

From: [PublicComments](#)
To: [Kim Scheafer](#)
Subject: FW: Application: APP 17-03 Appeal of Planning Commission's Approval of the Redwood Landing Subdivision application-SUB 17-06.
Date: Tuesday, February 20, 2018 4:39:07 PM
Attachments: [CLACKAMAS COUNTY MEMO.pdf](#)
[WALKER-MACY MEMO 2015.pdf](#)

[Another comment for N Redwood Subdivision appeal hearing.](#)

From: Craig Palmer [mailto:craigpalmer7491@gmail.com]
Sent: Wednesday, February 14, 2018 9:53 AM
To: PublicComments <PublicComments@canbyoregon.gov>
Subject: Application: APP 17-03 Appeal of Planning Commission's Approval of the Redwood Landing Subdivision application-SUB 17-06.

CITY OF CANBY – COMMENT FORM

E mail: PublicComments@canbyoregon.gov

Application: APP 17-03 Appeal of Planning Commission's Approval of the Redwood Landing Subdivision application-SUB 17-06.

RE: Canby City Council Meeting – February 21, 2018

As a Board Member representing the 49 lots in Postlewait Home Owners Association (HOA), we have concerns relating to the proposed Redwood Landing Subdivision, ICON Construction.

1) Access to the Willow Creek Park and wetlands will have a new pedestrian crosswalk across N Redwood St. and 15th Ave. The Planning Commission has not provided vehicle parking other than the new 15th Ave for the new Willow Creek Park. Thus, we believe that on the south bound side of N Redwood St will be used for vehicle parking. **The Planning Commission should cease all proposed development plans until an adequate amount of parking spaces are incorporated into the master plan to serve Willow Creek Park at the park.**

a. Access from Postlewait HOA from 17th, 16th, and 15th streets has inadequate street (north & south) visibility without driving inward of the street. This appears to be evident with the original planned development and not corrected to date.

b. I recently sampled the footages from the curb to the centerline. The existing distance(s) do not meet with Clackamas County Department Of Transportation And Development Memorandum November 13, 2017 TO: David Epling, City of Canby. In the CONCLUSION 4.a. states 'A one half-street improvement with a minimum paved with of 18 feet from the centerline of the right-of-way. **The southbound street next to**

Postlewait HOA should be corrected with application AAP 17-03.

2) The low density community proposed 5,000 sq. ft. does not meet the North Redwood Development Concept Plan; WALKER-MACY criteria memorandum 02/13/2015. I bring to your attention item (2) *The Plan should eventually result in a cohesive neighborhood, instead of several uncoordinated and disconnected subdivisions.* The Postlewait HOA lots are average 7,000 sq. ft. lots. **The minimum proposed lot sizes need to 7,000 sq. ft. lots to support a cohesive neighborhood.**

The two items stated above need to be incorporated into ICON Construction before proceeding further and with another full review starting at the Canby Planning Commission, again.

CITIZEN NAME: Craig Palmer

ADDRESS: 1646 N Ponderosa St

EMAIL: craigpalmer7491@gmail.com

DATE: 02/12/2-18

cc: POSTLEWAIT BOARD

Mayor Brian Hodson @ hodsonb@canbyoregon.gov

Council President Tim Dale @ dalet@canbyoregon.gov

Councilor Tyler Smith @ smitht@canbyoregon.gov

Councilor Traci Hensley @ hensleyt@canbyoregon.gov

Councilor Greg Parker @ parkerg@canbyoregon.gov

Councilor Sarah Spoon @ spoons@canbyoregon.gov

Councilor Tracie Heidt @ heidtt@canbyoregon.gov

Jo Recht @ Josephine.b.recht@gmail.com

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DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

DEVELOPMENT SERVICES BUILDING

150 BEAVERCREEK ROAD | OREGON CITY, OR 97045

MEMORANDUM

TO: David Epling, City of Canby
FROM: Kenneth Kent, Land Use Review Coordinator
DATE: November 13, 2017
RE: SUB 17-06
31E34B 00700, 00500 and 01200

This office has the following comments pertaining to this proposal:

FACTS AND FINDINGS

1. The proposed land use application for an 89-lot subdivision is located within the City of Canby and subject to city land use regulations. The site fronts in two locations on the east side of N Redwood Street, which is under the jurisdiction of Clackamas County. The applicant is subject to City of Canby standards and requirements for the on-site development and will require approval of a Development Permit from Clackamas County for access and frontage improvements on N Redwood Street.
2. N Redwood Street is classified as a collector roadway by Clackamas County. Clackamas County has adopted roadway standards that pertain to the structural section, construction characteristics, minimum required right-of-way widths and access standards for collector roads. The right-of-way width of N Redwood Street appears to 40-50 feet along the project site frontage, according to the Clackamas County Assessor's Map. The minimum right-of-way width for a collector roadway is 60 feet. Subdivision applications are required to dedicate up to one half of the standard right-of-way width at the time of development. The applicant will be required to dedicate approximately 10 of additional right-of-way along the entire site frontage so there is a minimum 30-foot one half right-of-way width.
3. The minimum improvements on the N Redwood Street frontage consistent with the Clackamas County Roadway Standards include, but are not necessarily limited to, up to a one half-street improvement, with a pavement width of 18 feet from the centerline of the right-of-way, standard 6-inch wide curb and a 6-foot wide unobstructed, curb-tight sidewalk. However, in this case the one half road width for N Redwood Street has been established at 20 feet, as approved with the Pine Meadows Subdivision immediately to the north.
4. Adequate intersection sight distance is required for all new access onto a county roadway, per Section 240 of the Clackamas County Roadway Standards. Based on the posted speed

of 25 mph plus 5 mph, the minimum sight distance of 335 feet is required and appears feasible at the proposed intersections.

5. Under *Clackamas County Roadway Standards*, Section 220.5, driveway access is limited on collector roadways if access is available from a lower classification roadway. Proposed Lots 1, 5, 6, 44, 45, 48, and 89 have frontage on N Redwood Street but appear to have access proposed from local streets within the development. An access restriction will be noted on the subdivision plat along the frontage of N Redwood Street.
6. *Clackamas County's Roadway Standards* indicate that collector roadways shall have an 8-foot wide public easement for sign, slope, and public utilities on each side of the roadway.
7. The City of Canby is the surface water management authority for the area including the subject site. The proposed subdivision will be required to comply with the rules and regulations of the City and Chapter 4 of the *Clackamas County Roadway Standards*. Storm drainage standards require that positive drainage is provided to an existing storm drainage system capable of accommodating the estimated contribution.

CONCLUSION

Although the County does not have land use jurisdiction over the proposed subdivision, the County does have jurisdiction over access and improvements along the N Redwood Street frontages. However, the following recommended conditions reflect the County's minimum recommended standards for the City's consideration. Where the City's standards differ and are more stringent, the County will defer to the City's standards.

If the City of Canby approves the request, the following conditions of approval are recommended. If the applicant is advised to or chooses to modify the proposal in terms of access location and/or design following the preparation of these comments, this office requests an opportunity to review and comment on such changes prior to a decision being made.

1. All required street, street frontage and related improvements shall comply with the standards and requirements of the *Clackamas County Zoning and Development Ordinance* and the *Clackamas County Roadway Standards* unless otherwise noted herein.
2. The applicant shall dedicate approximately 10 feet of right-of-way along the entire site frontage on N Redwood Street and verify by a professional survey that a 30-foot wide, one-half right-of-way width exists.
3. The applicant shall grant an 8-foot wide public easement for sign, slope and public utilities along the entire frontage of N Redwood Street.
4. The applicant shall design and construct improvements along the entire site frontage of N Redwood Street to collector roadway standards, per *Clackamas County Roadway Standards*, Standard Drawing C130. These improvements shall consist of:
 - a. A one half-street improvement with a minimum paved width of 18 feet from the centerline of the right-of-way. The structural section shall be designed and constructed per Standard Drawing C100 for a collector roadway.

- b. Inbound and outbound tapers shall be provided per Section 250.6.4 of the Clackamas County Roadway Standards.
- c. Standard curb, or curb and gutter if curbline slope is less than one percent, with the curb face located 18 feet from the centerline of the right-of-way.
- d. A 5-foot wide sidewalk behind a 5-foot wide landscape strip, including street trees shall be constructed along the entire site frontage. Where the sidewalk does not connect to sidewalk on adjacent property, the end of the sidewalk requires a concrete ADA compliant curb ramp, providing a transition from the new sidewalk to the edge of pavement.
- e. Dual curb ramps shall be provide at the proposed intersections of NE 15th Avenue and NE 17th Avenue, constructed per Standard Drawing S910. The designer shall complete the county ADA Assessment Checklist and provide a copy with the improvement plans. The county has adopted the following curb ramp design and construction standards:

Feature	Design Standard	Construction Standard
Ramp Slope	7.5%	8.33%
Ramp Cross Slope	1.5%	2.0%
Landing (turning space) Cross Slope	1.5%	2.0%

- f. Storm drainage facilities in conformance with City of Canby Standards and *Clackamas County Roadway Standards* Chapter 4. Any surface water runoff from the site to the N Redwood Street right-of-way shall be detained outside of the right-of-way in conformance with *Clackamas Roadway Standards*.
5. Adequate intersection sight distance, per Section 240 of the Clackamas County Roadway Standards shall be provided at the intersections with N Redwood Street. Intersection sight distance shall be based on a design speed of 30 MPH, requiring a minimum of 335 feet of sight distance north and south.
 6. A note shall be placed on the plat indicating no access to North Redwood Street along the frontage of Lots 1, 5, 6, 44, 45, 48, and 89.
 7. Utility Placement Permit shall be required for any utility work required within the right-of-way of N Redwood Street.
 8. The applicant shall submit an Engineer's cost estimate to be approved by Clackamas County Engineering for the asphalt concrete, aggregates, and any other required public improvement in the Leland Road right-of-way.
 9. Prior to commencement of site work and recording of the plat the applicant shall obtain a Development Permit from this office for design and construction of required improvements to Leland Road. To obtain the Permit, the applicant shall submit plans prepared and stamped by an Engineer registered in the State of Oregon, provide a Performance Guarantee, and pay an Inspection Fee. The Performance Guarantee is 125% of the approved Engineer's cost estimate for the required improvements.

To: Matilda Deas**Topic: Evaluation Criteria****Date: 02/13/2015**

From: Ken Pirie**Project: Canby North Redwood****Project #: 3077**

North Redwood Development Concept Plan

Distribution:

Basecamp

Memo #4: Evaluation Criteria

The following draft criteria have been established by the consultant team as an initial guide in the development of alternative plans for the North Redwood study area. The following criteria will be revised in the next 2 months with public, agency and stakeholder input. These criteria will be used, together with this input, as an objective way of determining the most appropriate plan for the area.

- The North Redwood Development Concept Plan (the Plan) should create a plan that feels like an extension of Canby
- The Plan should eventually result in a cohesive neighborhood, instead of several uncoordinated and disconnected subdivision plats
- All parcels in the study area should be well-integrated into the Plan, so that they can share in the amenities provided and not be adversely affected by neighboring properties' development.
- The Plan must minimize undue impacts to individual parcels and allow for innovative cost and benefit sharing arrangements such as a Reimbursement District.
- The Plan should not preclude incremental development in different parts of the study area, according to different owners' priorities
- The Plan's infrastructure should entail reasonable costs of improvements that do not burden future development
- The Plan should result in a clear, connected and safe street system which is balanced between spaces for cars, bicycles and walking
- The Plan should accommodate the potential for future bus transit to serve residents on certain key streets.
- Clear emergency access to and from the new neighborhood must be maintained in the Plan
- A trail and sidewalk system in the Plan area should connect to natural areas like Willow Creek, the 19th Ave Natural Area, the Old Logging Road Trail and Eco-Park
- The Plan should provide for the protection of Willow Creek, at a minimum using existing RSCA setbacks regulated currently by Clackamas County
- New public parks should be provided in the plan and integrated within neighborhoods, not relegated to left-over spaces on the margins of the Plan.
- The Plan should allow for Willow Creek and associated wetlands to be protected through the clustering of dwellings (within the Comprehensive Plan's desired density ranges)
- The Plan must meet city, state, county and other applicable regulations

end

From: [PublicComments](#)
To: [Kim Scheafer](#)
Subject: FW: Subject: Planned North Redwood Neighborhood Development Revised Comments 2-15-18
Date: Tuesday, February 20, 2018 4:38:23 PM
Importance: High

Hi Kim,
Another comment for N Redwood Subdivision.
Laney

From: Glen France [mailto:glenfrance@gmail.com]
Sent: Thursday, February 15, 2018 6:49 PM
To: PublicComments <PublicComments@canbyoregon.gov>
Subject: Subject: Planned North Redwood Neighborhood Development Revised Comments 2-15-18

To: City Of Canby Planning Department,

Subject: Planned North Redwood Neighborhood Development

Please consider the following with reference to the proposed development:

Items of Concern

- 1) **Placing medium density (5,000 SF housing) in low density planned areas (7,000 SF)**
- 2) Increased storm and waste water impacts related to the present and future infrastructure
- 3) Long term sustained traffic impacts on Redwood Road and adjacent properties
- 4) Increased noise and vehicle conflicts on Redwood Road
- 5) Safety concerns for children at non-designated bus stops on Redwood Road
- 6) Emergency vehicle access & egress (Garbage Trucks and Fire Engines etc.)
- 7) Landscaping and lighting on Redwood Road

Desired Future Condition

- 1) Maintain low density housing (7,000 SF) in low density areas consistent with development in the area.
- 2) Retain the green belt areas along Willow Creek and provide inclusion for bike and walking trails. (Include Bicycle and Pedestrian connection to Logging Road Trail on west side of Postlewait development and proposed trail along Willow Creek)
- 3) Retain existing old growth vegetation areas where ever possible within the new development.
- 4) Consider including pedestrian crossing markings and lighting at key points on Redwood Road (Example: Logging road crossing on NE Territorial Road)
- 5) Incorporate interior green space areas within the development for neighborhood residents to enjoy.

Generally the planned development reflects the consideration of a variety of good things, including minimizing the number of dead end roads or cul-de-sac's, however, **I am very much opposed to increasing the density in the low density areas to a medium density.** Utilizing the "density offset rules" is not consistent with the vision and intent of the public for development in the area along Redwood Road.

Thank you for your time and consideration.

Sincerely
Glen France

Citizen Name: Glen France

Address: 1495 NE 16th Ave Canby, OR 97013

Email: glenfrance@gmail.com Date 2-15-18

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Glen France

glenfrance@gmail.com

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.

To the Canby City Council and Mayor Hodson,

Thank you for your time in reading my comments regarding the proposed Redwood Landing Development. I unfortunately will not be able to make the meeting due to a basketball practice, basketball game and a baseball coaches selection meeting all going on the same night, but I do find this issue important enough to weigh in on.

Let me start by saying that I am not totally opposed of this project. I understand how growth works and the need for it, but my concern is in which the way we grow. Daniel Webb has submitted several potential issues with the project in the original appeal and I just wanted to piggy back on a couple of those matters.

First is the matter of lot size. It appears the lot sizes have been drastically reduced from the original R-1 plan to the what the developer has in his final design and the reason for this is the "density bonus" that may be allowed by the City. It looks as if the plan is allowing undevelopable land (topography, wetlands, accessibility) to be considered as developable portion of the project which is skewing the numbers on what should be allowed as part of the "bonus" program. Again, I understand the need/want for development, but Canby is a unique place and we should be very strict on how we use these allowable's in plans, essentially making it easy for developers to get what they want and not what is in the best interest of the community. ** I am not sure that if the letter of the law allows for the undeveloped land and the land that is inaccessible to be used or if the city planning is just working with the developer to help the project work.*

Another issue that arises from the "density bonus" plan is the fact it appears it was not discussed during the Development Plan Concept period. It does not put the city and its planners in a good light when a plan is created and put in place and then changed by developers for their best interest and not that of the community. This creates a major trust issue amount those involved and for future developments as well. I guess the question should be asked of, why go through the community involvement process on these if they can be changed without the same community input?

My second concern with the plan the way it comes out currently is the findings of Mr. Webb on cost for street completions and locations of streets for future development. I currently have no plans or desire to develop but with the current plan design it appears that street cost alone would be a deal killer for future development. Mr. Webb's cost breakdown clearly shows a hinderance of any future development. Not a huge deal for me but for the completion of this concept plan it may a tough one to finish. This also means that the ½ road improvement at 1850 N Redwood street will not be taking place anytime in the near future due to cost constraints leaving redwood partially incomplete as well.

Again, I truly understand the time and effort that take place in putting together these plans and I also know it is impossible to get all parties involved to agree on the perfect plan. With that said, I also recognize the trust the people of Canby have put in your hands as our civic leaders. The North Redwood Development Plan is being altered in a pretty significant way, in a way that should require the stakeholders to be allowed to weigh in on what is amounting to a zone change for housing. The plan should not only be equitable for the developers but for those that will continue to live in the area

affected. Canby is a desired place to be, let's not give it away. Let's make those that want to develop, and profit follow the plans set fourth by our community and its people that put hours and hours in to a plan. Let's put the best interest of Canby first.

Thank you again for you time not only this matter but all that you good people do. Canby is truly benefiting from your efforts.

A handwritten signature in black ink, appearing to read 'Ryan Oliver'. The signature is fluid and cursive, with a long horizontal stroke at the end.

Ryan Oliver

1850 N Redwood St

Canby OR 97013

CITY OF CANBY –COMMENT FORM

If you are unable to attend the Public Hearing, you may submit written comments on this form or in a letter. Please send comments to the City of Canby Planning Department:

By mail: Planning Department, PO Box 930, Canby, OR 97013
In person: Planning Department at 222 NE 2nd Ave, 2nd floor
E-mail: PublicComments@canbyoregon.com

Written comments to be included in Council packet are due by February 9, 2018.

Written and oral comments can be submitted up to the time of the Public Hearing and may also be delivered in person during the Public Hearing on February 21, 2018

Application: APP 17-03 Appeal of Planning Commission's Approval of the Redwood Landing Subdivision application-SUB 17-06.

COMMENTS:

PLEASE SEE ATTACHED

CITIZEN NAME: SHEILA & W. H. BURNUM
ADDRESS: 1821 N. TEAKWOOD CIRCLE CANBY, ORE
EMAIL: _____ DATE: 2-21-2018

AGENCY COMMENTS:

Please check one box and fill in your Name/Agency/Date below:

- ☐ Adequate Public Services (of your agency) are available
☐ Adequate Public Services will become available through the development
☐ Conditions are needed, as indicated
☐ Adequate public services are not available and will not become available
☐ No Comments

NAME: W. H. Burnum AGENCY: _____

DATE: 2-21-2018

Please submit all comments by email to:
PublicComments@canbyoregon.gov
Thank You!

February 21, 2018

Re: Written Comments for Public Hearing Date February 21, 2018

City File No: App 17-03

Project Name: Appeal of Planning Commission Decision for Redwood Landing Subdivision

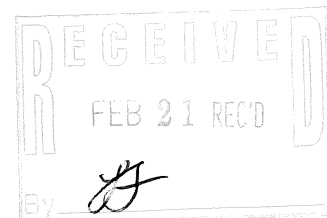
Dear Honored Mayor and Council,

My wife and I live in the Willow Creek Estates neighborhood with property that borders what is described as Track B in the N. Redwood Development Concept Plan. Although supportive for most of the Redwood Landing Subdivision plan, I am opposed to the "Transfer of Density" which allows for lot development other than R1.

Early in the process I attended community outreach meetings and met with City staff in creation of the N. Redwood Development Concept Plan. It was always my understanding that properties in said Concept Plan location would be developed using R1 criteria. I cannot support anything less than that therefore please consider repealing the Planning Commission's decision in this matter.

Submitted,

Sheila & W. H. Burnum
1821 N. Teakwood Circle
Canby, Oregon
97013



From: [Bryan Brown](#)
To: [Rick Robinson](#); [Kim Scheafer](#)
Subject: FW: Redwood landing Subdivision Application; City of Canby File Nos. App 17-03/SUB 17-06
Date: Thursday, February 22, 2018 2:53:28 PM

From: Robinson, Michael C. [mailto:MRobinson@SCHWABE.com]
Sent: Thursday, February 22, 2018 12:50 PM
To: Bryan Brown <BrownB@canbyoregon.gov>; 'Mark Handris' <handris@aol.com>; Darren Gusdorf <darren@iconconstruction.net>; 'Rick Givens' <rickgivens@gmail.com>
Cc: Joseph Lindsay <LindsayJ@canbyoregon.gov>
Subject: Redwood landing Subdivision Application; City of Canby File Nos. App 17-03/SUB 17-06

Good afternoon, Bryan. I represent the applicant in the above-referenced City of Canby application. The applicant has authorized me to send this email to you.

The applicant hereby extends the 120-day period in ORS 227.178(1) for a final decision on this application from February 23, 2018 to March 9, 2018. The purpose of the extension is to provide the Canby City Council with additional time in which to make a final decision and to allow the Canby City Council to consider a request from the applicant at the regularly scheduled City Council meeting on March 7, 2018 to reopen the evidentiary record pursuant to CZO 16.89.050.I.2.c in order to consider a modified application that would address the City Council's reasons for its tentative denial of the application. If the City Council agrees to do so, the applicant will extend the 120-day period by another 60 days, or until May 8, 2018, in order to allow the City to give notice of a reopened City Council hearing on a modified application as described above.

Schwabe Williamson & Wyatt

Michael C. Robinson

Shareholder
Real Estate and Land Use
Pacwest Center
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Portland, OR 97204
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