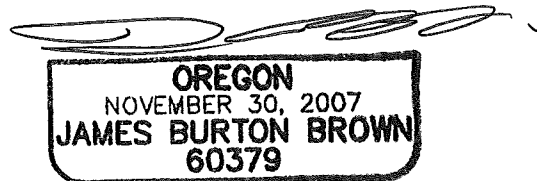
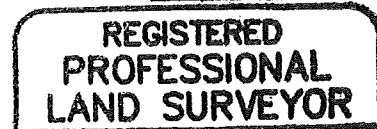
Exhibit "A"
Annexation
Legal Description

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.

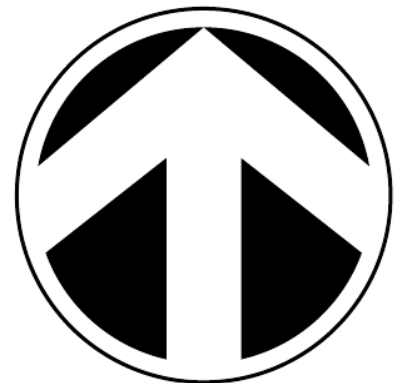
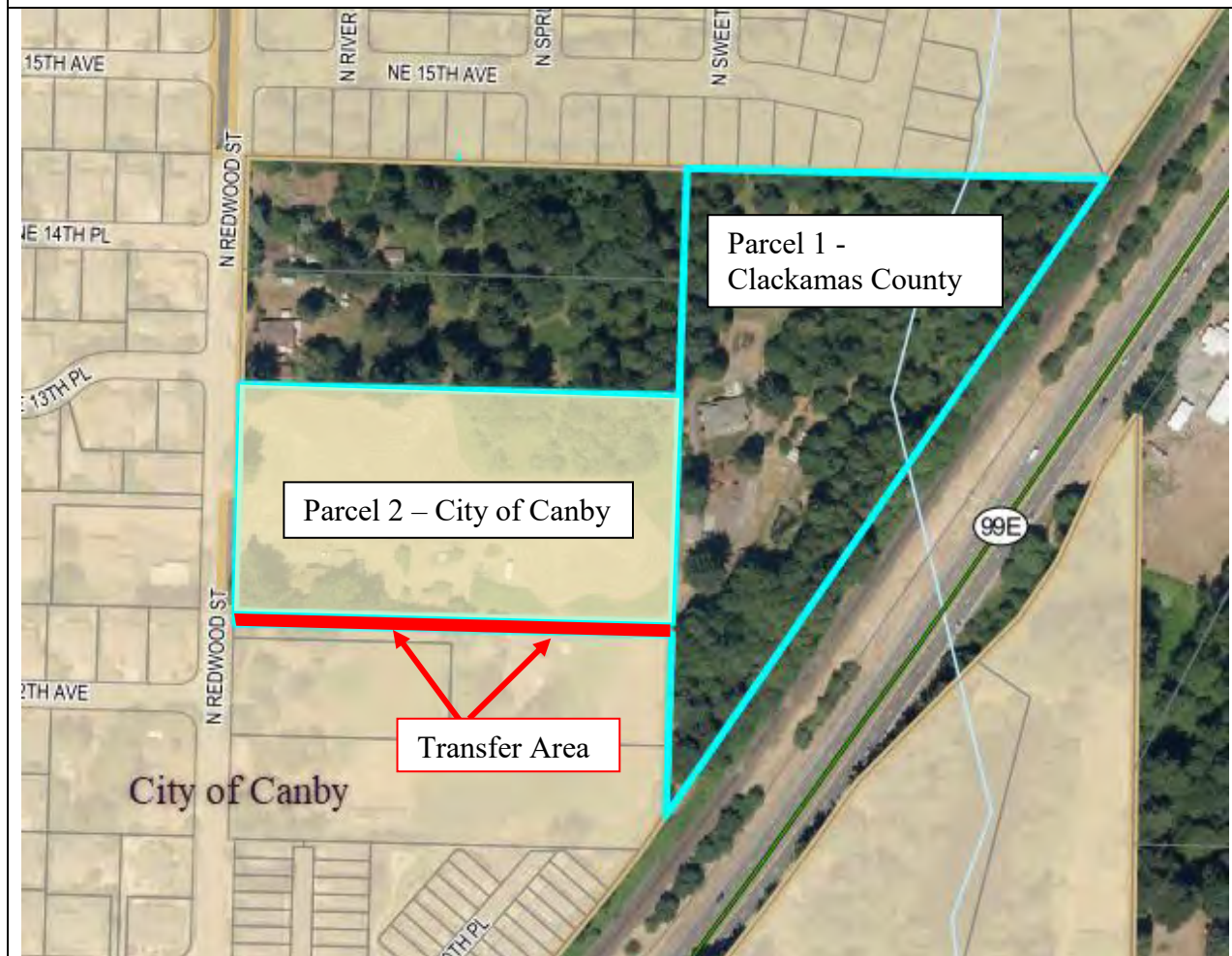
OPPORTUNITY TO REVIEW THE RECORD: The complete application file is available for review online by accessing the following link: <https://accela.clackamas.us/citizenaccess/> . If you are unable to access the file online, contact the staff person listed on the front page of this decision for assistance. 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.

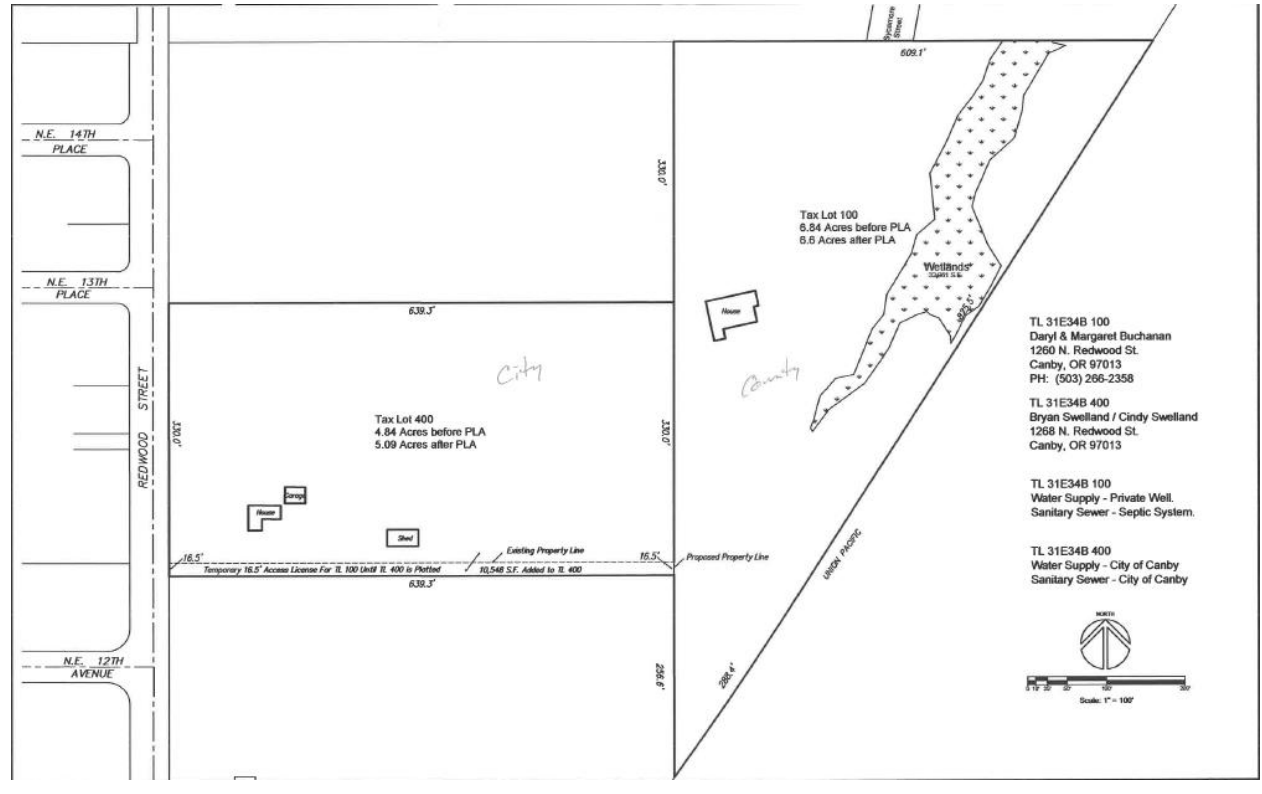
Clackamas County is committed to providing meaningful access and will make reasonable accommodations, modifications, or provide translation, interpretation or other services upon request. Please contact us at 503-742-4545 or email drenhard@clackamas.us.

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:

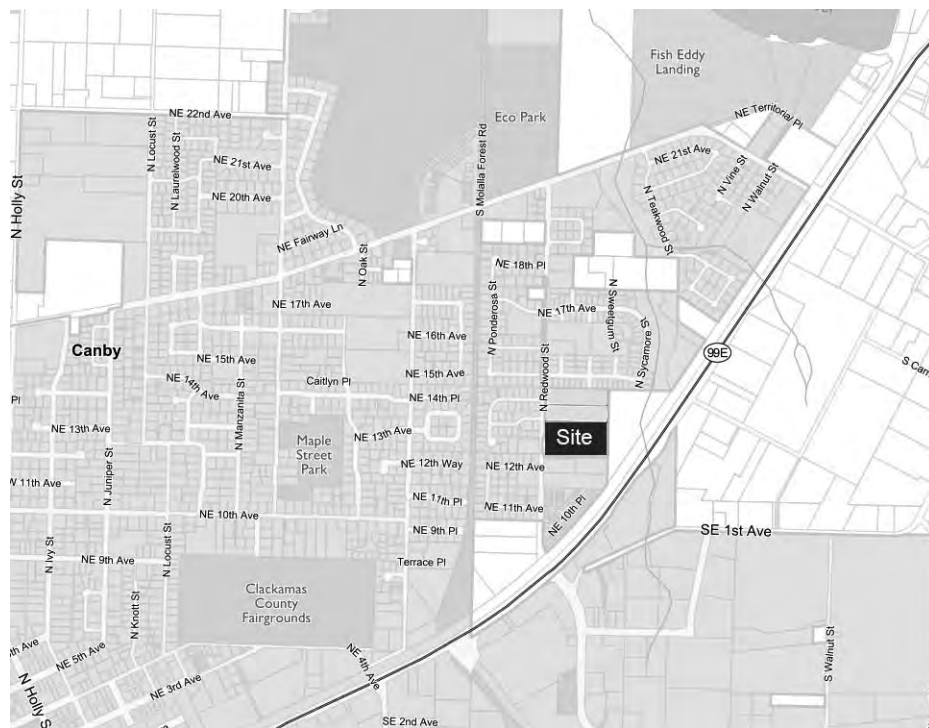


Figure 1: Vicinity Map

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.

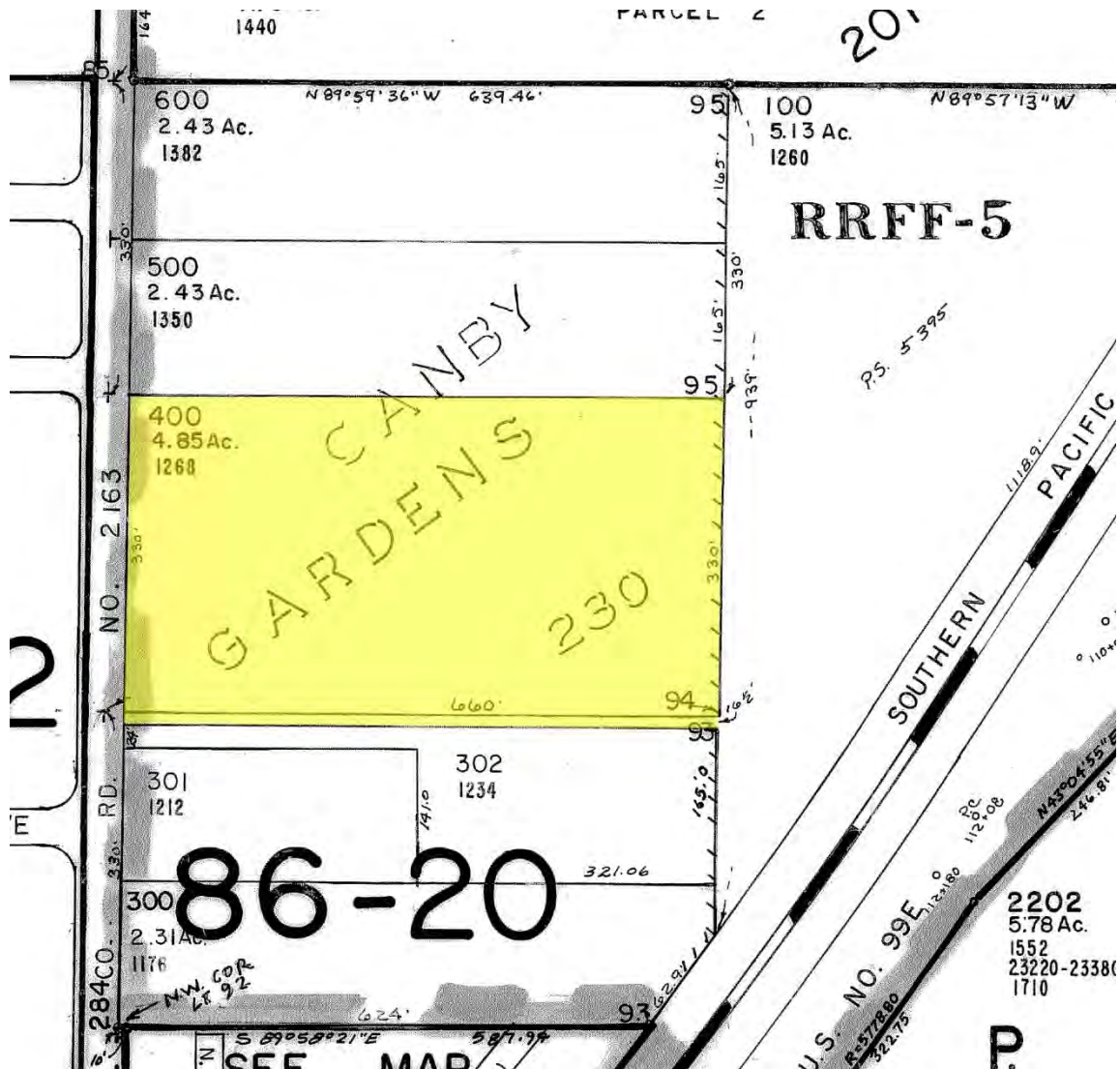


Figure 3: Tax Map

Project Description:

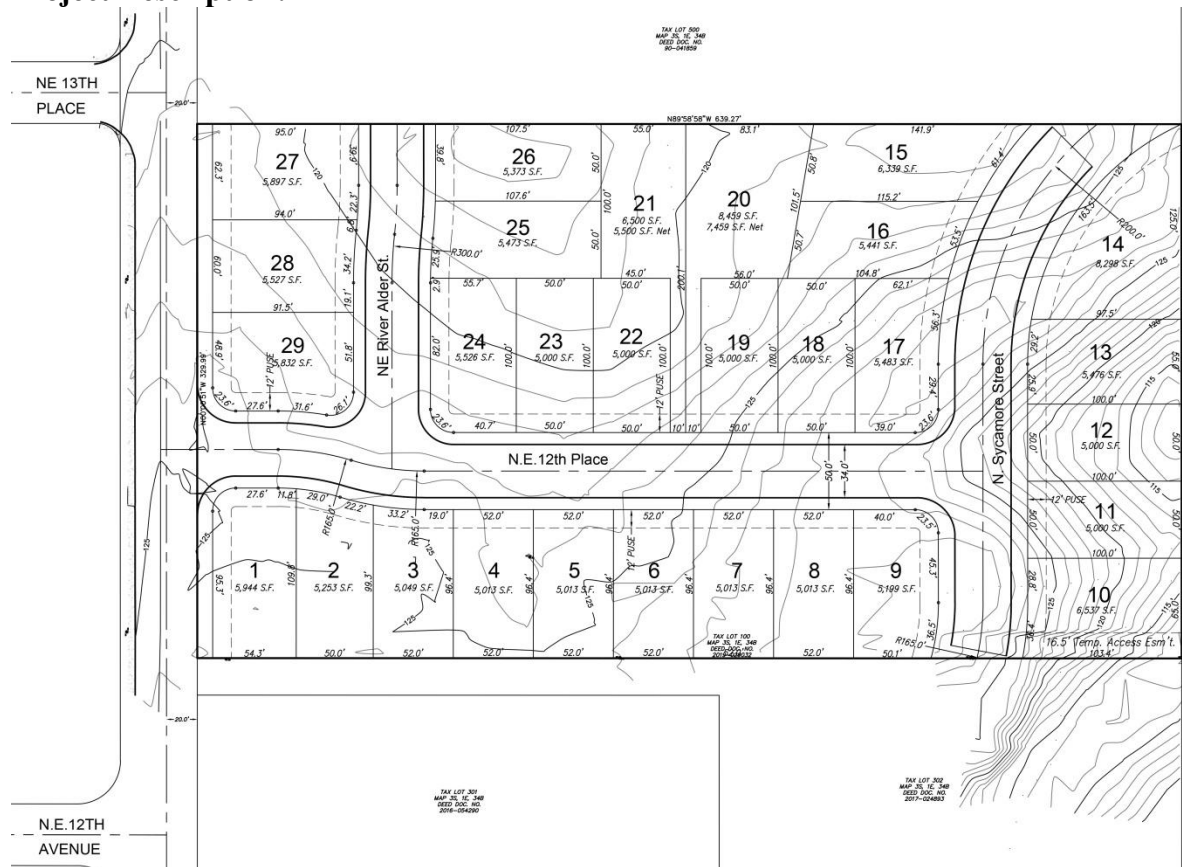


Figure 4: Preliminary Site Plan

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.*

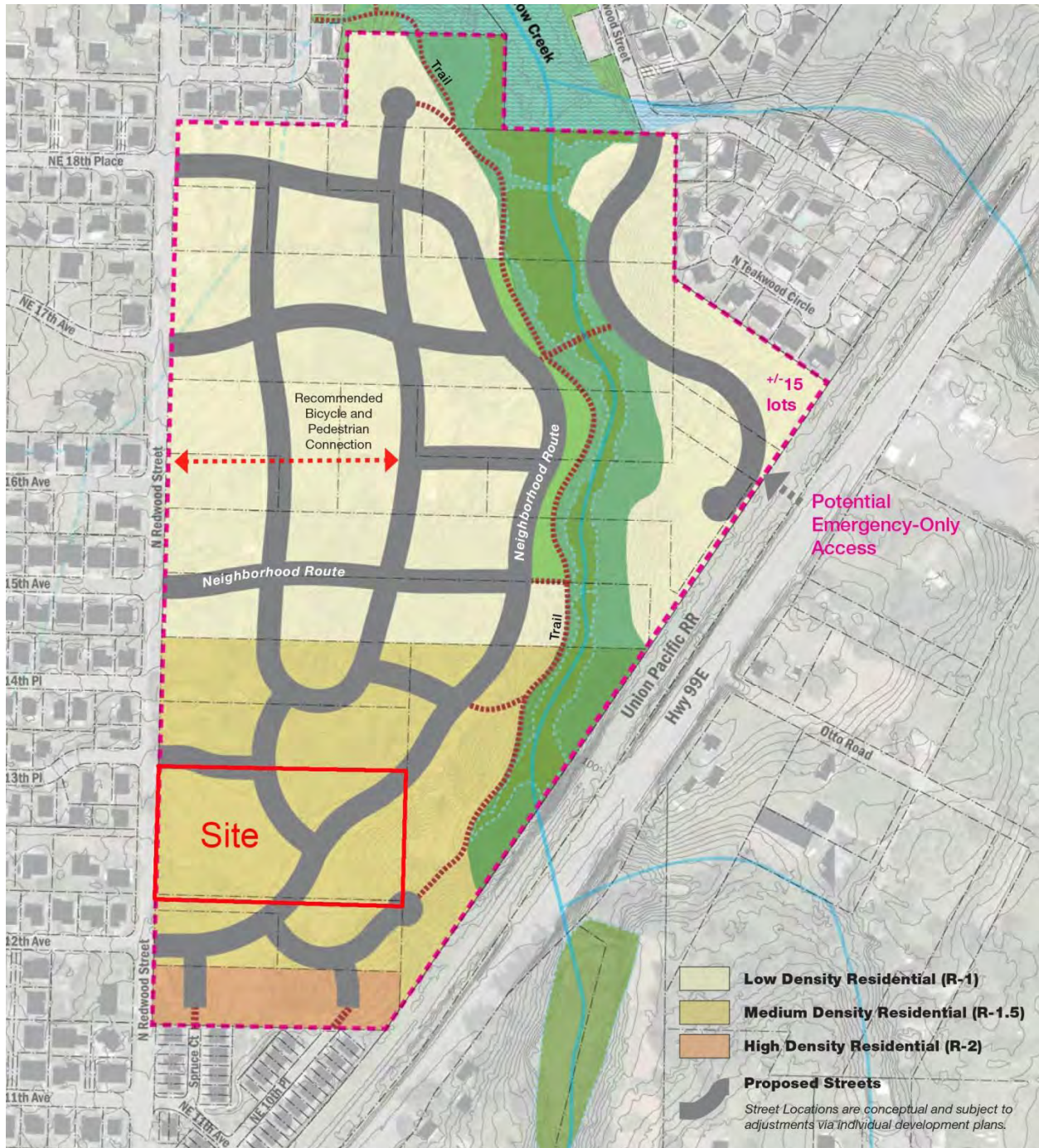


Figure 5: North Redwood Development Concept Plan

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

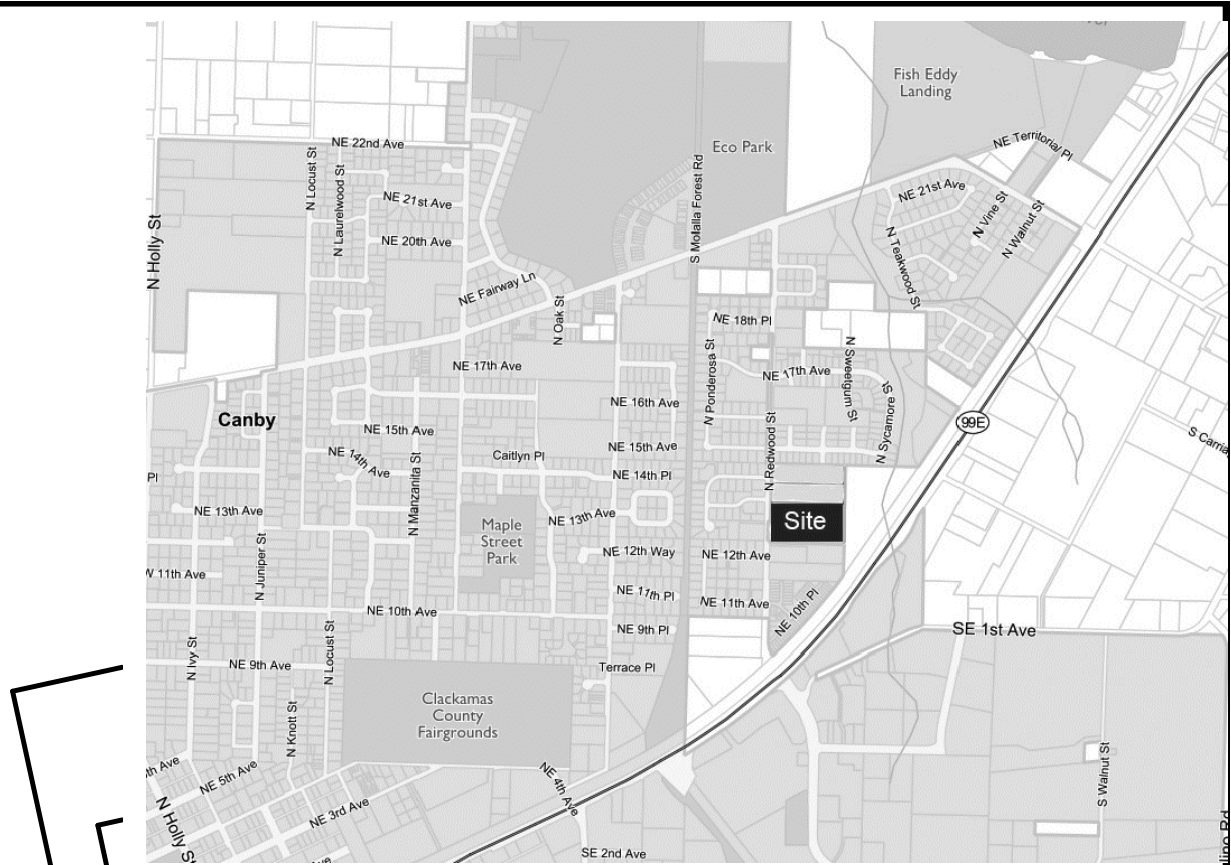
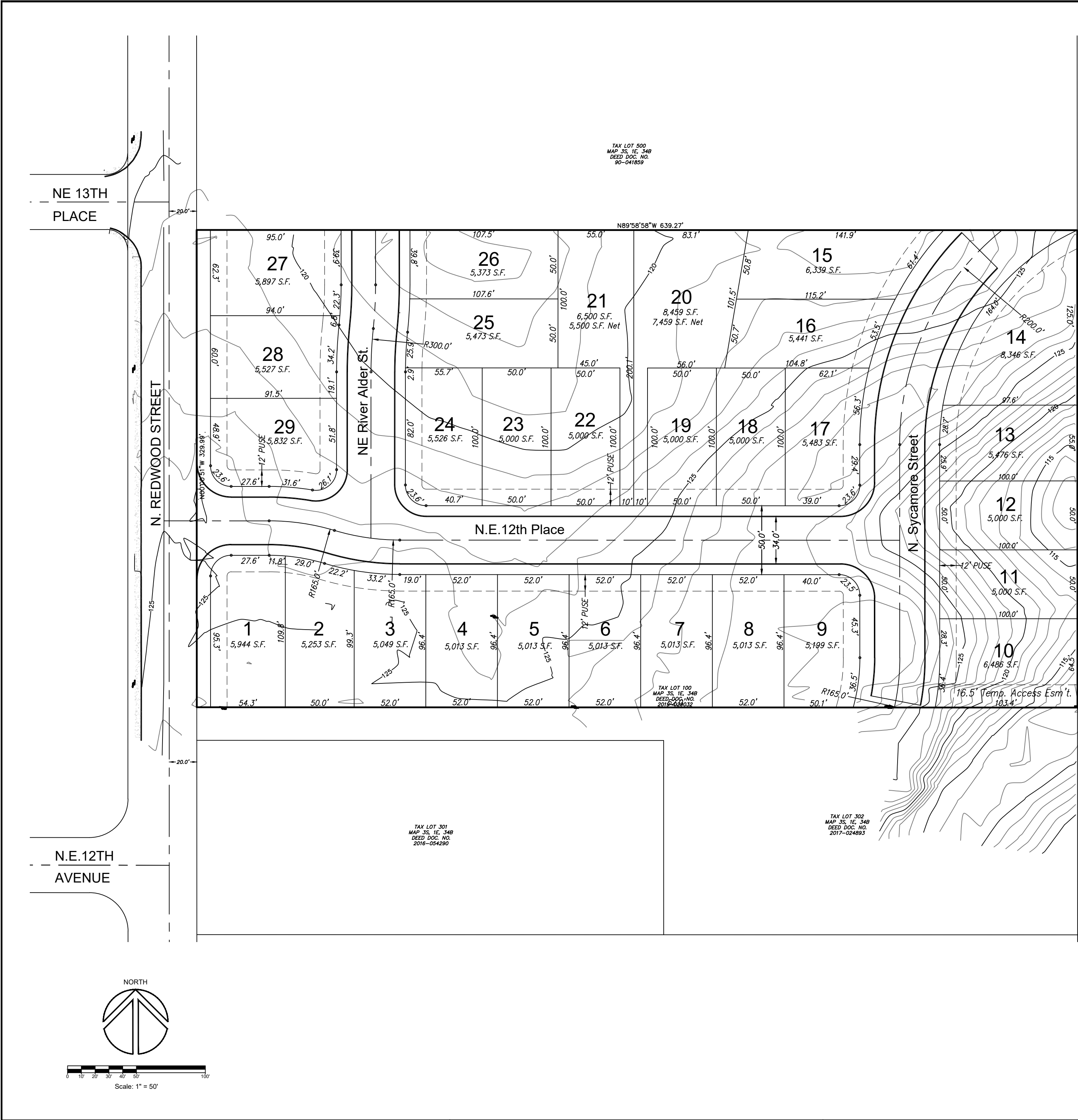
POLICY NO. 1: CANBY SHALL ENCOURAGE ENERGY CONSERVATION AND EFFICIENCY MEASURES IN CONSTRUCTION PRACTICES.

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.



Vicinity Map

Owners:
TL 400 Bryan Swelland & Cindy Swelland
1268 N. Redwood St.
Canby, OR 97013

TL 100 Daryl & Margaret Buchanan
1260 N. Redwood St.
Canby, OR 97013

Legal: 3-1E-34B TL 400 & Part of 100

Water: Canby Utility Board

Sewer: City of City Canby

Contours: Field Survey by Centerline Concepts, Inc.

Site Area: 5.09 Acres

Engineer:
Theta Engineering, Inc.
4260 Country Woods Ct.
Lake Oswego, OR 97035
PH: (503) 481-8822

Zoning: R-1.5

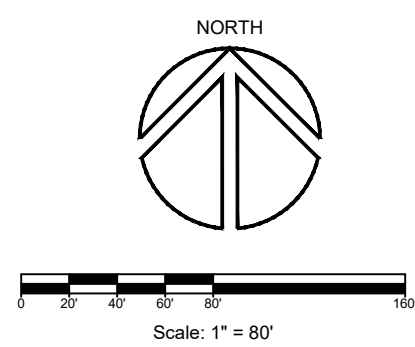
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| SCALE: 1" = 50' | | | |
| DATE: March 2020 | | | |
| FILE: 18-ICN-104 | DATE | NO. | REVISION |

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 Preliminary Plan

SHEET:
1/1



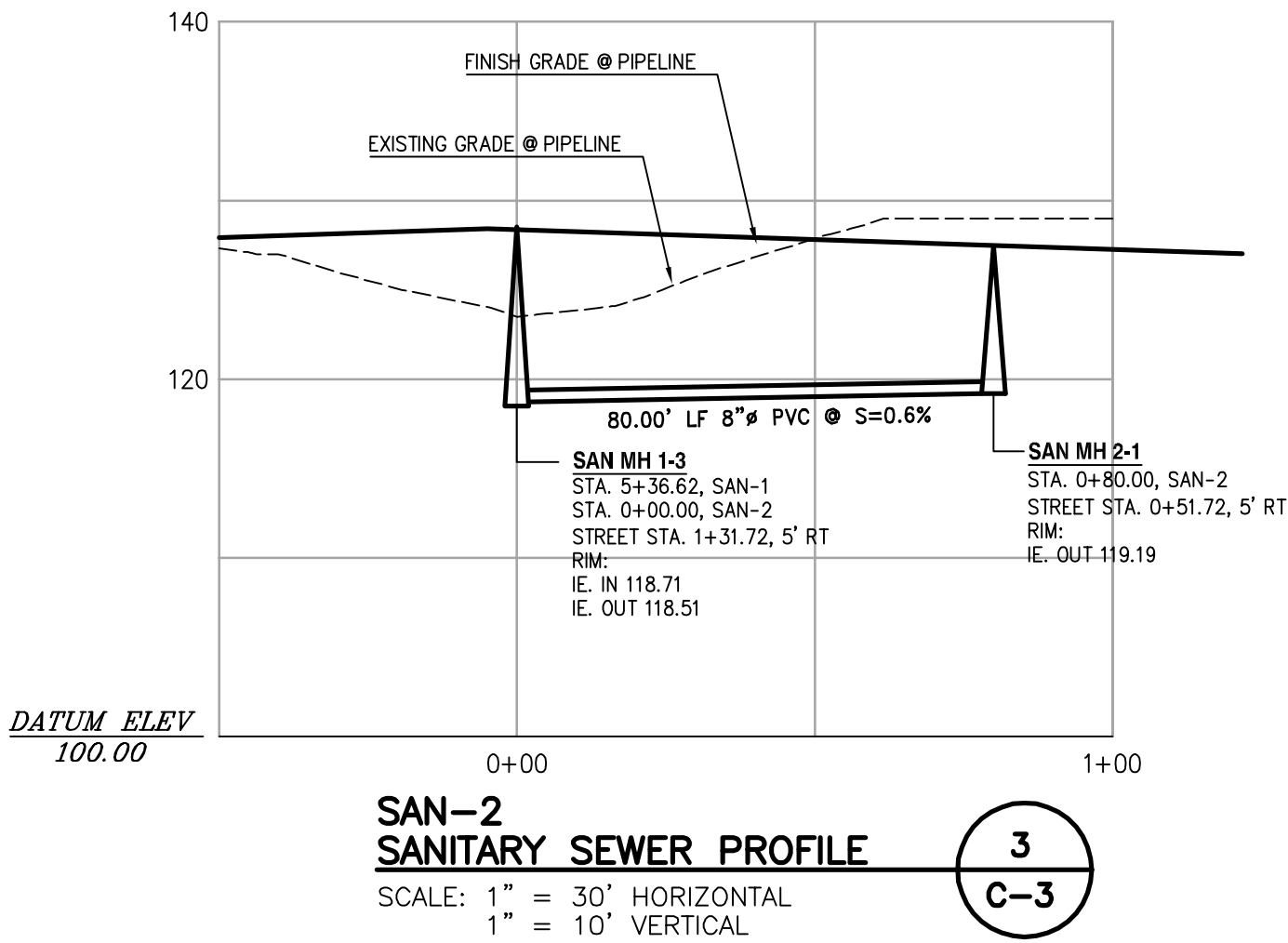
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| DATE: March 2020 | | | |
| FILE: 18-ICN-104 | DATE | NO. | REVISION |

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

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| FILE: | Redwood Canby 2 Prelim3 | DATE | NO. | REVISION |

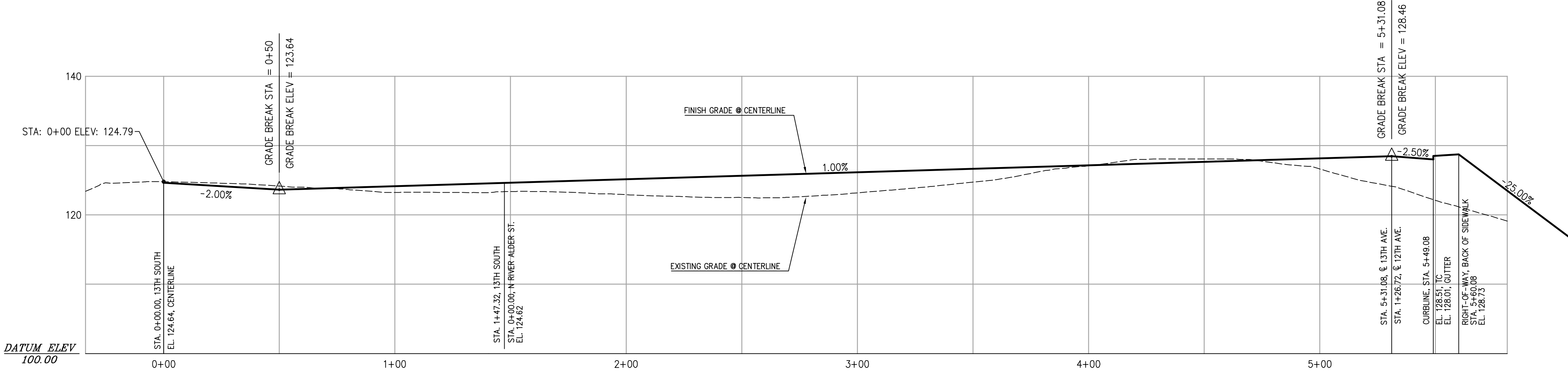
Theta, llc
ENGINEERING - SURVEYING - PLANNING
 PO Box 1345
 Lake Oswego, Oregon 97035
 503/461-8822
 email: thetaeng@comcast.net

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

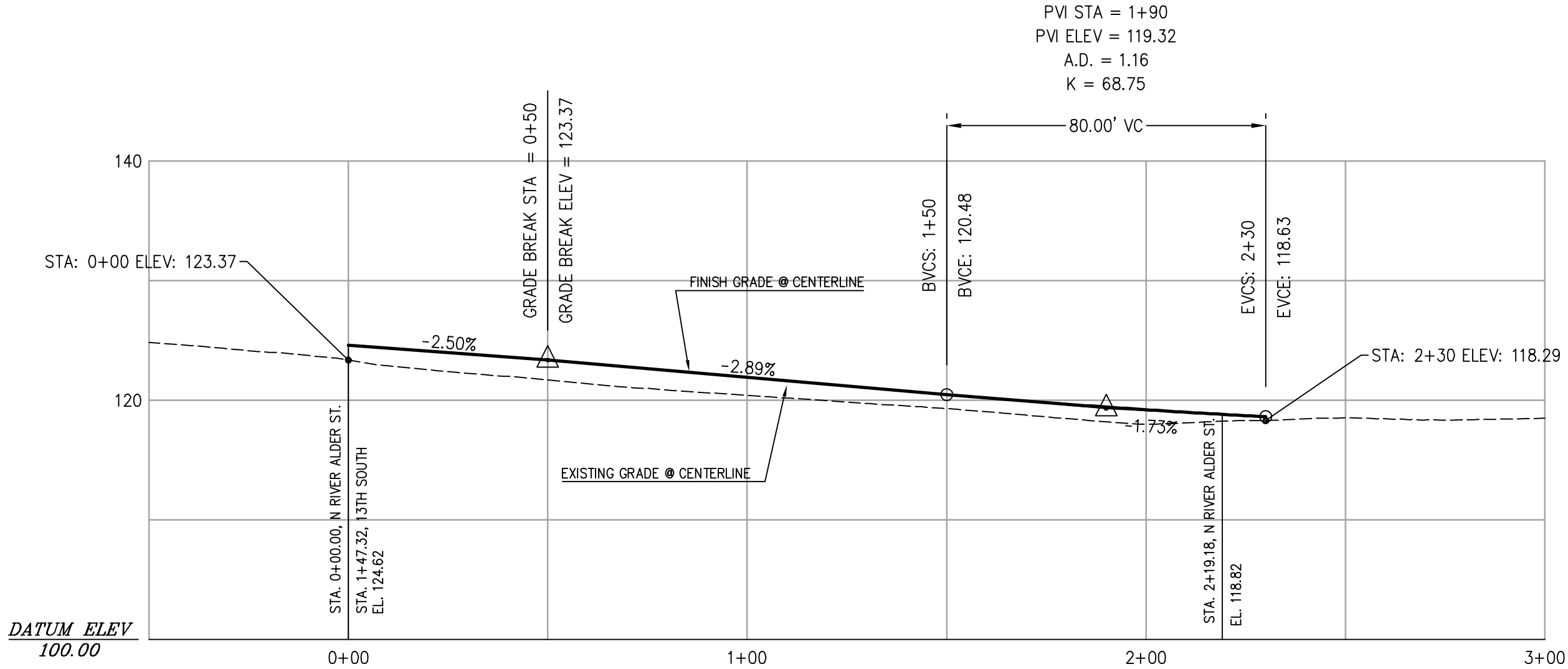
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N.E. 13TH SOUTH
CENTERLINE PROFILE

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

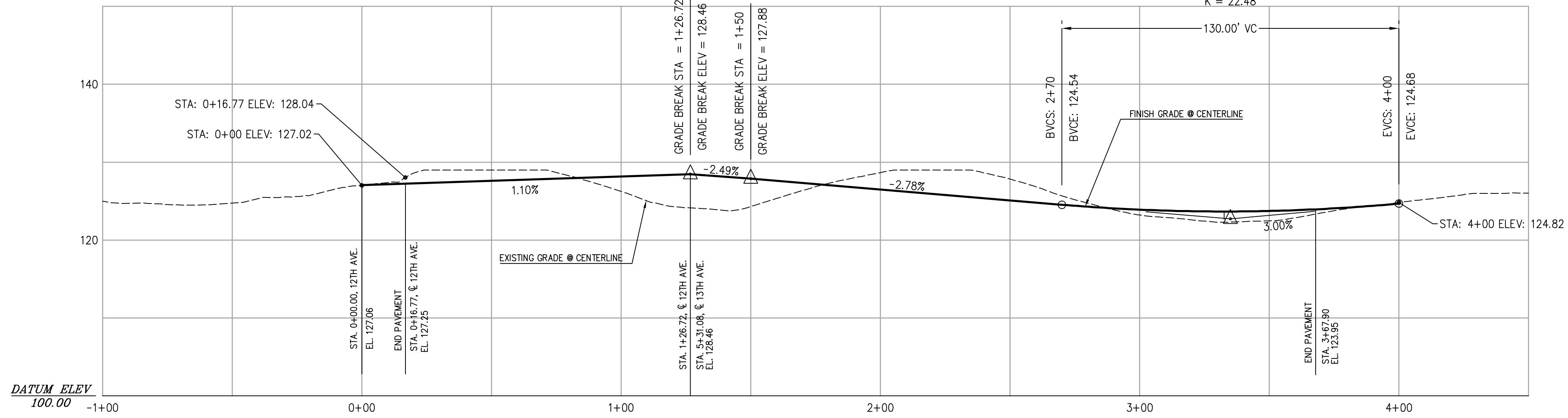
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C-2



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

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Theta, llc

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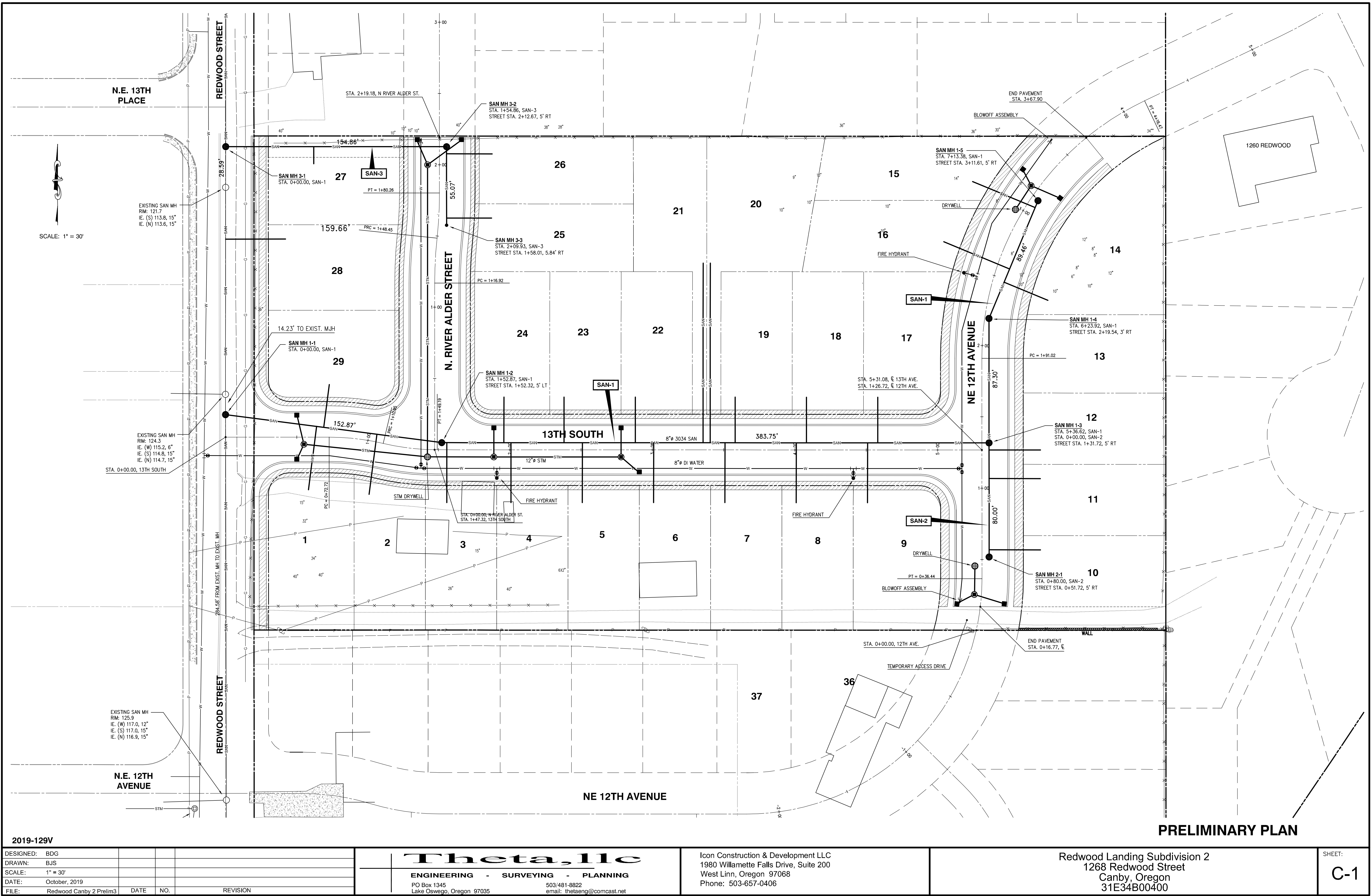
PO Box 1345
Lake Oswego, Oregon 97035

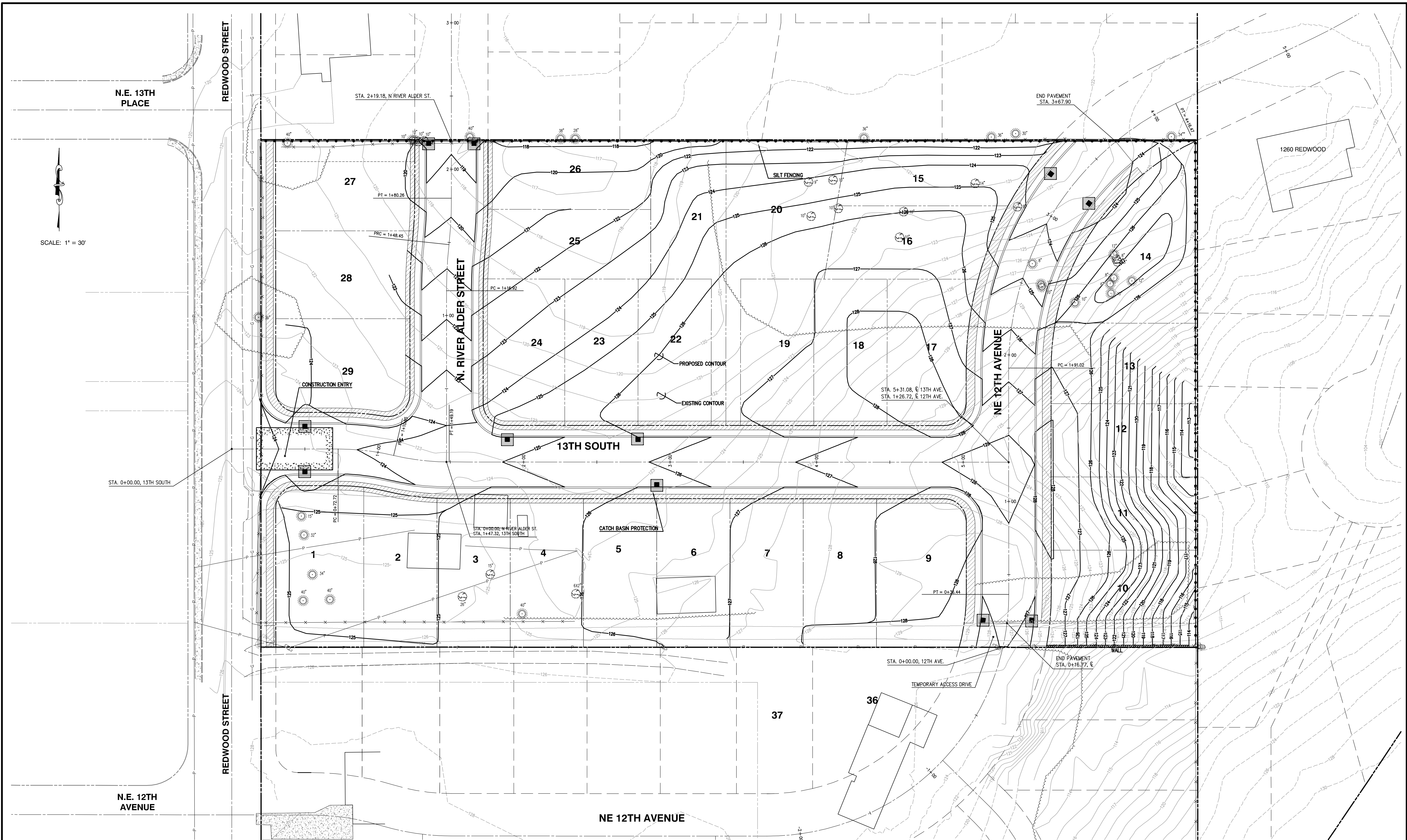
503/481-8822
email: thetaeng@comcast.net

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





2019-129V

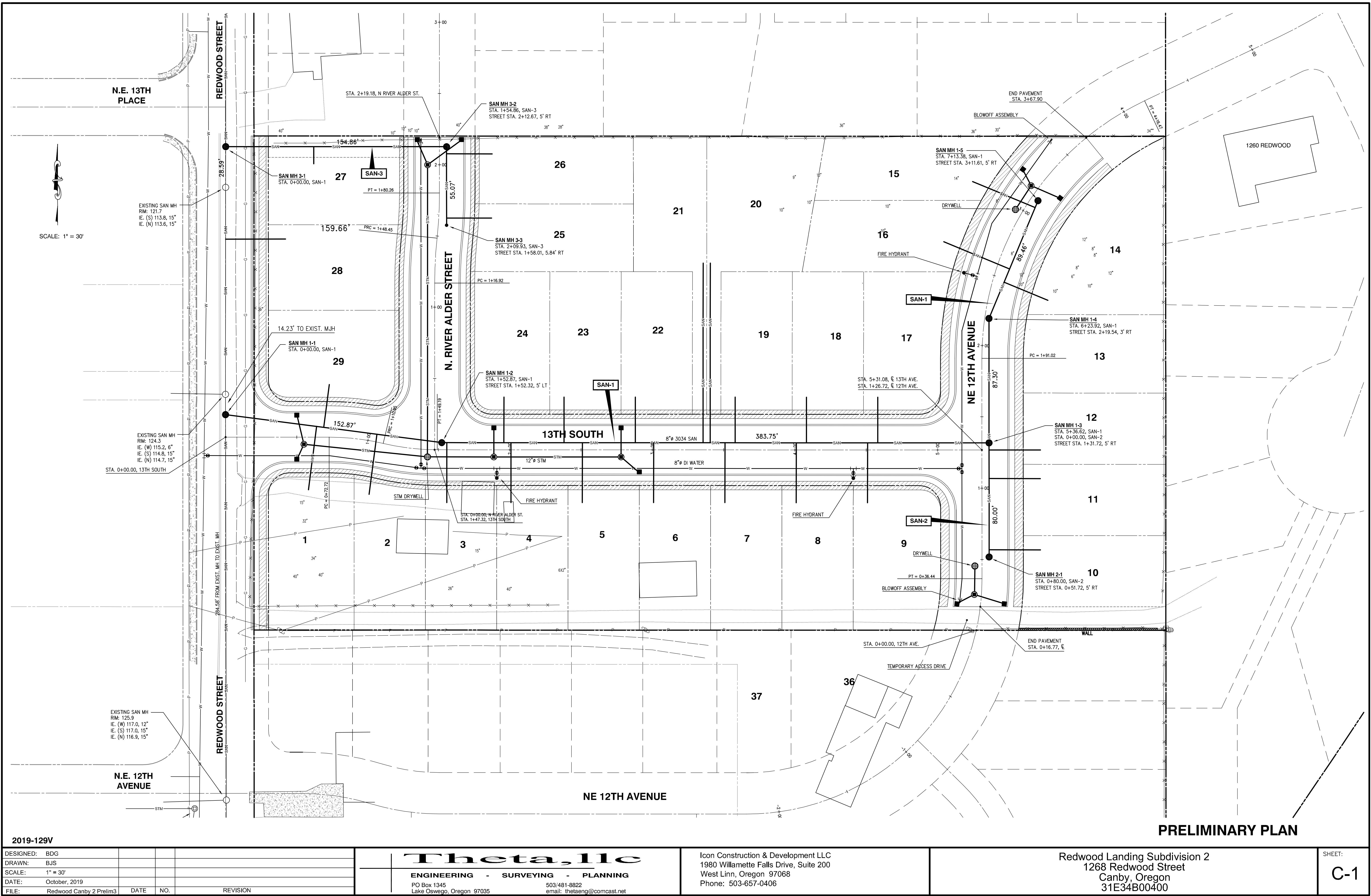
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| FILE: Redwood Canby 2 Prelim3 | DATE | NO. | REVISION |

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PO Box 1345
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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-4



PRELIMINARY PLAN

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.

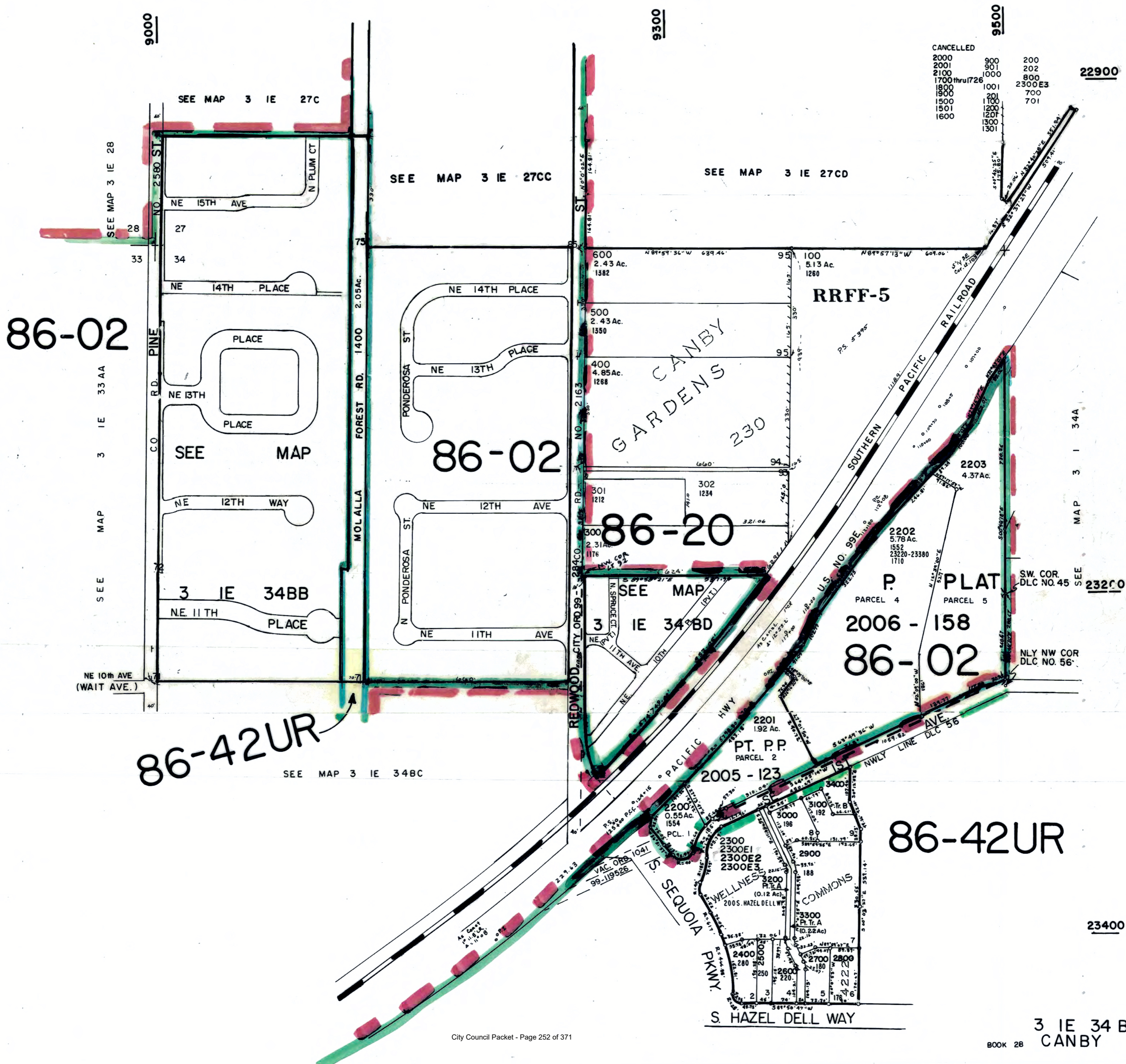
Thanks,

Rick

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

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).

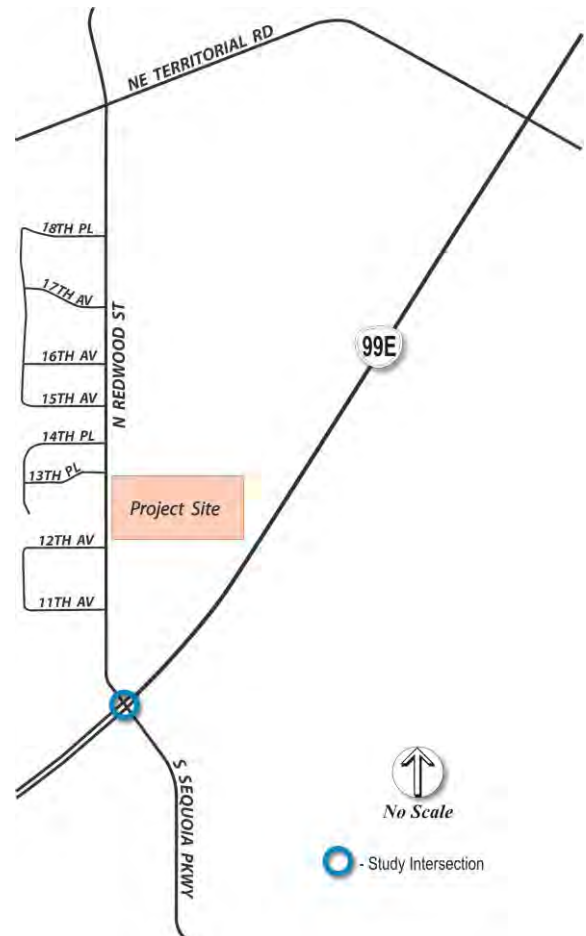


FIGURE 1: STUDY AREA

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.

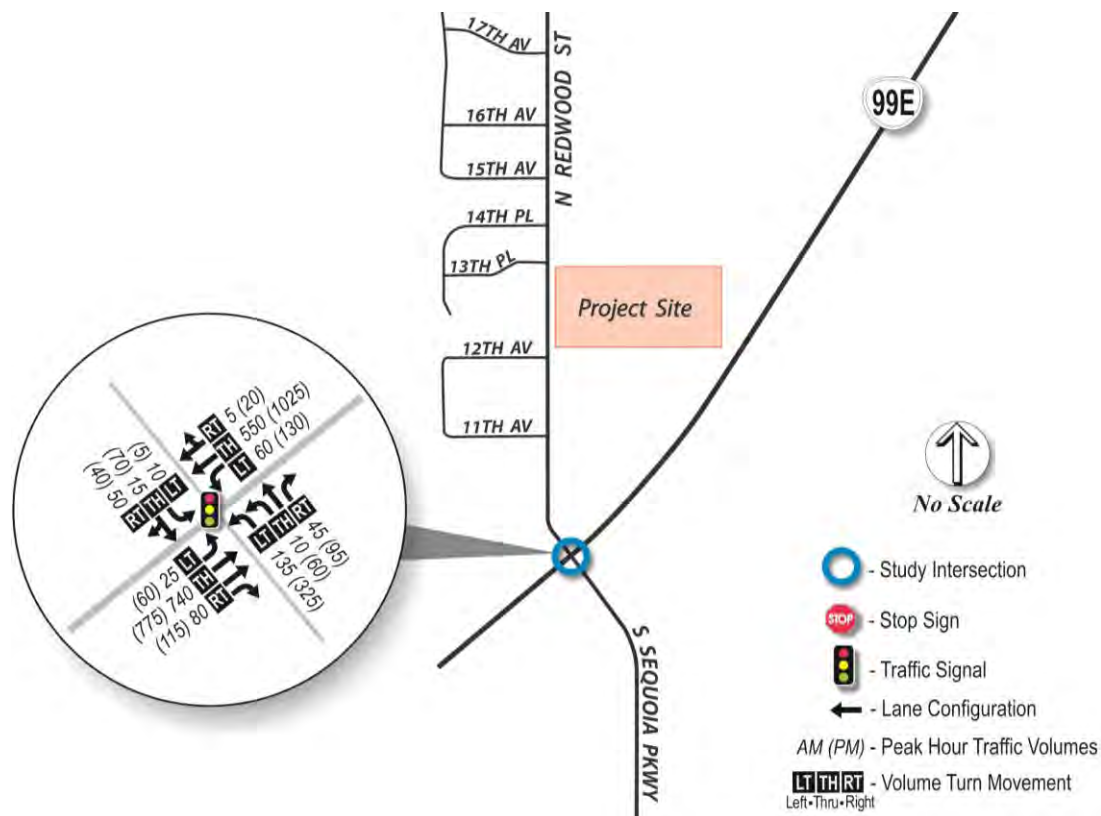


FIGURE 2: EXISTING PEAK HOUR TRAFFIC VOLUMES (30 HV)

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.

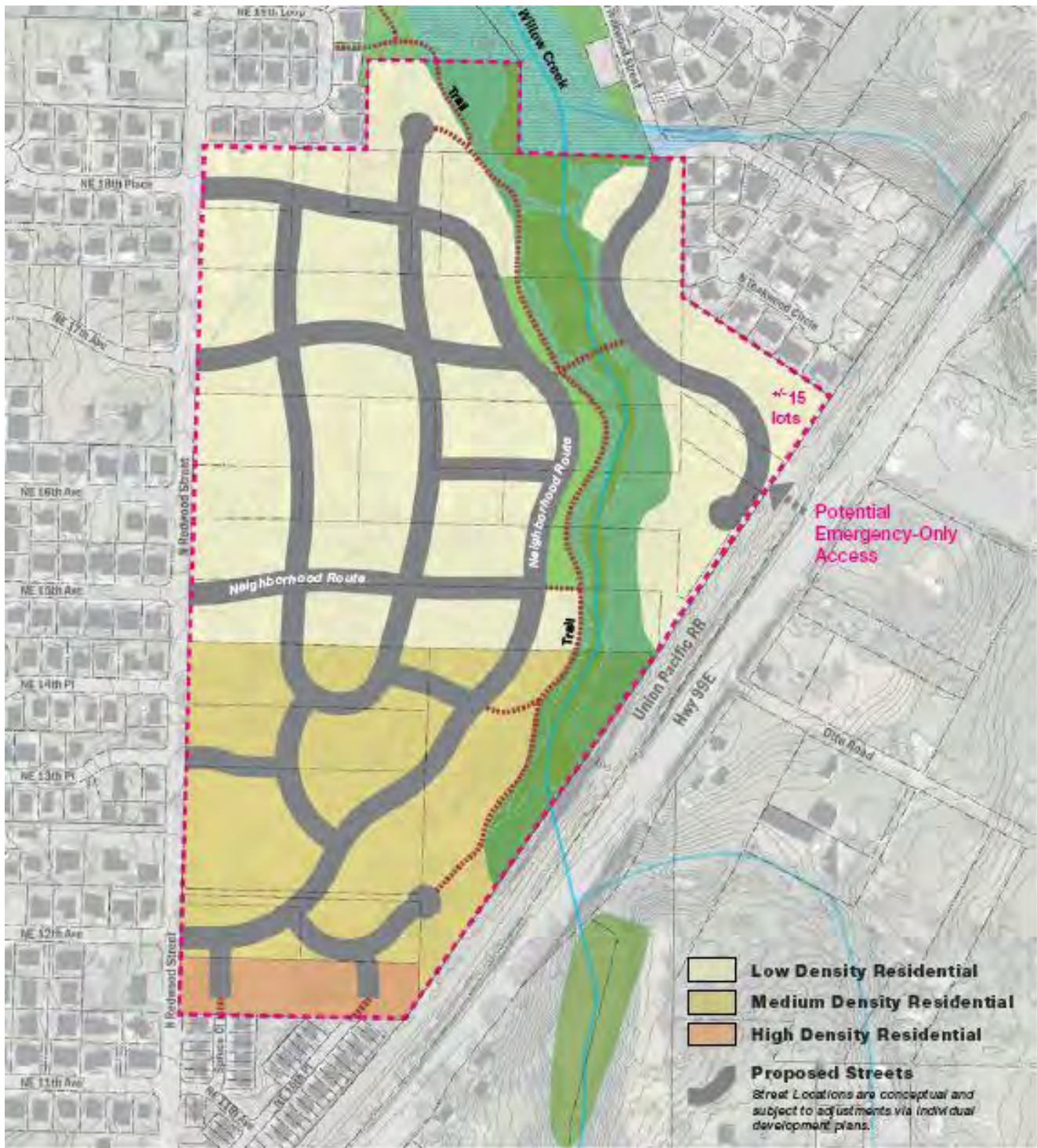


FIGURE 4: NORTH REDWOOD CONCEPT PLAN

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.

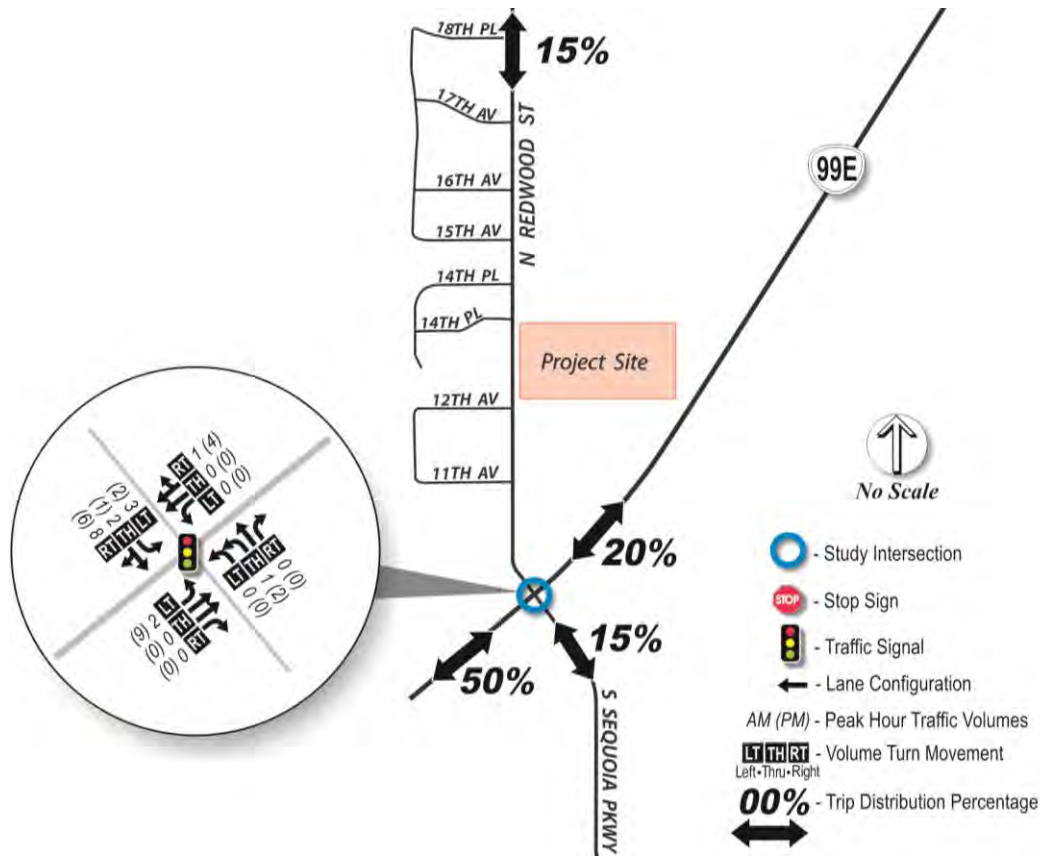


FIGURE 5: DISTRIBUTION OF SITE GENERATED TRIPS

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.

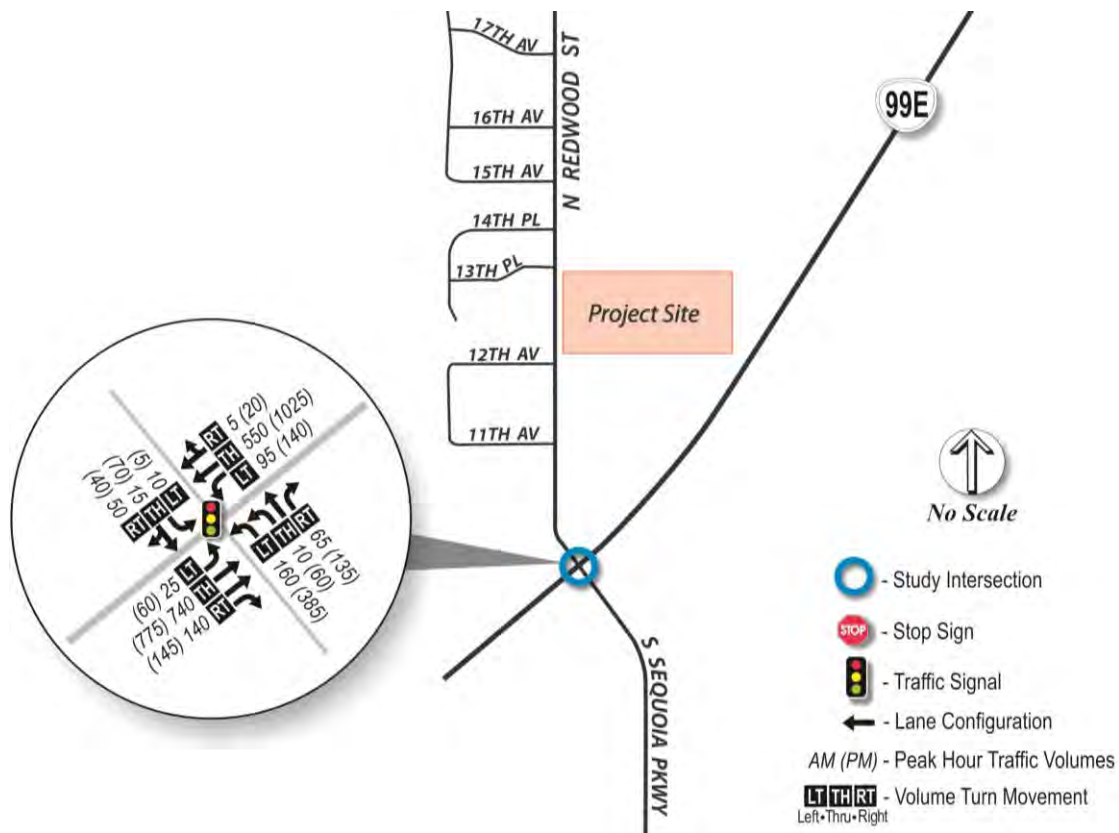


FIGURE 6: 2022 BACKGROUND CONDITIONS TRAFFIC VOLUMES

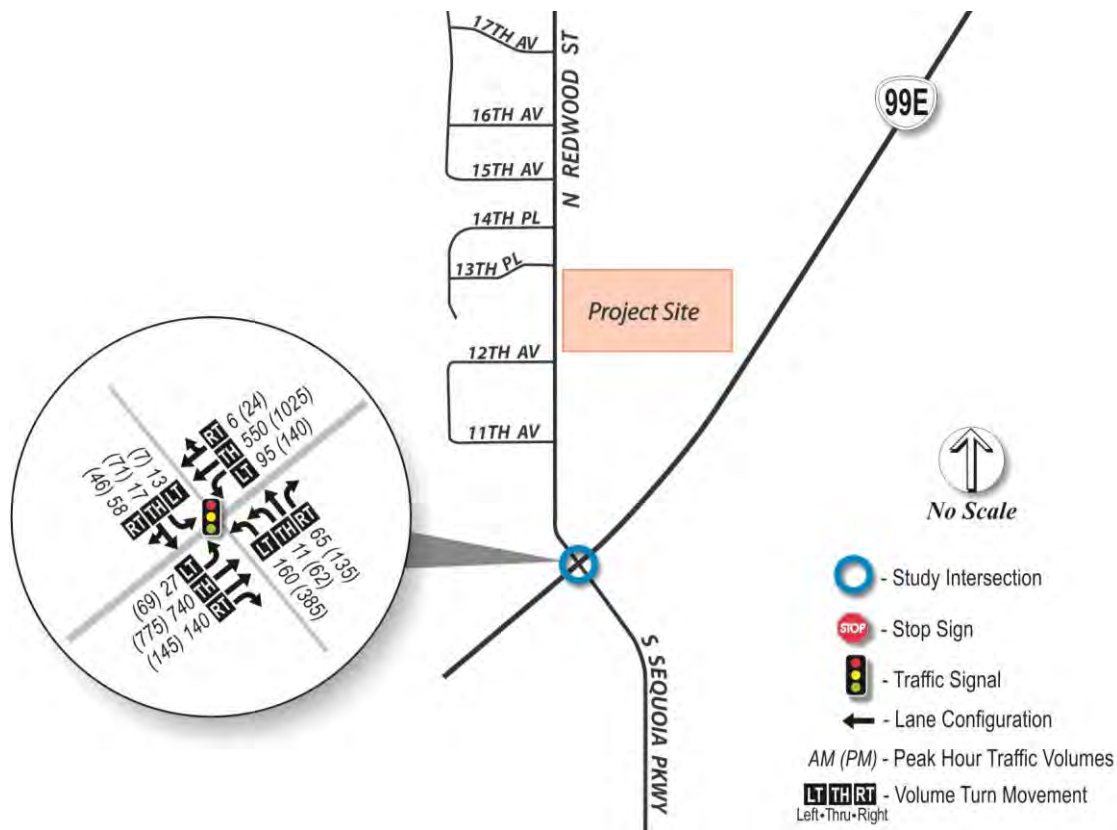


FIGURE 7: 2022 PROJECT CONDITIONS TRAFFIC VOLUMES

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 | | | | | 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 | | | | 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 | 4 | 0 | 0 | 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 | Utum | Left | Thru | Right | Utum | Left | Thru | Right | Utum | Left | Thru | Right | Utum | 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 |

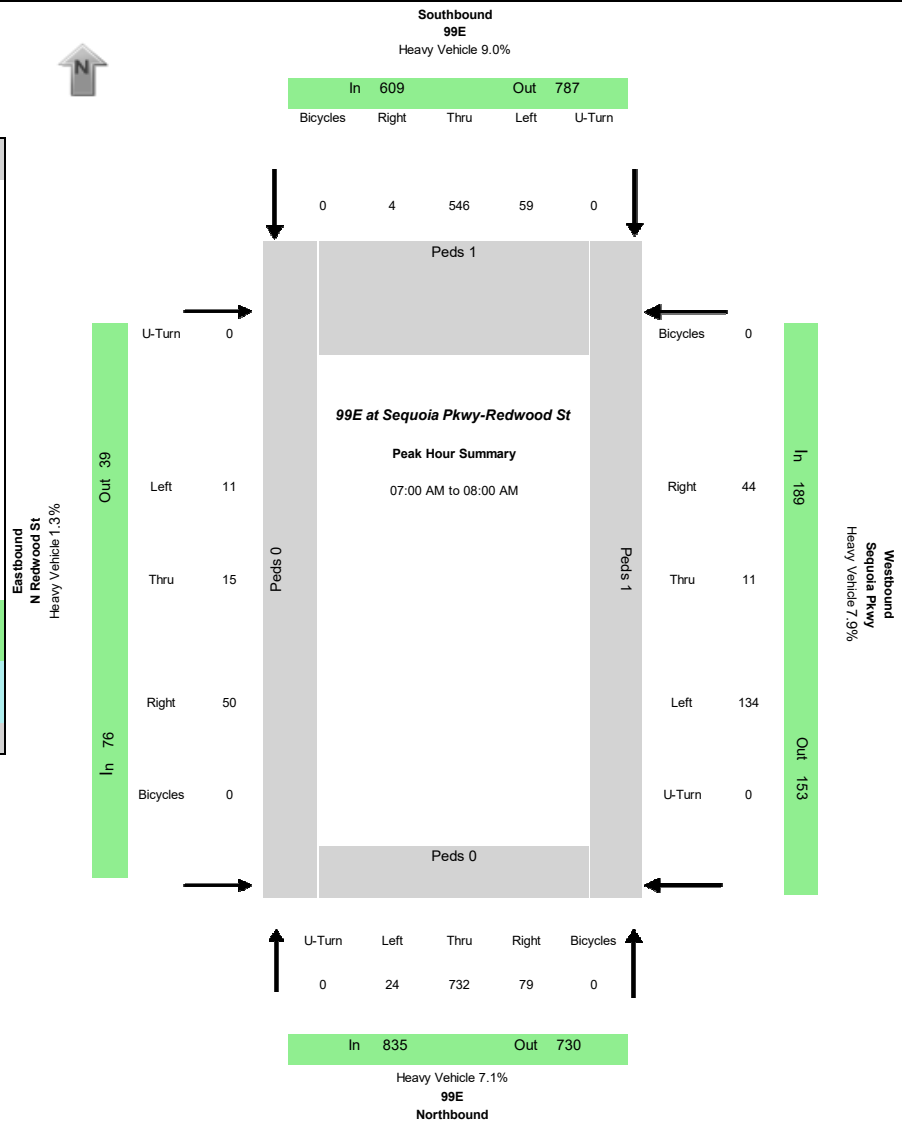
| Pedestrians Crossing | | | | | 15 Min | 1 HR |
|----------------------|----|----|----|----|--------|------|
| Time | NB | SB | EB | WB | Sum | Sum |
| 07:00:00 AM | 0 | 0 | 0 | 0 | | |
| 07:05:00 AM | 0 | 0 | 0 | 0 | | |
| 07:10:00 AM | 0 | 0 | 0 | 0 | 0 | |
| 07:15:00 AM | 0 | 0 | 0 | 0 | 0 | |
| 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 | 1 | 0 | 351 | 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 | 17 | 5 | 6 | 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 | 0 | 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 |



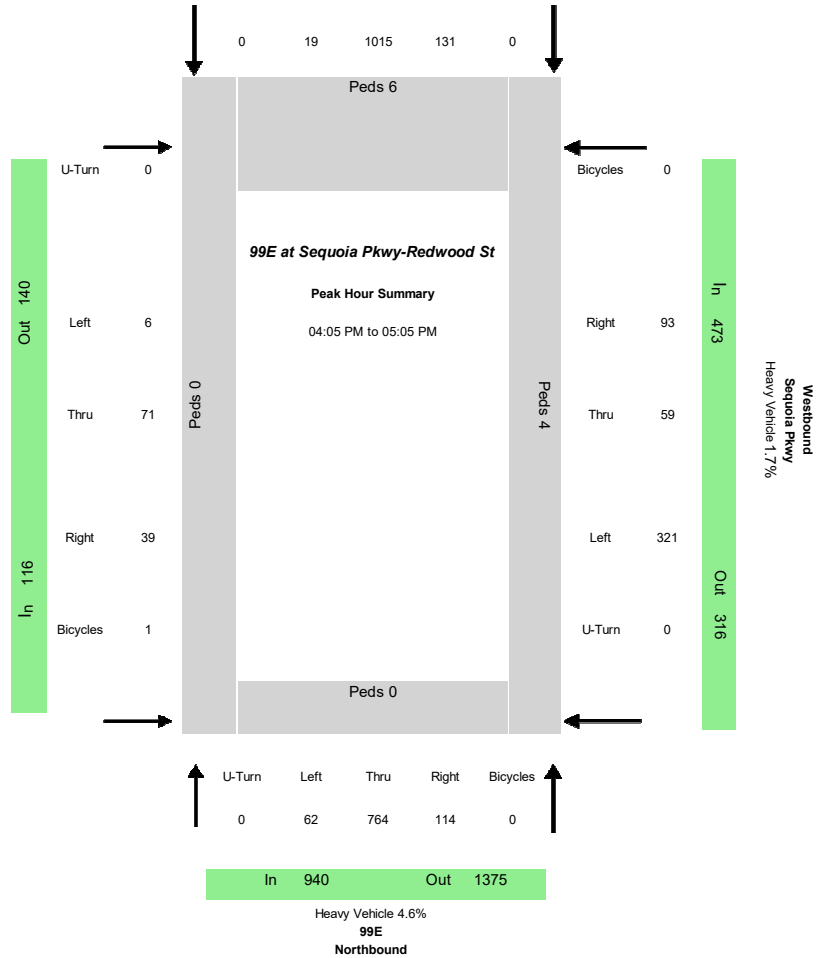
KEY DATA NETWORK

| | | | | | | |
|-------------|---|---|---|---|---|----|
| 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 | in Crosswalk |
| 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 | 0 |























| 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 | 27 | 5 | 2 | 0 | 605 2614 | |

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 | | | | | | | | | | | | |

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

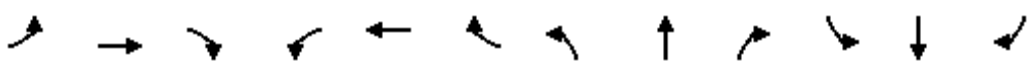











2022 Background Conditions AM Peak

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| 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 Level of Service C |
| HCM 2000 Volume to Capacity ratio | | | 0.72 | | | | | | | | | |
| Actuated Cycle Length (s) | | | 110.5 | | | | | | | | | Sum of lost time (s) 16.0 |
| Intersection Capacity Utilization | | | 63.7% | | | | | | | | | ICU Level of Service B |
| 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

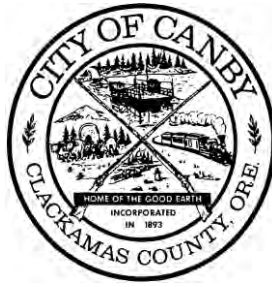
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-----------------------------------|-------|-------|-------|-------|------|------|------|-------|------|-------|------|-----------------------------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (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 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | | | 0.72 | | | | | | | | | | |
| Actuated Cycle Length (s) | | | 112.7 | | | | | | | | | Sum of lost time (s) | 16.0 |
| Intersection Capacity Utilization | | | 64.3% | | | | | | | | | ICU Level of Service | C |
| 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; Daryll 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

PUBLIC RECORDS LEGAL DISCLOSURE

This email is a public record of the City of Canby, Oregon, and is subject to public disclosure unless exempt from disclosure under Oregon Public Records Law. This email is subject to the State Retention Schedule.

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>

PUBLIC RECORDS LEGAL DISCLOSURE

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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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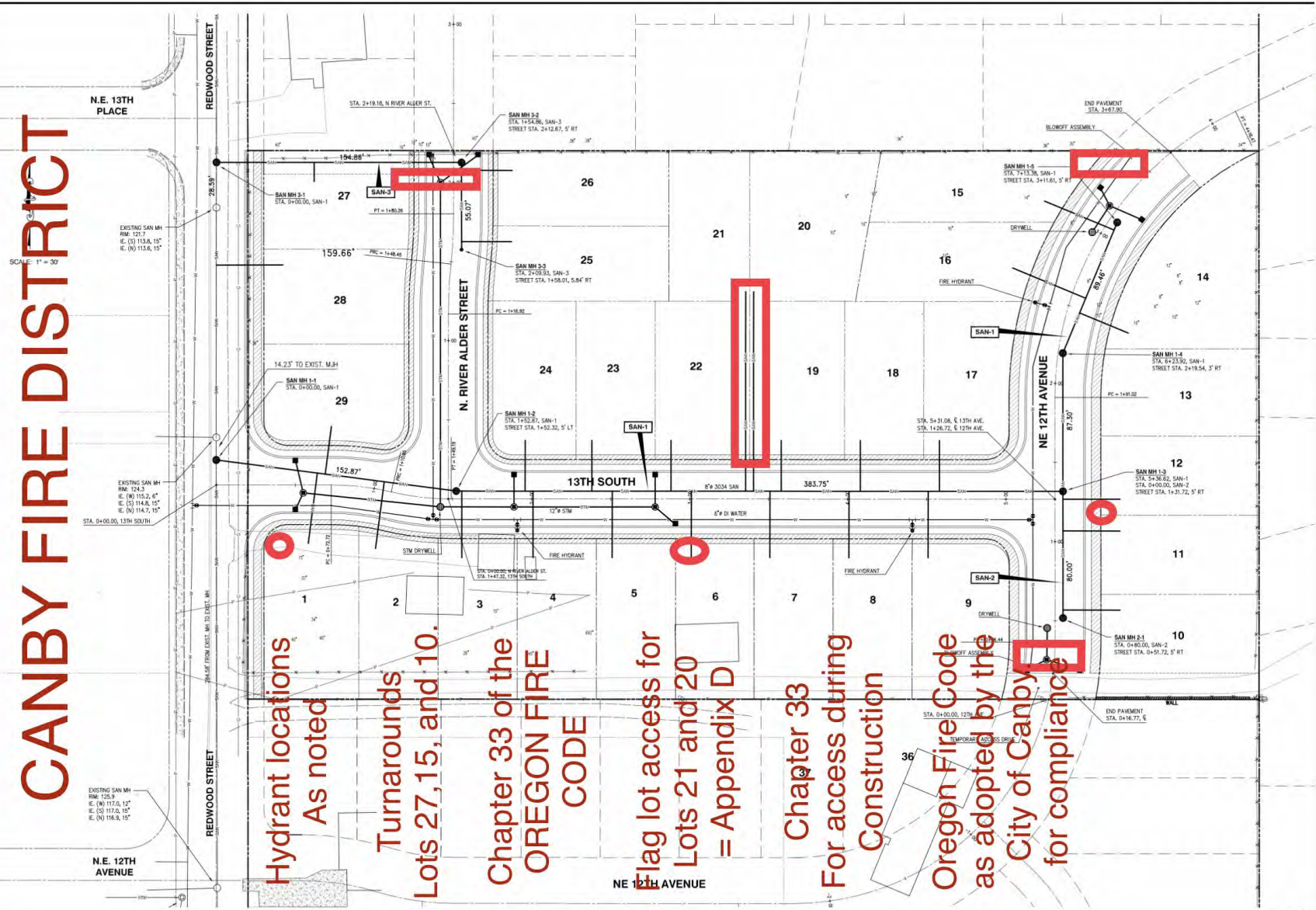
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PUBLIC RECORDS LEGAL DISCLOSURE

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CANBY FIRE DISTRICT



PRELIMI

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



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

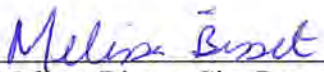
approve the annexation; and

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.



Melissa Bisset, City Recorder

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

AFFIDAVIT OF POSTING

STATE OF OREGON)
)
County of Clackamas) ss:
)
CITY OF CANBY)

I, Melissa Bisset, being first duly sworn, depose and say that I am the City Recorder for the City of Canby, Clackamas County, Oregon, a City duly incorporated under and by virtue of the laws of the State of Oregon.

That on the 19th day of August, 2020 the Council for said City of Canby held a Regular City Council Meeting, at which meeting Ordinance No. 1535 was read for the first time and passed by the vote of said Council and was then and there ordered posted in at least three (3) public and conspicuous places in said City for a period of five (5) days prior to the second reading and final vote on said Ordinance, as provided in Section 2 of Chapter 8 of the Charter of the City of Canby, and

Thereafter, on the 19th day of August, 2020, I personally posted said Ordinance in the following three (3) conspicuous places, all within the said City of Canby, to wit:

1. Canby Civic Building – Front Doors
2. Canby Post Office
3. City of Canby Web Page

That since said posting on the date aforesaid, the said Ordinance will remain posted in the said three (3) public and conspicuous places continuously for the period of five (5) days and until the very 2nd day of September, 2020.

Melissa Bisset
Melissa Bisset, City Recorder

Subscribed and sworn to before me this 21st day of August, 2020.



Erin Elizabeth Burckhard
Notary Public for Oregon
My Commission Expires: 9/4/2022

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

AFFIDAVIT OF POSTING

STATE OF OREGON)
)
County of Clackamas) ss:
)
CITY OF CANBY)

I, Melissa Bisset, being first duly sworn, depose and say that I am the City Recorder for the City of Canby, Clackamas County, Oregon, a City duly incorporated under and by virtue of the laws of the State of Oregon.

That on the 19th day of August, 2020 the Council for said City of Canby held a Regular City Council Meeting, at which meeting Ordinance No. 1533 was read for the first time and passed by the vote of said Council and was then and there ordered posted in at least three (3) public and conspicuous places in said City for a period of five (5) days prior to the second reading and final vote on said Ordinance, as provided in Section 2 of Chapter 8 of the Charter of the City of Canby, and

Thereafter, on the 19th day of August, 2020, I personally posted said Ordinance in the following three (3) conspicuous places, all within the said City of Canby, to wit:

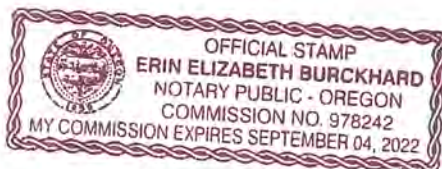
1. Canby Civic Building – Front Doors
2. Canby Post Office
3. City of Canby Web Page

That since said posting on the date aforesaid, the said Ordinance will remain posted in the said three (3) public and conspicuous places continuously for the period of five (5) days and until the very 2nd day of September, 2020.

Melissa Bisset
Melissa Bisset, City Recorder

Subscribed and sworn to before me this 21st day of August, 2020.

Erin Elizabeth Burckhard
Notary Public for Oregon
My Commission Expires: 9/4/2022



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 |

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

AFFIDAVIT OF POSTING

STATE OF OREGON)
)
County of Clackamas) ss:
)
CITY OF CANBY)

I, Melissa Bisset, being first duly sworn, depose and say that I am the City Recorder for the City of Canby, Clackamas County, Oregon, a City duly incorporated under and by virtue of the laws of the State of Oregon.

That on the 19th day of August, 2020 the Council for said City of Canby held a Regular City Council Meeting, at which meeting Ordinance No. 1534 was read for the first time and passed by the vote of said Council and was then and there ordered posted in at least three (3) public and conspicuous places in said City for a period of five (5) days prior to the second reading and final vote on said Ordinance, as provided in Section 2 of Chapter 8 of the Charter of the City of Canby, and

Thereafter, on the 19th day of August, 2020, I personally posted said Ordinance in the following three (3) conspicuous places, all within the said City of Canby, to wit:

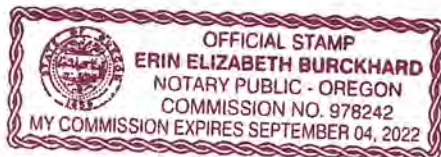
1. Canby Civic Building – Front Doors
2. Canby Post Office
3. City of Canby Web Page

That since said posting on the date aforesaid, the said Ordinance will remain posted in the said three (3) public and conspicuous places continuously for the period of five (5) days and until the very 2nd day of September, 2020.

Melissa Bisset
Melissa Bisset, City Recorder

Subscribed and sworn to before me this 20th day of August, 2020.

Erin Elizabeth Burckhard
Notary Public for Oregon
My Commission Expires: 9/4/2022



Landscape Structures Representative

Ben Stanford

503-432-8950

Ross Recreation Equipment, Inc.

bens@rossrec.com

Prepared For:

Contact Name Jeff Snyder

Phone (503) 266-4021 x 232

Bill To Name City of Canby

Ship To Name City of Canby

Bill To 182 N. Holly Street
P.O. Box 930
Canby, Oregon 97013
United States

Ship To 1470 NE Territorial Road
Canby, Oregon 97013
United States



HGAC Contract # PR 11-18

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

Quote Date 7/22/2020

Opportunity Name Locust Park Playground

Quote Exp Date 10/21/2020

Quote Number 00032804

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 _____

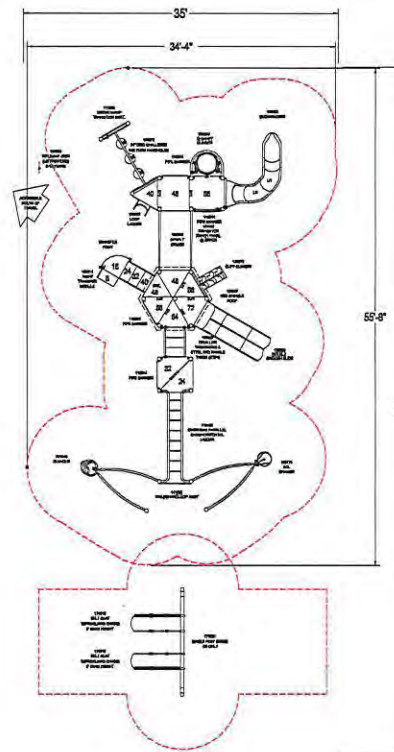
Name _____

Title _____

Date _____







| | | | |
|--|---|----------|---|
| TOTAL ELEVATED PLAY COMPONENTS | 9 | | |
| TOTAL ELEVATED COMPONENTS ACCESSIBLE BY RAMP | 0 | REQUIRED | 0 |
| TOTAL ELEVATED COMPONENTS ACCESSIBLE BY TRANSFER | 9 | REQUIRED | 9 |
| TOTAL ACCESSIBLE GROUND LEVEL COMPONENTS SHOWN | 8 | REQUIRED | 3 |
| TOTAL DIFFERENT TYPES OF GROUND LEVEL COMPONENTS | 4 | REQUIRED | 4 |

| | | |
|--|---|----------|
| TOTAL ELEVATED PLAY COMPONENTS | 8 | |
| TOTAL ELEVATED COMPONENTS ACCESSIBLE BY RAMP | 0 | REQUIRED |
| TOTAL ELEVATED COMPONENTS ACCESSIBLE BY TRANSFER | 8 | REQUIRED |
| TOTAL ACCESSIBLE GROUND LEVEL COMPONENTS SHOWN | 5 | REQUIRED |
| TOTAL DIFFERENT TYPES OF GROUND LEVEL COMPONENTS | 3 | REQUIRED |



Locust Street
Park
Canby, OR

Ross Recreation
Ben Stanford

SYSTEM TYPE:
PlayShaper/Booster

DRAWING #:
1142932-03-01



The play components identified on this play are IPEDS certified. A proven model of play is presented with 7 The use and layout of these components conforms to the requirements of AECT's P-1402. To verify product certification, visit www.2ways.org

THIS PLAY AREA & PLAY EQUIPMENT IS
DESIGNED FOR AGES 2-12 YEARS
UNLESS OTHERWISE NOTED ON PLAN.

IT IS THE MANUFACTURERS OPINION THAT
THIS PLAY AREA DOES CONFORM TO
THE A.S.A. ACCESSIBILITY STANDARDS.
ASSURING AN ACCESSIBLE PROTECTIVE
SURFACING IS PROVIDED, AS INDICATED, ON
WITHIN THE ENTIRE USE ZONE.

THIS CONCEPTUAL PLAN WAS BASED ON INFORMATION AVAILABLE TO US PRIOR TO CONSTRUCTION. DETAILED SITE INFORMATION INCLUDING SITE DIMENSIONS, TOPOGRAPHY, EXISTING UTILITIES, SOIL CONDITIONS, AND DRAINAGE SOLUTIONS SHOULD BE OBTAINED, EVALUATED, & UTILIZED IN THE FINAL DESIGN. PLEASE VERIFY ALL DIMENSIONS OF PLAY AREA, SIZE, ORIENTATION, AND LOCATION OF ALL EXISTING UTILITIES, EQUIPMENT, AND SITE FURNISHINGS PRIOR TO ORDERING. SLICES SHOULD NOT FACE THE HOT AFTERNOON SUN.

CHOOSE A PROTECTIVE SURFACING MATERIAL THAT HAS A CRITICAL HEIGHT VALUE TO MEET THE MAXIMUM FALL HEIGHT FOR THE EQUIPMENT (REF. ASTM F1217) STANDING CONSUMER SAFETY PERFORMANCE SPECIFICATION FOR PLAYGROUND EQUIPMENT FOR PUBLIC USE, SECTION 8 CURRENTLY PROVIDING THE SURFACING MUST BE WELL DRAINED IF THE SOIL DOES NOT DRAIN NATURALLY IT MUST BE LOOSE OR SLOPED UP TO 1/4" PER FOOT TO A FORM SLOPE OR A TRENCH DRAIN.

ACCESSIBLE/PROTECTIVE
LOOSE FILL MATERIAL
(ENGINEERED WOOD FIBER SUGGESTED)

DESIGNED BY:
TLM

COPYRIGHT © 2000
LANDSCAPE STRUCTURES, INC.
601 7th STREET SOUTH - P.O. BOX 188
DELAID, MINNESOTA 55309
PH 508-838-0288 FAX 508-875-8091

| | | |
|------|--------------------|----------|
| | | |
| | | |
| | | |
| Date | Previous Drawing # | Initials |



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 (4UZABOBV07CX85017) 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

AFFIDAVIT OF POSTING

STATE OF OREGON)
)
County of Clackamas) ss:
)
CITY OF CANBY)

I, Melissa Bisset, being first duly sworn, depose and say that I am the City Recorder for the City of Canby, Clackamas County, Oregon, a City duly incorporated under and by virtue of the laws of the State of Oregon.

That on the 19th day of August, 2020 the Council for said City of Canby held a Regular City Council Meeting, at which meeting Ordinance No. 1536 was read for the first time and passed by the vote of said Council and was then and there ordered posted in at least three (3) public and conspicuous places in said City for a period of five (5) days prior to the second reading and final vote on said Ordinance, as provided in Section 2 of Chapter 8 of the Charter of the City of Canby, and

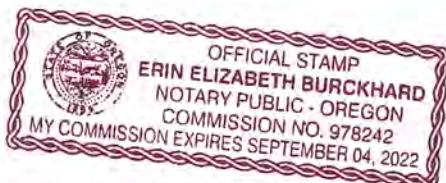
Thereafter, on the 19th day of August, 2020, I personally posted said Ordinance in the following three (3) conspicuous places, all within the said City of Canby, to wit:

1. Canby Civic Building – Front Doors
2. Canby Post Office
3. City of Canby Web Page

That since said posting on the date aforesaid, the said Ordinance will remain posted in the said three (3) public and conspicuous places continuously for the period of five (5) days and until the very 2nd day of September, 2020,

Melissa Bisset
Melissa Bisset, City Recorder

Subscribed and sworn to before me this 21st day of August, 2020.



Erin Elizabeth Burckhard
Notary Public for Oregon

My Commission Expires: 9/4/2022

| 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 |
|---|-------------------|------------------------|------------|
|---|-------------------|------------------------|------------|

| | | | |
|--|------|--------|------|
| 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.

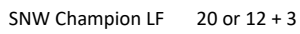
Michele Carson - Klamath Tribes

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

[illegible]

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 Denom

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)

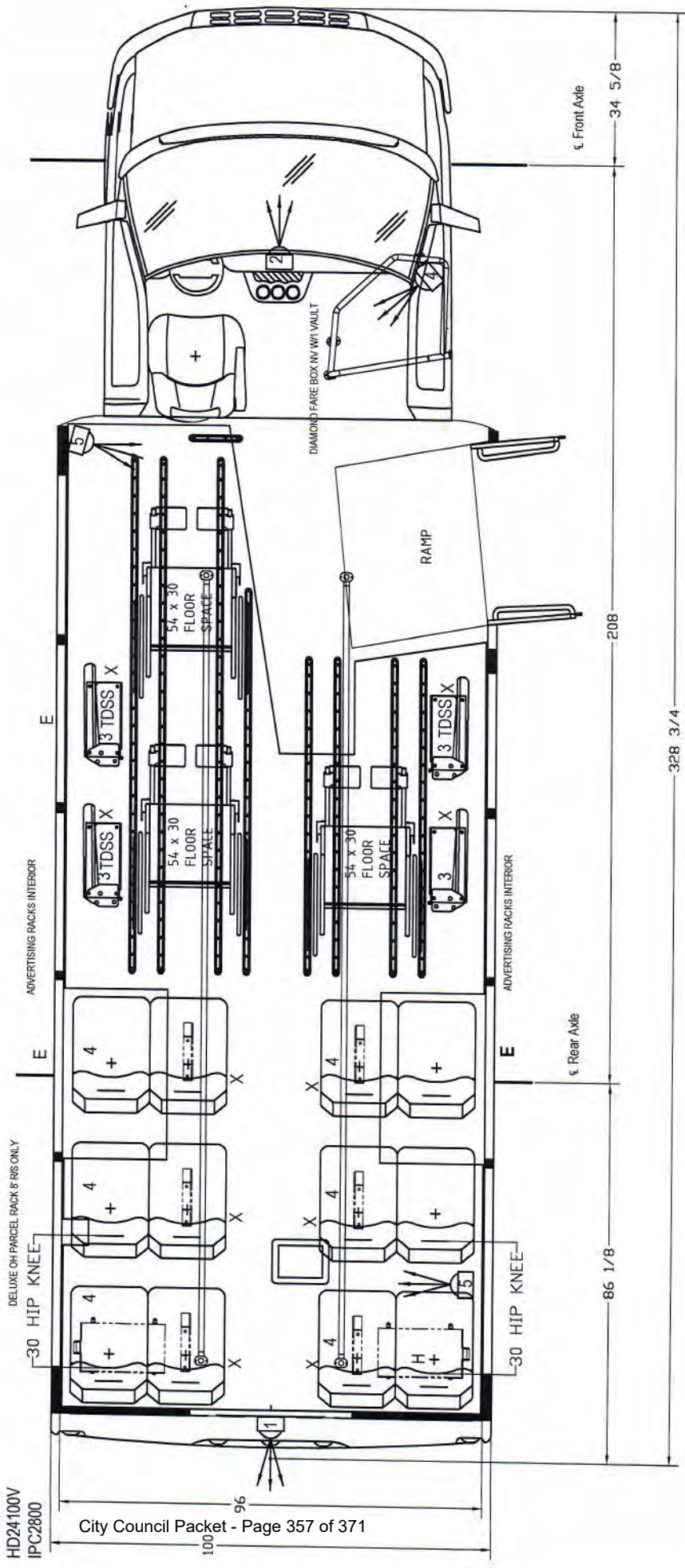
VEHICLE SELECTION INFORMATION

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



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| 98 | 11/08/01 | ECN | 98 |
| 99 | 11/08/01 | ECN | 99 |
| 100 | 11/08/01 | ECN | 100 |



ARBOC Specialty Vehicles

NAME: **Floor Plan, 18PS-2VC-208VB SDM-F**

DRAWN BY: _____ DATE: _____

REVISION: _____ SHEET: _____

TOLERANCES:

- FLOOR PLAN DIMS: ± 1/8"
- FRACTIONAL DIMS: ± 1/16"
- 2 PLACE DECIMAL DIMS: ± 0.1"
- 3 PLACE DECIMAL DIMS: ± 0.05"

ARBOC SPECIALTY VEHICLES CLAIMS PROPRIETARY RIGHTS IN THE MATERIAL DISCLOSED HEREON. NEITHER THIS DRAWING NOR ANY REPRODUCTION THEREOF MAY BE USED TO MANUFACTURE ANYTHING SHOWN HEREON WITHOUT PERMISSION IN WRITING FROM ARBOC SPECIALTY VEHICLES TO THE USER SPECIFICALLY REFERRING TO THE DRAWINGS. INFORMATION CONTAINED HEREON MAY BE THE EXPRESS

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

AFFIDAVIT OF POSTING

STATE OF OREGON)
)
County of Clackamas) ss:
)
CITY OF CANBY)

I, Melissa Bisset, being first duly sworn, depose and say that I am the City Recorder for the City of Canby, Clackamas County, Oregon, a City duly incorporated under and by virtue of the laws of the State of Oregon.

That on the 19th day of August, 2020 the Council for said City of Canby held a Regular City Council Meeting, at which meeting Ordinance No. 1537 was read for the first time and passed by the vote of said Council and was then and there ordered posted in at least three (3) public and conspicuous places in said City for a period of five (5) days prior to the second reading and final vote on said Ordinance, as provided in Section 2 of Chapter 8 of the Charter of the City of Canby, and

Thereafter, on the 19th day of August, 2020, I personally posted said Ordinance in the following three (3) conspicuous places, all within the said City of Canby, to wit:

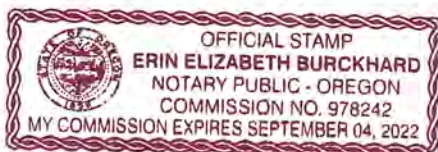
1. Canby Civic Building – Front Doors
2. Canby Post Office
3. City of Canby Web Page

That since said posting on the date aforesaid, the said Ordinance will remain posted in the said three (3) public and conspicuous places continuously for the period of five (5) days and until the very 2nd day of September, 2020.

Melissa Bisset
Melissa Bisset, City Recorder

Subscribed and sworn to before me this 21st day of August, 2020.

Erin Elizabeth Burckhard
Notary Public for Oregon
My Commission Expires: 9/4/2022



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



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: September 2, 2020

TO: Honorable Mayor Hodson and City Council

THRU: Amanda Zeiber, Interim City Administrator

FROM: Joseph Lindsay

Ordinance No. 1538: An Ordinance authorizing the Interim City Administrator to enter into an employment contract between the City of Canby and Bret J. Smith

Summary

Should the City contract with its Chief of Police for the first six months following his official retirement with PERS?

Background and Discussion

Our current Chief of Police, Bret J. Smith, has worked for Canby in his position since January 18, 2010. He is in good standing and wishes to retire on September 30, 2020. He has offered to continue working for Canby as Chief for six months due to some staffing shortages in his department. He would like to take advantage of recent changes in PERS that will allow him to retire, yet work back in his position until April 1, 2021, without affecting his retirement.

He is therefore offering to officially retire under PERS, but he wants to keep his sick and vacation times as they are currently allotted and accrued until the end of the six month work back. During this time, the City won't have to pay the employee portion of the PERS IAP (currently set at 6%), so the suggestion is to pay this same amount into a deferred comp account for the Chief. This won't cost the City any more money than if the Chief were to continue employment as a regular, PERS employee until his final separation date of April 1, 2021. It will allow him to be able to help us while getting through the waiting period with PERS—sometimes it can take up to a few months to get paid your first retirement installment. It also gives the City a timeline to better effectuate succession planning.

The emergency clause is sought based on the fact that this helps the police staffing levels during trying times. It will allow this agreement to become law before the Chief officially retires with PERS.

Attachments

Exhibit A—The amendment to the employment conditions for position of Chief of Police.

Fiscal Impact

No impact as compared to the continued employment for the same amount of time

Options

Authorize the contract

Reject the contract

Recommendation

Staff recommends the Council authorize the contract by passing the ordinance.

Proposed Motion

“I move to pass ordinance 1538, An Ordinance authorizing the Interim City Administrator to enter into an employment contract between the City of Canby and Bret J. Smith”

Amendment to the Employment Conditions for Position of Chief of Police
Contract / Agreement for Employment between the City of Canby and Bret J. Smith

This Agreement for employment is entered into between the City of Canby, Oregon, an Oregon municipal corporation (City), and Bret J. Smith.

RECITALS

- A. Bret J. Smith is presently employed with the City as a regular, full-time Chief of Police.
- B. Bret J. Smith has indicated his intent to retire from employment with the City effective September 30, 2020.
- C. Bret J. Smith desires to return to employment with the City after retirement as a contract employee, and the City is willing to allow Bret J. Smith to return to employment as provided in this agreement.

AGREEMENT

Now, therefore, in consideration of the foregoing and the mutual covenants and obligations set forth in this Agreement, it is hereby agreed to as follows:

- 1. Upon his retirement from employment with the City effective September 30, 2020, the City agrees to employ Bret J. Smith and Bret J. Smith agrees to work for the City in the same position, retaining his appointment as Chief of Police, with the same duties as that position in which he was employed at the time of his retirement, and shall perform such other duties as may, from time to time, be assigned. Bret J. Smith will retain his current level of seniority and the same date of appointment (January 18, 2010). No probationary period will apply.
- 2. The term of this Agreement shall be for six (6) months, beginning October 1, 2020 and ending April 1, 2021; or, unless and until prohibited by Oregon law. During the term of his employment, Bret J. Smith will serve "at will" and either party may terminate this agreement at any time. If Bret J. Smith resigns or the City elects to terminate this agreement, at least thirty (30) days' notice will be given to the other party.
- 3. In the event employment is terminated during such time that Bret J. Smith is willing and able to perform the duties under this Agreement, the City shall pay Bret J. Smith a lump sum cash payment (severance pay) equal to the remaining months (ending April 1, 2021) and the aggregate base salary, including health insurance and any other benefits he normally would have received if he continued working. In the event Bret J. Smith's employment is terminated for just cause, because of an indictment for an illegal act, or

convicted of a crime involving moral turpitude, the City shall have the right to terminate Bret J. Smith's employment and this Agreement without the obligation to pay any severance pay as designated in this paragraph. Provided, that after Indictment for an illegal act, Bret J. Smith is not convicted or enters into a plea agreement within six (6) months of the Indictment, the City shall pay the severance amount to Bret J. Smith. Severance amounts shall be paid within thirty (30) days of the date of termination, unless otherwise provided.

4. At the commencement of his employment under this agreement, Bret J. Smith will receive a bi-weekly gross salary equal to his salary at the time of his retirement (and will be subject to regular withholding and payroll taxes). In addition, Bret J. Smith will receive the same merit increases and annual cost of living adjustments as all City of Canby, non-represented employees. Bret J. Smith may work a Monday through Friday schedule, a 5/8 or 4/10 forty (40) hours work week, subject to approval by the City Administrator.
5. Bret J. Smith will also be entitled to the following benefits:
 - a. Bret J. Smith will carry-over and maintain any/all current accrued Administrative (fifty-five (55) hours) and Personal Leave (eight (8) hours) and will be entitled to be paid/credited for any unused Administrative and Personal Leave upon termination of his employment, as allowed by the City's Policy. Bret J. Smith will retain his current rate of accrual for any/all Administrative and Personal Leave as allowed by City Policy.
 - b. Bret J. Smith will carry-over and maintain any/all current accrued Vacation Leave and will be entitled to be paid/credited for any unused Vacation Leave upon termination of his employment as allowed by the City's Policy. Bret J. Smith will retain his current rate of accrual for any/all Vacation Leave.
 - c. Bret J. Smith will carry-over and maintain any/all accrued Sick Leave and will be entitled to be paid/credited for any unused Sick Leave upon termination of his employment as allowed by the City's Policy. Bret J. Smith will retain his current rate of accrual for any/all Sick Leave.
 - d. The City and Bret J. Smith originally entered into an Employment Agreement on January 18, 2010; and on October 1, 2020, Bret J. Smith will start withdrawing retirement benefits from Oregon Public Employees Retirement System (PERS) and PERS rules disallows the City to continue making payments for the employee portion into the program. Therefore, the City agrees to compensate Bret J. Smith during the service period of this Agreement (October 1, 2020 to April 1, 2021); the City shall pay the "employer" portion for the employee retirement program (if

applicable) under the Oregon Public Employees Retirement System. In addition to Bret J. Smith's salary and benefits, the City shall start contributing the "employee" portion payment into Bret J. Smith's Deferred Compensation Program, an amount equal to 6% of the employee's salary, effective October 1, 2020.

The following sections of the City of Canby policies and procedures are superseded by this Contract Agreement and will not apply to:

- a. Time Off and Leaves of Absence:
 - Vacation
 - Administrative and Personal Leave
 - Sick Leave
 - b. Employment Status:
 - Probation
 - c. Employee Benefits:
 - PERS (Public Employees' Retirement System) Benefits
6. The City agrees to provide Bret J. Smith the same coverage and pay the same premium rate/schedule portion for the City's health, dental and vision insurance, life insurance and long term disability plan as provided for regular, full-time, non-representative, police/law enforcement employees (as that in which he was employed at the time of his retirement).
 7. The City and Bret J. Smith acknowledge that Bret J. Smith will be a retired public employee receiving benefits under the Oregon Public Employee Retirement System (PERS), and is subject to the laws, rules and regulations governing employment of PERS police officer retirees.
 8. Bret J. Smith will, at all times during his employment under this agreement, meet and maintain compliance with all fitness standards required by the City for the position in which he is employed.
 9. This is a Contract Agreement for employment under and subject to the City's Policy and Procedures, other than those exceptions noted in this Agreement, and Bret J. Smith is subject to those policies and procedure and to the Canby Police Department's Policies and Procedures; to include any amendments that may occur from time to time.
 10. Integration: This Agreement supersedes and incorporates all prior agreements between the parties and constitutes the entire agreement between the parties. No other agreement, promise or understanding between the parties that is not set forth herein shall be binding or enforceable.

This Contract / Agreement is effective October 1, 2020.

As representative witnesses with the City of Canby, Oregon, the following individuals have executed this Agreement:

By: _____

Interim City Administrator

**Chief of Police
Bret J. Smith**

Date: _____ Date: _____

ORDINANCE NO. 1538

AN ORDINANCE AUTHORIZING THE INTERIM CITY ADMINISTRATOR TO ENTER INTO AN EMPLOYMENT CONTRACT BETWEEN THE CITY OF CANBY AND BRET J. SMITH; AND DECLARING AN EMERGENCY.

WHEREAS, the City of Canby has employed Bret J. Smith as Chief of Police since January 18, 2010; and

WHEREAS, Bret J. Smith has been and continues to be in good standing with the City of Canby; and

WHEREAS, Bret J. Smith wants to officially retire in the Oregon PERS system as of September 30, 2020; and

WHEREAS, the City of Canby would like Bret J. Smith to work back as Chief of Police until April 1, 2020;

NOW, THEREFORE, THE CITY OF CANBY, OREGON, ORDAINS AS FOLLOWS:

Section 1. The Interim City Administrator is hereby authorized on behalf of the City to enter into an Agreement with Bret J. Smith to continue a Chief of Police for the City. A copy of the Employment Agreement is attached hereto as Exhibit "A."

Section 2. The effective date of this Ordinance shall be September 16, 2020.

Section 3. In so much as it is in the best interest of the citizens of the City of Canby, Oregon to provide continued staffing levels of police services without further delay, and to better serve the citizens of Canby, 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 therefore on Wednesday, September 2, 2020 ordered posted as required by the Canby City Charter; and scheduled for second reading on Wednesday, September 16, 2020, commencing at the hour of 7:00 PM in the Council 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 16th day of September 2020, by the following vote:

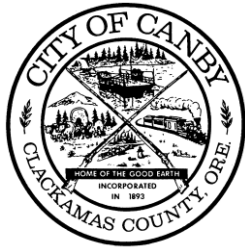
YEAS _____

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 2nd day of September, 2020

Brian Hodson
Mayor

Erik Forsell
Associate Planner

ORAL DECISION –September 2, 2020

AYES:

NOES:

ABSTAIN:

ABSENT:

WRITTEN FINDINGS – February 6, 2019

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Melissa Bisset, CMC
City Recorder