



AGENDA

CANBY CITY COUNCIL MEETING

April 15, 2015

7:30 PM

Council Chambers

155 NW 2nd Avenue

Mayor Brian Hodson

Council President Tim Dale

Councilor Clint Coleman

Councilor Tracie Heidt

Councilor Traci Hensley

Councilor Greg Parker

Councilor Todd Rocha

WORK SESSION

City Hall Conference Room

182 N Holly

6:00 PM - The City Council will be meeting in a Work Session to review Expressions of Interest for development, redevelopment, purchase or lease for five city-owned properties and up to one block in downtown Canby.

6:30 PM - The City Council will be meeting in a Work Session to receive the third quarter financial update.

CITY COUNCIL MEETING

1. CALL TO ORDER

A. Invocation

B. Pledge of Allegiance

2. COMMUNICATIONS

3. CITIZEN INPUT & COMMUNITY ANNOUNCEMENTS

(This is an opportunity for visitors to address the City Council on items not on the agenda. It is also the time to address items that are on the agenda but not scheduled for a public hearing. Each citizen will be given 3 minutes to give testimony. Citizens are first required to fill out a testimony/comment card prior to speaking and hand it to the City Recorder. These forms are available by the sign-in podium. Staff and the City Council will make every effort to respond to questions raised during citizens input before tonight's meeting ends or as quickly as possible thereafter.)

4. MAYOR'S BUSINESS

5. COUNCILOR COMMENTS & LIAISON REPORTS

6. 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 April 1, 2015 City Council Regular Meeting

B. Reappointment to the Bike and Pedestrian Committee

Pg. 1

7. PUBLIC HEARING

- A. Vacating Two Small Portions of S. Berg Parkway Public Right-of-Way that Lie on the West Side Outside of the Existing Paved Street and Sidewalk Pg. 16

8. RESOLUTIONS & ORDINANCES

- A. Res. 1213, Amending Resolution 1150 Regarding the Reference to Ordinance 1292 Pg. 2
- B. Ord. 1414, Authorizing a Contract Between the City of Canby and Altec Industries, Inc. for the Purchase of a Model AT 40-G Articulating/Telescopic Aerial Device Bucket Truck (**2nd Reading**) Pg. 4
- C. Ord. 1415, Vacating Two Small Portions of S. Berg Parkway Public Right-of-Way that Lie on the West Side Outside of the Existing Paved Street and Sidewalk Pg. 19

9. NEW BUSINESS

- A. Update on N. Redwood Development Concept Plan Pg. 27

10. CITY ADMINISTRATOR'S BUSINESS & STAFF REPORTS

11. CITIZEN INPUT

12. ACTION REVIEW

13. EXECUTIVE SESSION: ORS 192.660(2)(h) Litigation

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 Kim Scheafer at 503.266.0733. A copy of this Agenda can be found on the City's web page at www.ci.canby.or.us. 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.

**CITY OF CANBY
APPLICATION
BOARD/COMMITTEES/COMMISSIONS/COUNCIL**

Date: April 1, 2015

Name: Michael Hemelstrand Occupation: Retired

Home Address: _____

Employer: _____ Position: _____

Daytime Phone: _____ Evening Phone: _____

E-Mail Address: _____

For which position are you applying? Bike & Ped member

What are your community interests (committees, organizations, special activities)? _____

Experience and educational background: B.S. Mechanical Engineering

Reason for your interest in this position: _____

List any other City or County positions on which you serve or have served: _____

Information on any special membership requirements: _____

Referred by (if applicable): _____

Feel free to attach a copy of your resume and use additional sheets if necessary

THANK YOU FOR YOUR WILLINGNESS TO SERVE CANBY

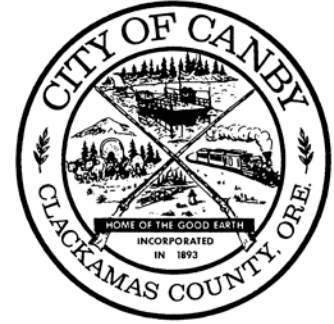
Please return to: **City of Canby**
Attn: City Recorder
182 N Holly Street
PO Box 930
Canby, OR 97013

Phone: 503.266.0733 Fax: 503.266.7961 Email: Scheaferk@ci.canby.or.us

Note: Please be advised that this information may be made available to anyone upon a public records request and may be viewable on the City's web site.

1-4-13

MEMORANDUM



TO: *Honorable Mayor Hodson and City Council*
FROM: *Dave Conner, Lead Operator*
DATE: *April 15, 2015*
THROUGH: *Rick Robinson, City Administrator*

Issue: Adopt Resolution 1213, which amends the reference to Ordinance 1292 in Resolution 1150.

Background: Resolution 1150 was adopted on April 17, 2013. This resolution sets industrial waste discharge limits, defines normal wastewater pollutant concentrations, requires industrial wastewater discharge permit fees, and establishes fees and charges for the testing of industrial wastewater. The resolution makes reference to Ordinance 1292 which was repealed last week. Rather than referencing the sewer use ordinance by number, it is consistent with other resolutions and ordinance to make reference to the Canby Municipal Code Chapter where it is located instead.

Recommendation: Staff recommends that the City Council adopt Resolution 1213, which amends using the reference resolution to establish fees and charges to industrial users and allow the City to enforce technically based local limits for pollutants discharged to the City sewer system.

Motion: **“I move to adopt Resolution 1213, A RESOLUTION AMENDING RESOLUTION 1150 REGARDING THE REFERENCE TO ORDINANCE 1292.**

RESOLUTION NO. 1213

A RESOLUTION AMENDING RESOLUTION 1150 REGARDING THE REFERENCE TO ORDINANCE 1292

WHEREAS, the Canby City Council adopted Resolution 1150 on April 17, 2003 which sets industrial waste discharge limits, defines normal wastewater pollutant concentrations, requires industrial wastewater discharge permit fees, and establishes fees and charges for the testing of industrial wastewater; and

WHEREAS, Resolution 1150 refers to Ordinance 1292 which has been repealed and replaced with another ordinance; and

WHEREAS, to be consistent with other resolution and ordinance wording it is the wish of the City Council that all references to Ordinance 1292 be replaced with the word “Canby Municipal Code Chapter 13.16” which is the sewer use ordinance.

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

1. All reference to Ordinance 1292 in Resolution 1150 shall be replaced with the wording Canby Municipal Code Chapter 13.16.

This resolution shall take effect on April 15, 2015.

ADOPTED by the Canby City Council at a regular meeting thereof on April 15, 2015.

Brian Hodson
Mayor

ATTEST:

Kimberly Scheafer, MMC
City Recorder

ORDINANCE NO. 1414

AN ORDINANCE AUTHORIZING A CONTRACT BETWEEN THE CITY OF CANBY AND ALTEC INDUSTRIES, INCORPORATED FOR THE PURCHASE OF A MODEL AT 40-G ARTICULATING/ TELESCOPIC AERIAL DEVICE BUCKET TRUCK

WHEREAS, a bucket truck is an essential tool for the City of Canby Public Works Department for use with tree trimming, street and traffic light maintenance, sign installation and maintenance; and

WHEREAS, Altec Industries, Incorporated manufactures a bucket truck, Model AT 40-G that meets the Public Works Department's needs and specifications as set out in its Request for Proposals due by March 18, 2015; and

WHEREAS, Altec Industries, Incorporated offered the lowest cost bid for its bucket truck, Model AT 40-G; and

WHEREAS, the City of Canby desires to purchase the Altec Bucket Truck for use by its Public Works Department; now therefore

THE CITY OF CANBY, OREGON, ORDAINS AS FOLLOWS:

Section 1. The City Administrator is hereby authorized on behalf of the City of Canby to enter into a contract with Altec Industries to purchase 2016 Altec Bucket Truck for the purchase price of \$124,903.00. A copy of the Formal Proposal from Altec Industries, Incorporated is attached hereto and marked as Exhibit "A" and by this reference incorporated herein.

SUBMITTED to the Canby City Council and read the first time at a regular meeting therefore on April 1, 2015; ordered posted as required by the Canby City Charter and scheduled for second reading on April 15, 2015, after the hour of 7:30 p.m. in the Council Meeting Chambers located at 155 NW 2nd Avenue, Canby, Oregon.

Kimberly Scheafer, MMC
City Recorder

2nd Reading

PASSED on second and final reading by the Canby City Council at a regular meeting thereof on the 15th day of April 2015, by the following vote:

YEAS_____

NAYS_____

Brian Hodson
Mayor

ATTEST:

Kimberly Scheafer, MMC
City Recorder



March 9, 2015
Our 86th Year

Ship To:

CITY OF CANBY
182 N HOLLY ST
Canby, OR 97013
US

Bill To:

CITY OF CANBY
182 N HOLLY ST
Canby, OR 97013
United States

Attn: DUSTIN BREESE
Phone: 503-266-0759
Email: BREESED@CI.CANBY.OR.US

Altec Quotation Number: 279894 - 1
Account Manager: David Lee
Technical Sales & Support: John Richard Onders

<u>Item</u>	<u>Description</u>	<u>Qty</u>	<u>Price</u>
	<u>Unit</u>		
1.	ALTEC Model AT40-G telescopic articulating Aerial device with ISO-Boom.	1	
	A. ISO Boom: the inner telescopic fiberglass boom maintains full dielectric integrity even with the fiberglass inner boom fully retracted.		
	B. Hydraulic platform leveling system.		
	C. Hydraulic tool circuit at the platform.		
	D. Emergency lowering valve at the platform.		
	E. Single handle control at the platform with a safety interlock system.		
	F. Two (2) operators and maintenance/parts manuals.		
	G. Working height: 45.6 feet		
	H. Side reach: 29.7 feet		
	I. Low-power fiber-optic control system (FOC-L).		
	J. Continuous rotation		
2.	AT40G Unit Model	1	
3.	Post style pedestal mounting	1	
4.	15 Gallon steel pedestal mounted reservoir With sight gauge.	1	
5.	Single One-Man End-Mounted Platform With 180 Degree Rotator, 24 X 30 X 42. Platform is rated at 400 pounds. Control panel on platform dashboard provides controls for auxiliary functions. Includes emergency stop (push-pull) switch and rocker switches, which operate platform leveling, platform rotation, tools, and battery selector (for fiber-optic controls system). Composite fiberglass platform mounting bracket. (AT40G)	1	
6.	Platform Leveling At Lower Controls. AT40-G	1	
7.	Custom Platform Step Inside/outside single step.	1	
8.	254 Platform Cover - foam filled vinyl (24 x 30) for single, one-man, fiberglass platform. Included Altec A logo.	1	

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<u>Item</u>	<u>Description</u>	<u>Qty</u>	<u>Price</u>
9.	4-Function Single Handle Fiber-Optic Controller.	1	
10.	Engine Start/Stop at the upper controls actuated through the Fiber-Optic controls system with Secondary Stowage System (AT40G)	1	
11.	Manual lowering valve located at the boomtip. For use in emergency situations to allow the operator to lower the boom to the ground	1	
12.	H Frame Outriggers, fixed shoe, provides 85.5 inches maximum spread to outer edge of shoes. Includes a control valve for each outrigger, motion alarms to sound during movement, and outrigger interlocks to prevent unit operation until the outriggers have been deployed.	1	
13.	Powder coat unit Altec White.	1	
<u>Unit & Hydraulic Acc.</u>			
14.	HVI-22 Hydraulic Oil (Standard).	17	
15.	Standard Pump For PTO	1	
16.	Hot shift PTO for automatic transmission	1	
17.	Additional return line filter for the hydraulic reservoir	1	
<u>Body</u>			
18.	Altec Body	1	
19.	Steel Body	1	
20.	Low-Side General Service (LGS)	1	
21.	Body Is To Be Built In Accordance With The Following Altec Standard Specifications:	1	
	<ul style="list-style-type: none"> A. Basic Body Fabricated From A40 Grade 100% Zinc Alloy Coated Steel. B. All Doors Are Full, Double Paneled, Self-Sealed With Built-In Drainage For Maximum Weather-Tightness. Hinge Rods Extend Full Length Of Door. C. Heavy-Gauge Welded Steel Frame Construction With Structural Channel Crossmembers And Tread Plate Floor. D. Integrated Door Header Drip Rail At Top For Maximum Weather Protection. E. Fender Panels Are Either Roll Formed Or Have Neoprene Fenderettes Mechanically Fastened. F. Steel Treated For Improved Primer Bond And Rust Resistance. G. Automotive Type Non-Porous Door Seals Mechanically Fastened To The Door Facing. 		
22.	Approximate Body Length (Engineering to Determine Final Length) 112" long. Reverse mount. Unit has outriggers.	1	
	26" from top of floor to top of body.		

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<u>Item</u>	<u>Description</u>	<u>Qty</u>	<u>Price</u>
23.	Custom Body Width 95"	1	
24.	Custom Body Compartment Height 44"	1	
25.	20 Inch Body Compartment Depth	1	
26.	Finish Paint Body Altec White (Applies To Steel And Aluminum)	1	
27.	Undercoat Body	1	
28.	2 Inch x 4 Inch Drop-In Composite Retaining Board At Rear Of Body	1	
29.	Dome Lights (LED) Installed On Horizontal Compartment Tops And On Vertical Compartment Doors, One Per Compartment (Installed At Body Plant)	6	
30.	Stainless Steel T-Handle One-Point Latches With Locks	6	
31.	All Locks Keyed Alike Including Accessories (Preferred Option)	1	
32.	Gas Shock (Gas Spring) Rigid Door Holders On All Vertical Doors	1	
33.	Cable Holders On All Horizontal Doors	1	
34.	Standard Master Body Locking System (Standard Placement Is At Rear. Sidepacks With A Throughshelf/Hotstick Door At Rear, Standard Placement Is At The Front)	6	
35.	One Chock Holder On Each Side of Body With Retaining Lip In Fender Panel (Rear Of Wheel Or Opposite Fuel Fill)	1	
36.	Aluminum Rock Guards Installed Each Front Corner Of Body	1	
37.	Custom 1st Vertical (SS) Compartmentation 32" inch compartment - Three (3) material drawer with thumb latches mounted on 250 pound capacity roller bearing slides. (3"H x 22" W x 16" D). Adjustable dividers installed in each drawer on 6" centers. - Drawer to be mounted 27" up from compartment floor. - Unistrut to be mounted horizontally on side and rear walls - 22" from compartment floor.	1	
38.	Custom 1st Horizontal (SS) Compartmentation 50 inch compartment - One (1) fixed plain shelf midway 10 inches deep. - Compartment bottom will have three (3) fixed lenghtwise dividers.	1	
39.	Custom Rear Vertical (SS) Compartmentation Two (2) adjustable shelf with adjustable dividers on six inch center.	1	
40.	Custom 1st Vertical (CS) Compartmentation 32 inch compartment - Unistrut to be mounted horizontally on side and rear walls - 2 inches down from compartment top. - Compartment will be vented to bed area as high as possible.	1	
41.	1st Horizontal (CS) - Vacant Rope lights in this compartment only.	1	
42.	Custom Rear Vertical (CS) Compartmentation 30 inch compartment - Unistrut to be mounted horizontally on side and rear walls - 2 inches down from	1	

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<u>Item</u>	<u>Description</u>	<u>Qty</u>	<u>Price</u>
	compartment top.		
43.	Small Steel Grab Handle Installed At Rear Install streetside and curbside.	2	
44.	Steel U-Shaped Grab Handle Install streetside and curbside.	2	
45.	24" L Steel Tailshelf, Width To Match Body	1	
46.	Steel Cross Storage Located Between Tailshelf Floor And Top Of Chassis Frame Rail, With Drop Down Doors And Keyed Latches On Streetside And Curbside, As Wide As Possible	1	
47.	Step Bumper With CS And SS Gripstrut Steps, Protruding From Rear Face Of Tailshelf, Hanging Below Tailshelf With Kickplate/Back Panel	1	
48.	Vice Bracket Installed On Rear Of Tailshelf Streetside and curbside.	2	
49.	Galvaneal Treadplate Steel Tailshelf In Lieu Of Steel Treadplate	1	
50.	Uni-Strut (B-Line Style) Installed On Curbside Interior Cargo Wall, Mounted As High As Possible 72" long	1	
51.	Uni-Strut (B-Line Style) Installed On Streetside Interior Cargo Wall, Mounted As High As Possible 72" long	1	
52.	Additional Body Option Louver vents between all compartments.	1	
53.	Additional Body Option Conduit to run front front of body to back, welded to body. All wiring to be run through conduit.	1	
<u>Body and Chassis Accessories</u>			
54.	Rear Window Guard, With Punched Metal, Perimeter Follows Contour Of Rear Window, Typically Mounted to Body Bulkhead	1	
55.	ICC Underride Protection	1	
56.	Receiver Hitch, 2", Class 3	1	
57.	Set Of D-Rings for Trailer Safety Chain, installed one each side of towing device mount.	1	
58.	Rear Torsion Bar Installed On Chassis Pos 2	1	
59.	Appropriate counterweight added for stability.	1	
60.	Rubber Belted Step Mounted Beneath Side Access Steps (Installed To Extend Approx. 2" Outward) Install streetside and curbside.	2	
61.	Platform Rest, Rigid with Rubber Tube	1	
62.	Boom Rest for a Telescopic Unit	1	
63.	Ratchet Strap For Boom Tie-Down	1	
64.	Plastic Outrigger Pad, 18" x 18" x 1", Black With Handle	2	

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<u>Item</u>	<u>Description</u>	<u>Qty</u>	<u>Price</u>
65.	Outrigger Pad Holder, 20" L x 20" W x 3.5" H, Fits 19.5" x 19.5" x 2.25" And Smaller Pads, Bolt-On, Bottom Washout Holes, 3/4" Lip Retainer	1	
66.	Mud Flap Without Altec Logo (Pair)	1	
67.	Wheel Chocks, Rubber with Metal Hairpin Style Handle, 9.75" L X 7.75" W X 5.00" H (Pair)	1	
68.	Slope Indicator Assembly For Machine With Outriggers	1	
69.	Post Style Cone Holder For Installation On A Front Bumper (Holds up to four 15"x15" large cones)	1	
70.	5 LB Fire Extinguisher With Light Duty Bracket, Shipped Loose	1	
71.	Triangular Reflector Kit, Shipped Loose	1	
72.	Soft Vinyl Lanyard Pouch	1	
73.	Vinyl manual pouch for storage of all operator and parts manuals	1	
<u>Electrical Accessories</u>			
74.	Lights and reflectors in accordance with FMVSS #108 lighting package. (LED With Incandescent Reverse Lights)	1	
75.	Custom Strobe Light Install to following strobes. Two (2) Whelen RSA03ZCR in chassis grille. Wired to rocker switch in cab. Two (2) Grote 77353 4" strobes lights recessed into tailshelf. Wired to rocker switch. Wire both sets of strobes to the same rocker switch. Labeled "Warning Lights"	1	
76.	Directional Light Bar, Amber, Super-LED, 47" Long Install in tailshelf.	1	
77.	Cab Mounted Light Bar Whelen #JE8AAAA traffic advisor. - Install on roof of cab. - Sealed with silicone to prevent water leaks.	1	
78.	Custom Spot Light Install a Collins FX12 spotlight streetside on rear of compartment tops.	1	
79.	6" Diameter Incandescent Flood Light with Chrome Housing Install on pedestal to light cargo area.	1	
80.	Remote Spot/Flood Light, Night Ray, Incandescent, Par 36 Bulb, 50,000 CP Flood Light / 100,000 CP Spot Light, with Dash Mounted Controls Install on left fender of chassis. Next to F550 logo.	1	
81.	Dual Tone Back-Up With Outrigger Motion Alarm	1	

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<u>Item</u>	<u>Description</u>	<u>Qty</u>	<u>Price</u>
82.	PTO Hour Meter, Analog, with 10,000 Hour Display	1	
83.	Engine Hour Meter, Analog, with 10,000 Hour Display	1	
84.	7-Way Trailer Receptacle (Blade Type) Installed At Rear	1	
85.	Dash panel rocker switches supplied with Ford Chassis, 4 auxiliary switches supplied in up fitting package from Ford	1	
86.	12 Volt Receptacle (Cigarette Lighter Style), Weatherproof - Install streetside first vertical.	1	
87.	Start/Stop/Throttle Module, 12 Volt System Provide a seperate switch and circuit for master. This is to engerize the rest of the switches on the panel.	1	
88.	Install Remote Start/Stop system in Final Assembly. At tailshelf.	1	
89.	Install Outrigger Interlock System	1	
90.	PTO Indicator Light Installed In Cab	1	
91.	Custom Electrical Option Boom stow protection. Limit down pressure once boom in rest in order to protect boom and rest from damage.	1	
92.	Additional Electrical Accessory Outrigger out of stow.	1	
<u>Finishing Details</u>			
93.	Focus Factory Build	1	
94.	Delivery Of Completed Unit	1	
95.	Inbound Freight	1	
96.	Powder Coat Unit Altec White	1	
97.	Custom paint. Top half of body and chassis to be painted Navy blue. Bottom half of chassis body to be gold.	1	
98.	Altec Standard; Components mounted below frame rail shall be coated black by Altec. i.e. step bumpers, steps, frame extension, pintle hook mount, dock bumper mounts, D-rings, receiver tubes, accessory mounts, light brackets, under-ride protection, etc.Components mounted to under side of body shall be coated black by Altec. i.e. Wheel chock holders, mud flap brackets, pad carriers, boxes, lighting brackets, steps, and ladders.	1	
99.	Apply Additional Undercoating from behind the chassis cab to the rear of truck.	1	
100.	Black Undercoating, Applied per Altec Standard	1	
101.	Heavy Duty Cargo Coating, Reflex, Cargo Area Floor and Tailshelf Gator Hyde	1	
102.	English Safety And Instructional Decals	1	

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<u>Item</u>	<u>Description</u>	<u>Qty</u>	<u>Price</u>
103.	Vehicle Height Placard - Installed In Cab	1	
104.	Dielectric test unit according to ANSI requirements.	1	
105.	Stability test unit according to ANSI requirements.	1	
106.	DOT Certification Required Canby Public Works. Canby OR.	1	
107.	Customer Inspection Required	1	
108.	Placard, HVI-22 Hydraulic Oil	1	
109.	FA Unit Designator - AT40G Aerial Device	1	
110.	Additional Finishing Detail RED Dot Heater (Manufacturer is RED Dot): Flush mounted, 16,000 BTU, 3.3 Amp, 12 Volt with the use of 5/8" fittings. <ul style="list-style-type: none"> • Installed in 1" curb-side vertical compartment. • Uses engine hot water for heat source. • Includes a fan on/off switch in cab. • Heater will be installed in front compartment. • Heater hose to be blue Goodyear Hi-Miler J20R3 D3 HT Punched metal drying rack. 	1	
<u>Chassis</u>			
111.	Chassis	1	
112.	Altec Supplied Chassis	1	
113.	2016 Model Year	1	
114.	Ford F550	1	
115.	4x2	1	
116.	60 Clear CA (Round To Next Whole Number)	1	
117.	Extended Cab (Larger Cab With Half-Length Rear Doors Or No Rear Doors)	1	
118.	Chassis Color - White	1	
119.	Ford Gas 6.8L	1	
120.	Ford Torqshift 5 Speed Automatic Transmission (w/PTO Provision)	1	
121.	GVWR 19,000 LBs	1	
122.	6,500 LBs Front Axle Rating	1	
123.	14,706 LBs Rear Axle Rating	1	
124.	225/70R19.5 Front Tire	1	
125.	225/70R19.5 Rear Tire	1	

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<u>Item</u>	<u>Description</u>	<u>Qty</u>	<u>Price</u>
126.	Hydraulic Brakes	1	
127.	Ford E/F250-550 Single Horizontal Right Side Exhaust	1	
128.	No Idle Engine Shut-Down Required	1	
129.	40 Gallon Fuel Tank (Behind Rear Axle)	1	
130.	Air Conditioning	1	
131.	AM/FM Radio	1	
132.	Cruise Control	1	
133.	Power Door Locks	1	
134.	Power Windows	1	
135.	Trailer Brake Controller (Factory Installed)	1	
136.	Other Exterior Cab Options heated power mirrors.	1	
137.	Vinyl Split Bench Seat	1	

Additional Pricing

138.	Standard Altec Warranty: One (1) year parts warranty, one (1) year labor warranty, ninety (90) days warranty for travel charges, limited lifetime structural warranty	1	
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Miscellaneous

139.	Ext Warranty Travel, Labor, Matl., Expense (Day 91-730) Buckets Less Than 46 FT (AT237, AT30-GV, AT-G, AO,TA, L Series, LM)	1	
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Unit / Body / Chassis Total	124,903.00
FET Total	0.00
Total	124,903.00

Altec Industries, Inc.

BY

John Richard Onders

Notes:

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- 1 Altec Standard Warranty:

One (1) year parts warranty.

One (1) year labor warranty.

Ninety (90) days warranty for travel charges.

Warranty on structural integrity of the following major components is to be warranted for so long as the initial purchaser owns the product: Booms, boom articulation links, hydraulic cylinder structures, outrigger weldments, pedestals, subbases and turntables.

Bidder is to supply a self-directed, computer based training (CBT) program. This program will provide basic instruction in the safe operation of this aerial device. This program will also include and explain ANSI and OSHA requirements related to the proper use and operation of this unit.

Altec offers its standard limited warranty with the Altec supplied components which make up the Altec Unit and its installation, but expressly disclaims any and all warranties, liabilities, and responsibilities, including any implied warranties of fitness for a particular purpose and merchantability, for any customer supplied parts

Altec designs and manufactures to applicable Federal Motor Vehicle Safety and DOT standards
- 2 Altec takes pride in offering solutions that provide a safer work environment for our customers. In an effort to focus on safety, we would like to ensure that the following items are offered to you as part of the attached quotation package:

Outrigger pads (When Applicable)
Fall Protection System
Fire extinguisher/DOT kit
Platform Liner (When Applicable)
Back up alarm
Wheel Chocks

The aforementioned equipment is traditionally offered in our new equipment quotations, unless requested otherwise by the customer. If you find that any of these items have not been listed as priced options in the body of your quotation and are required by your company, we would encourage you to contact your Altec Account Manager and have an updated quotation developed for you. These options must be listed as individual options in the body of the quotation for them to be supplied by Altec.
- 3 Unless otherwise noted, all measurements used in this quote are based on a 40 inch (1016mm) chassis frame height and standard cab height for standard configurations.
- 4 F.O.B. - #FOB_TERMS#
- 5 Changes made to this order may affect whether or not this vehicle is subject to F.E.T. A review will be made at the time of invoicing and any applicable F.E.T. will be added to the invoice amount.
- 6 Price does not reflect any local, state or Federal Excise Taxes (F.E.T). The quote also does not reflect any local title or licensing fees. All appropriate taxes will be added to the final price in accordance with regulations in effect at time of invoicing.
- 7 Interest charge of 1/2% per month to be added for late payment.
- 8 Delivery: 270-300 ARO days after receipt of order PROVIDING:

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- A. Order is received within 14 days from the date of the quote. If initial timeframe expires, please contact your Altec representative for an updated delivery commitment.
- B. Chassis is received a minimum of sixty (60) days before scheduled delivery.
- C. Customer approval drawings are returned by requested date.
- D. Customer supplied accessories are received by date necessary for compliance with scheduled delivery.
- E. Customer expectations are accurately captured prior to releasing the order. Unexpected additions or changes made at a customer inspection will delay the delivery of the vehicle.

Altec reserves the right to change suppliers in order to meet customer delivery requirements, unless specifically identified, by the customer, during the quote and or ordering process.

- 9 Trade-in offer is contingent upon equipment being maintained to DOT (Department of Transportation) operating and safety standards. This will include, but not limited to tires, lights, brakes, glass, etc. If a trade-in is not maintained to DOT standards, additional transportation expenses will apply and could be invoiced separately.

All equipment, i.e., jibs, winches, pintle hooks, trailer connectors, etc., are to remain with the vehicle unless otherwise agreed upon in writing by both parties. Altec Industries reserves the right to re-negotiate its trade-in offer if these conditions are not met.

Customer may exercise the option to rescind this agreement in writing within sixty (60) days after receipt of purchase order. After that time Altec Industries will expect receipt of trade-in vehicle upon delivery of new equipment as part of the terms of the purchase order.

Titles for trade-in equipment should be given to the appropriate Altec Sales associate or forwarded to Altec Nueco at address 1730 Vanderbilt Road, Birmingham, AL 35234.

- 10 This quotation is valid until MAY 08, 2015. After this date, please contact Altec Industries, Inc. for a possible extension.
- 11 After the initial warranty period, Altec Industries, Inc. offers mobile service units, in-shop service and same day parts shipments on most parts from service locations nationwide at an additional competitive labor and parts rate. Call 877-GO-ALTEC for all of your Parts and Service needs.
- 12 Please email Altec Capital at finance@altec.com or call 888-408-8148 for a lease quote today.
- 13 Please direct all questions to David Lee at (270) 360-0600

MEMORANDUM



TO: *Honorable Mayor Hodson and City Council*
FROM: *Bryan C. Brown, Planning Director*
DATE: *April 15, 2015*
THROUGH: *Rick Robinson, City Administrator*

Issue/Objective:

The City of Canby has initiated the necessary proceedings prescribed by State law to vacate two small slivers of South Berg Parkway that lie on the west side adjacent to S.R. Smith owned property. The two areas to be vacated lie outside of the existing paved street and sidewalk associated with S Berg Parkway, therefore are determined to not be necessary for the continued operation of this street for the benefit of the public.

Synopsis:

The street vacation application presented is one important component to an overall written agreement reached between the City and S.R. Smith which serves as an action plan to which the City Council was a part to resolve several existing land issues. Within the agreement the City agreed to vacate two small areas of unneeded street right-of-way associated with South Berg Parkway. It is our understanding that this vacation serves to clear up a possible building encroachment and/or zoning setback issue for S. R. Smith. The two slivers of existing rights-of-way to be vacated on the west side of S Berg Parkway include the northern one consisting of 77 square feet and the southern one consisting of 2,920 square feet in size (See attached Exhibits A).

An additional part of the agreement action plan reached with the City involves S. R. Smith dedicating two small slivers of property to the City to be added to South Berg Parkway which will place the entire existing sidewalk within dedicated public right-of-way through the recording of appropriate deeds. The two slivers of new rights-of-way dedication to be made include one consisting of 135 square feet and another of 314 square feet. This is a separate action and not a part of the vacation.

In addition, the agreement reached involves a land donation by S. R. Smith to the City through the deeding of property in Community Park where an existing park parking lot was partially constructed on Smith's private property many years ago. A lot line adjustment application was processed and approved by the City which when implemented will correct the existing encroachment of the Community Park parking area onto S. R. Smith's property by placing the entire parking lot within Canby Community Park by moving the northwest boundary of the Park north to include 15,830 square feet of additional park land. Staff approved this application administratively on February 25, 2015 and it will be implemented by S. R. Smith through the filing of suitable deeds and/or recorded surveys upon the completion of the street vacation now being requested.

S. R. Smith has agreed to follow-up upon vacation with creating and filing all necessary deeds to implement the above identified components of the agreement action plan. The City shall record the street vacation ordinance upon approval with the County Clerk's office and forward the

approving ordinance to the County Surveyor and assessor office for map updates.

Recommendation: *Staff recommends Option #1, for the Council to approve this street vacation as more particularly described within the Exhibit legal description(s) and map(s) accompany this application which are made a part of an Ordinance necessary to approve a Street Vacation.*

Rationale:

The street vacation process for a City initiated vacation is prescribed by ORS 271.130. A city initiated vacation proceeding is allowed without a “petition or consent” from 2/3rds of property owners within the “defined affected area” as described in Statute for vacations initiated by private individuals. Consent from the adjacent property owner is necessary, and assured in this instance since the adjacent affected owner to benefit from the vacation is S. R. Smith (Plantore) who is a party to the agreement reached with the City. The “defined affected area” is described as those property owners within 200 lateral feet from the existing street right-of-way on both sides and within 400 feet of the terminus of the existing street right-of-way in each direction. (See attached Affected Area Notification Maps for each Vacation Area Attached – Exhibit B).

In the street vacation process for this request, the vacated right-of-way will be attached to the adjacent neighboring land owner – S. R. Smith. S. R. Smith will record new deeds combining the legal descriptions of the vacated rights-of-way with their resulting property ownership after taking into account the other street dedications and park land donation which are part of the agreement action plan reached.

Notice Provided: This application was routed to applicable City departments and service agencies for comment on March 24, 2015. Mailed letter notice of this Vacation application was provided to all property owners within the State Statute defined “affected” area as indicated on the notification map on March 24, 2015. Legal hearing notice was placed in the Canby Herald on two consecutive weeks beginning 14-days prior to the hearing on April 1 and April 8, 2015. Two signs prepared by staff were placed on the subject property near the vacation area to coincide with the 1st Canby Herald notice. The public hearing notice or agenda was posted in 3 of the most public places in Canby prior to this hearing.

Public Input: Comments received from City departments and service agencies were not opposed to the vacation. However, Canby Utility requested that a utility easement be reserved in place of the two street vacation areas as existing utilities may be located in these areas. As such, maintaining access to any existing utilities in their existing location through the reservation of a utility easement is considered necessary and suitable. Staff consulted with a representative of the benefitting property owner (S. R. Smith) and they agreed that they fully expected to reserve and easement for any existing utilities. Staff proposes including the reservation of a utility easement for any existing utilities as a condition of approval of the street vacation.

In general, at the public hearing the Council shall:

- Hear any objections to the application
- Determine whether consent of the abutting benefitting owner has been obtained (the

abutting benefitting owner is SR Smith – the party who reached written agreement with the City in favor of moving forward with this street vacation).

- Determine that a majority of the area affected have not objected in writing to this street vacation, if so the vacation shall not be made (ORS 271.130).
- Confirm that notice has been duly given
- Determine whether public interest will be prejudiced by the vacation of the street
- If in favor, make the determination a matter of record to vacate the street by Ordinance
- The vacation ordinance shall be filed of record with the County Clerk at least 30-days after passage with a map
- The vacation ordinance is also sent to the County Assessor and County Surveyor with the necessary survey/deeds after recordation of the ordinance.

Options:

1. Approve this vacation application – including both street vacation areas as specifically described within the accompanying legal descriptions and maps prepared and submitted with the application reserving a utility easement for any existing utilities.
2. May grant in part, deny in part or as a whole, and/or make reservations as appear to be in the public interest.

Attachments:

1. Street Vacation Legal Description and Vacation Area Maps (Exhibits A)
2. Maps of Notification and Affected Area Properties (Exhibits B)

ORDINANCE NO. 1415

AN ORDINANCE VACATING TWO SMALL PORTIONS OF SOUTH BERG PARKWAY PUBLIC RIGHT-OF-WAY THAT LIE ON THE WEST SIDE OUTSIDE OF THE EXISTING PAVED STREET AND SIDEWALK.

WHEREAS, the City presently owns and maintains two small portions of S Berg Parkway public right-of-way to be vacated with both the northern and southern vacation areas described through legal description and illustrated in Exhibits “A”, and attached heretofore and by this reference incorporated herein; and

WHEREAS, the City initiated this vacation of the aforementioned right-of-way areas by application on March 23, 2015; and

WHEREAS, the application was reviewed by the Planning Director and found to be complete; and

WHEREAS, the vacation is requested as a component set forth in an agreement reached between the City and adjacent property owner to resolve several existing land issues; and

WHEREAS, the City Council adopts a condition of approval to reserve a utility easement in place of the street vacation areas to assure access to any existing utilities; and

WHEREAS, as required by law, notice of public hearing was published for two (2) consecutive weeks in the Canby Herald newspaper, posted on the area to be vacated, and mailed to all property owners within the State Statute defined “affected” area for both the northern and southern vacation areas as indicated in Exhibit “B”; and

WHEREAS, a public hearing was held on this matter before the Canby City Council on April 15, 2015 and all statutory requirements for the vacation were found to be met and the request suitable for approval; now therefore,

THE CITY OF CANBY ORDAINS AS FOLLOWS:

1. The two public right-of-way areas as described by legal description and as illustrated in Exhibits “A” shall be vacated and title to the vacated property shall attach to the neighboring property owner.
2. The Canby City Council adopts a condition of approval reserving a utility easement in place of the vacated areas to assure access to any existing utilities.

SUBMITTED to the Canby City Council and read the first time at a regular meeting thereof on April 15, 2015, 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 May 6, 2015, commencing at the hour of 7:30 PM in the City Council Chambers located at 155 NW 2nd Avenue, Canby, Oregon

Kimberly Scheafer, MMC
City Recorder

PASSED on second and final reading by the Canby City Council at a regular meeting thereof on the 6th day of May 2015, by the following vote:

YEAS _____

NAYS _____

Brian Hodson
Mayor

ATTEST:

Kimberly Scheafer, MMC
City Recorder



6950 SW Hampton St., Ste. 170
Tigard, OR 97223-8330
Ph.: (503) 941-9585
Fax: (503) 941-9640
www.weddlesurveying.net

February 10, 2015

Job No. 4730 - Vacation
Legal Description

REGISTERED
PROFESSIONAL
LAND SURVEYOR

Anthony B. Ryan
OREGON
JULY 13, 2004
ANTHONY B. RYAN
58833
RENEWAL DATE: DECEMBER 31, 2016

EXHIBIT "A"

A tract of land for Right-Of-Way Vacation purposes being a portion of South Berg Parkway as described in Deed to the City of Canby recorded March 18, 1956 in Volume 539, Page 440, Clackamas County Deed Records, in the Northeast Quarter of Section 5, Township 4 South, Range 1 East, Willamette Meridian, City of Canby, Clackamas County, Oregon, more particularly described as follows:

Commencing at the Southeast corner of Parcel 2, Partition Plat No. 2009-044, a plat of record in said County, said corner being 15.00 feet Westerly of the centerline of said South Berg Parkway; thence along said right-of-way line South 00°03'00" East, a distance of 115.00 feet to a point opposite Engineer's Centerline Station 4+13.37, 15.00 feet from centerline per Survey No. PS 22239, Clackamas County Survey Records; thence South 89°57'00" West, a distance of 4.41 feet to the True Point of Beginning of the herein described tract of land; thence South 12°03'08" West, a distance of 28.78 feet to a point opposite Engineer's Centerline Station 4+42.31, 25.00 feet from centerline and the beginning of a non-tangent 891.73 foot radius curve to the left, a radial line bears South 88°14'29" East; thence along the arc of said curve 28.15 feet through a central angle of 1°48'31" (the long chord bears North 00°51'16" East, a distance of 28.15 feet); thence North 89°57'00" East, a distance of 5.59 feet to the True Point of Beginning.

Containing therein 77 Square Feet (0.002 Acres), more or less.

The Basis of Bearings for this description is Survey Number 22239, Clackamas County Survey Records.

EXHIBIT "A"

RIGHT-OF-WAY VACATION

IN THE NORTHEAST QUARTER OF SECTION 5, TOWNSHIP 4 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN, CITY OF CANBY, CLACKAMAS COUNTY, OREGON

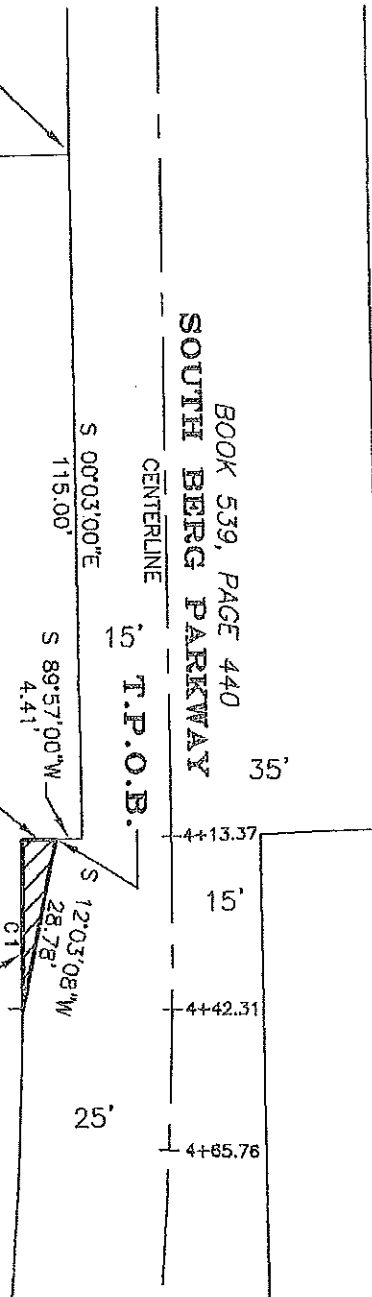
P.O.B.
S.E. CORNER, PARCEL 2,
PARTITION PLAT NO. 2009-044

Curve	Radius	Length	Delta	Chord	Chord Bear.
C1	891.73'	28.15'	1°48'31"	28.15'	N 00°51'16" E

CURVE DATA

DOCUMENT NO. 2002-006448

RIGHT-OF-WAY
VACATION AREA
77 SQUARE FEET
(MORE OR LESS)



T.P.O.B. = TRUE POINT OF BEGINNING
P.O.B. = POINT OF BEGINNING



SCALE 1" = 30'
FEBRUARY 10, 2015

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JULY 13, 2004
ANTHONY B. RYAN
58833

RENEWAL: DECEMBER 31, 2016



6950 SW HAMPTON ST., STE. 170, TIGARD, OR 97223
PH: (503) 941-9685 FAX: (503) 941-9640
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JOB NO. 4730



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February 10, 2015

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Legal Description

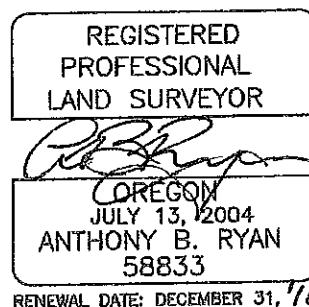


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Commencing at the Southeast corner of Parcel 2, Partition Plat No. 2009-044, a plat of record in said County, said corner being 15.00 feet Westerly of the centerline of said South Berg Parkway; thence along the Westerly right-of-way line of said South Berg Parkway South 00°03'00" East, a distance of 115.00 feet to a point opposite Engineer's Centerline Station 4+13.37, 15.00 feet from centerline per Survey No. PS 22239, Clackamas County Survey Records; thence continuing along said right-of-way line South 89°57'00" West, a distance of 10.00 feet to the beginning of a non-tangent 891.73 foot radius curve to the right, a radial line bears North 89°57'00" East; thence along the arc of said curve 104.79 feet, through a central angle of 6°43'59" (the long chord bears South 03°19'00" West, a distance of 104.73 feet to the True Point of Beginning of the herein described tract of land, said point being opposite Engineer's Centerline Station 5+21.10, 25.00 feet from centerline; thence leaving said Westerly right-of-way line South 00°02'44" East, a distance of 129.11 feet to a point opposite Engineer's Centerline Station 6+49.71, 4.02 feet from centerline; thence South 89°51'23" West, a distance of 11.01 feet to a point opposite Engineer's Centerline Station 6+51.63, 14.85 feet from centerline; thence South 19°04'40" West, a distance of 122.96 feet to a point opposite Engineer's Centerline Station 7+73.05, 34.32 feet from centerline; thence South 21°47'23" West, a distance of 110.46 feet to a point opposite Engineer's Centerline Station 8+86.35, 55.00 feet from centerline, to said Westerly right-of-way line and the beginning of a non-tangent 452.44 foot radius curve to the left, a radial line bears South 74°42'12" East; thence along said Westerly right-of-way line and along the arc of said curve 42.09 feet, through a central angle of 05°19'48" (the long chord bears North 12°37'54" East, a distance of 42.07 feet); thence along a non-tangent line North 09°58'00" East, a distance of 27.89 feet; thence North 24°57'24" East, a distance of 115.99 feet; thence North 09°58'00" East, a distance of 125.57 feet to the beginning of an 891.73 foot radius curve to the left; thence along the arc of said curve 51.10 feet, through a central angle of 03°17'01" (the long chord bears North 08°19'30" East, a distance of 51.10 feet) to the True Point of Beginning.

Containing therein 2,920 Square Feet (0.067 Acres), more or less.

The Basis of Bearings for this description is Survey Number 22239, Clackamas County Survey Records.

EXHIBIT "A"

RIGHT-OF-WAY VACATION

IN THE NORTHEAST QUARTER OF SECTION 5, TOWNSHIP 4 SOUTH, RANGE 1 EAST, WILLAMETTE MERIDIAN, CITY OF CANBY, CLACKAMAS COUNTY, OREGON

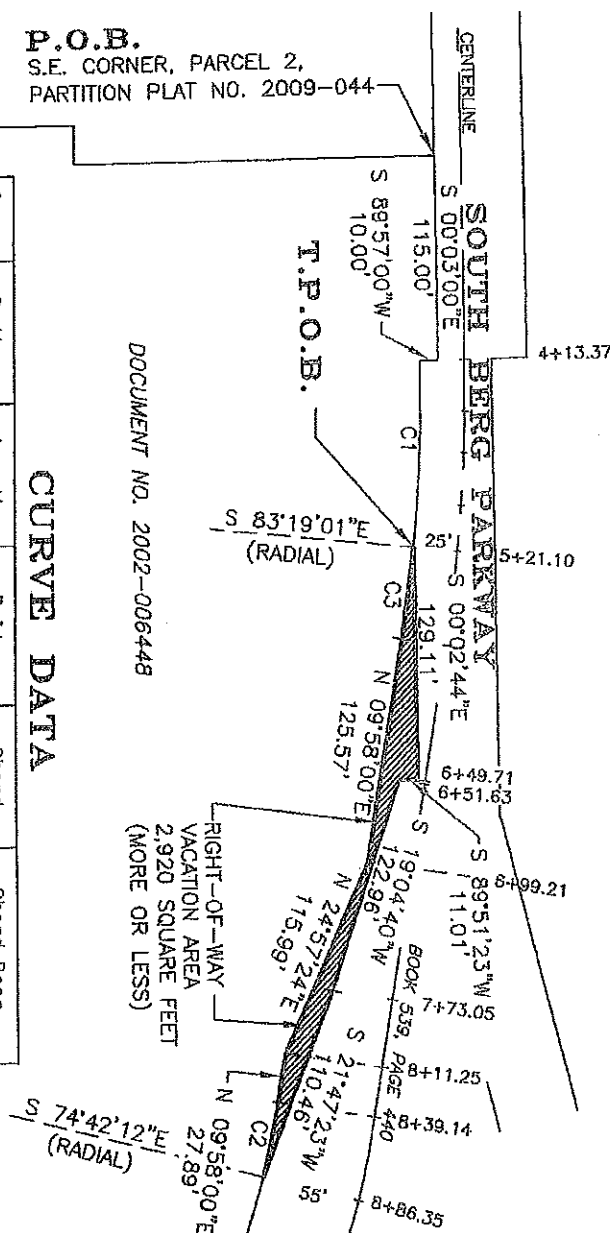
T.P.O.B. = TRUE POINT OF BEGINNING
P.O.B. = POINT OF BEGINNING

P.O.B.
S.E. CORNER, PARCEL 2,
PARTITION PLAT NO. 2009-044

Curve	Radius	Length	Delta	Chord	Chord Bear.
C1	891.73'	104.79'	6°43'59"	104.73'	S 03°19'00" W
C2	452.44'	42.09'	5°19'48"	42.07'	N 12°37'54" E
C3	891.73'	51.10'	3°17'01"	51.10'	N 08°19'30" E

CURVE DATA

DOCUMENT NO. 2002-006448



SCALE 1" = 100'
FEBRUARY 10, 2015

REGISTERED
PROFESSIONAL
LAND SURVEYOR

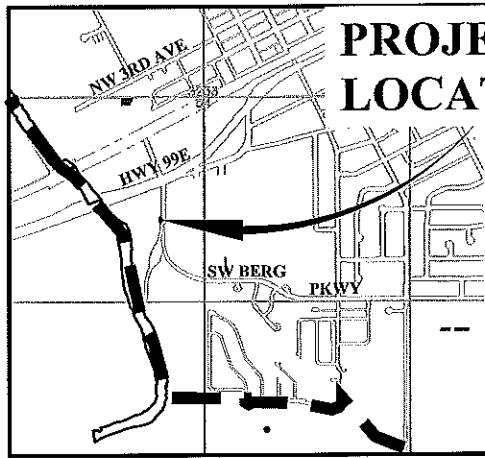
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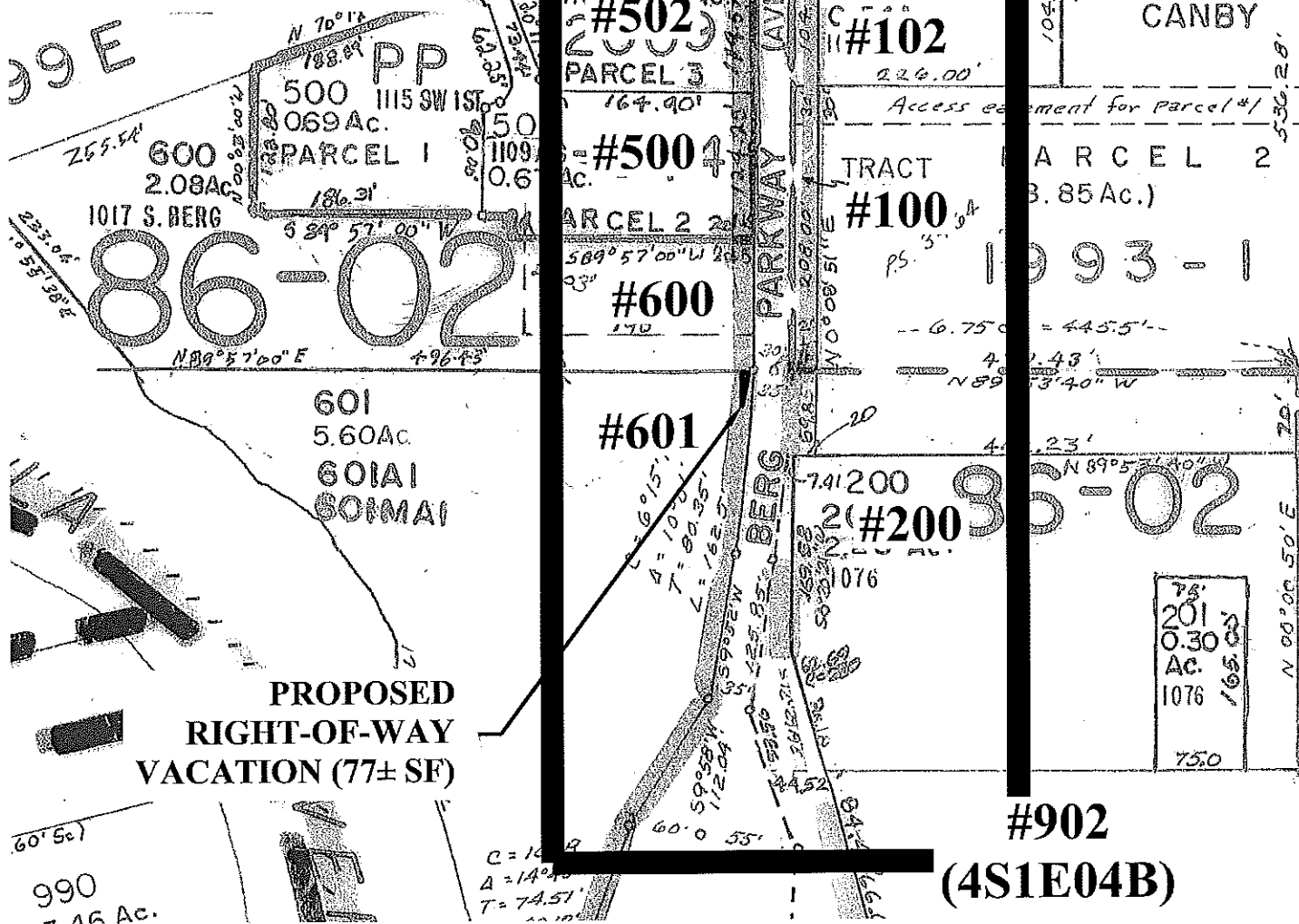
JOB NO. 4730



VICINITY MAP
CITY OF CANBY

PROJECT LOCATION

AFFECTED AREA FOR NOTIFICATION OF VACATION



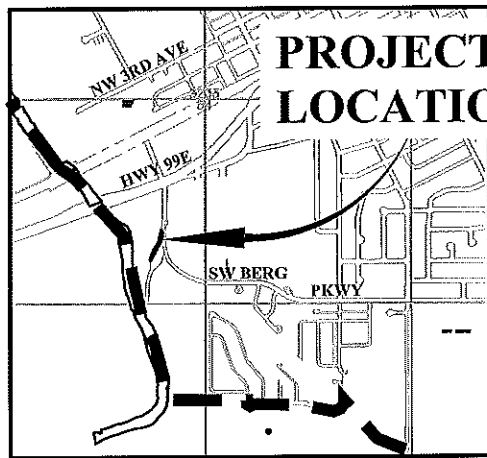
S. BERG PARKWAY RIGHT-OF-WAY VACATION
NE ¼ SEC. 5 T.4S. R.1E. W.M.,
CLACKAMAS COUNTY ASSESSOR MAP 4S1E05A

CANBY, OREGON

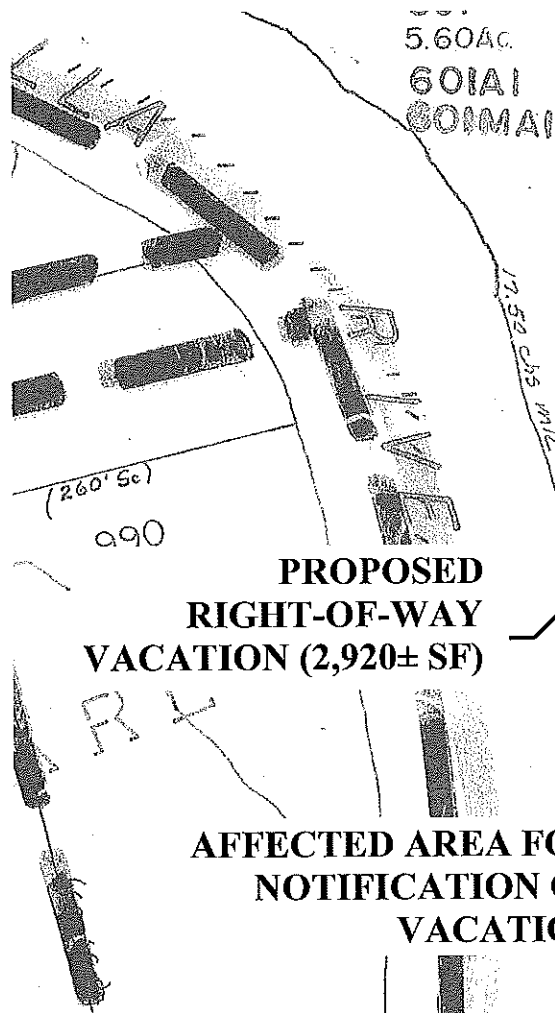
EXHIBIT B - NORTHERN AREA



SCALE: 1"=150'



VICINITY MAP
CITY OF CANBY



PROPOSED
RIGHT-OF-WAY
VACATION (2,920± SF)

AFFECTED AREA FOR
NOTIFICATION OF
VACATION

**S. BERG PARKWAY RIGHT-OF-WAY VACATION
NE ¼ SEC. 5 T.4S. R.1E. W.M.,
CLACKAMAS COUNTY ASSESSOR MAP 4S1E05A**

CANBY, OREGON

EXHIBIT B - SOUTHERN AREA



SCALE: 1"=200'

NORTH REDWOOD DEVELOPMENT CONCEPT PLAN

Deliverable 1C: Project Memo #2

Existing Conditions

February 2015





Figure 1

**NORTH REDWOOD DEVELOPMENT CONCEPT
CONTEXT MAP**





Overview

The City of Canby is a relatively small but rapidly growing community in the northern Willamette Valley of Oregon. Located less than 30 miles from the business centers of both Portland and Salem, Canby has experienced considerable demand for housing. Canby is expected to continue to be a place where people will be attracted to live. The extent of open space and protected farmland separating Canby from the Portland Metropolitan Area will help to maintain the unique small town character which continues to attract new residents seeking an alternative to an urban life style.

Canby has experienced cyclical but fairly steady growth for a number of years. The City of Canby's population is projected to show an 80% increase by 2035 with the addition of 4,951 new households and 3,490 new jobs (Metro Gamma Travel Forecast 2012). To accommodate this growth, the City will require incremental expansion. The 66-acre North Redwood site, on the northeast edge of the city, located in unincorporated Clackamas County inside the Canby Urban Growth Boundary, will likely absorb part of Canby's future growth. Annexation of the site requires citywide voter approval and also requires the City Council to adopt a Development Concept Plan (DCP) of which this Memo is one component.

In addition to conceptual land use and density alternatives, the DCP will also study the site's natural resources and consider how to protect these resources. The Plan will also build on the 2010 Transportation System Plan (TSP) and consider a supportive transportation system, opportunities for increased travel options, and optimal access locations for emergency service providers.

This memorandum outlines the existing conditions, opportunities, and constraints in the study area relevant to achieving project objectives. It also synthesizes existing plans, with an emphasis on embodying Canby's Community Values, protecting its natural resources, and creating a safer and more efficient transportation network in order to inform recommendations for conceptual development alternatives.



Figure 2

NORTH REDWOOD DEVELOPMENT CONCEPT
BASE MAP



Site Context

The study area, on the northeast edge of the City, is bounded by OR99E and the Union Pacific Railroad to the east and south, NE Territorial Road on the north and N Redwood Street on the west (Figures 1 and 2). The study area is within a half-mile walking distance of several significant open spaces along the Willamette River that will potentially be developed with further amenities in the future. It is also located in a prime position to create a link in the “Emerald Necklace”, a conceptual open space and trail loop (envisioned by the City) that links parks, schools, and other public facilities. To the west of the site, the Old Logging Road Trail, a multi-use path, connects Baker Prairie Middle School at the south to City-owned open space on the banks of the Willamette River. Its proximity to the Pioneer Industrial Park employment center represents a potential draw for future homebuyers who wish to live close to their workplaces.

Planning and Regulatory Context

[Readers should refer to the 2007 Comprehensive Plan for an overall policy framework for future growth in Canby.]

The study area has been identified since the first Comprehensive Plan’s release in 1984, as a logical location for future urban growth. Currently land in the study area has not yet been annexed to the City and has a Clackamas County zoning designation of Rural Residential Farm Forest 5-Acre District (RRFF-5). Primary uses allowed by this zoning designation include rural home sites with a minimum of 5 acres for newly created lots, farm uses, and forest uses.

The project area is within the City of Canby’s urban growth boundary (UGB) and the City has applied Comprehensive Plan designations for future development. If successfully annexed into the City, based on those Comprehensive Plan designations, approximately 46 acres (60%) would be zoned R-1 (low density residential); 19 acres (32%) would be zoned R 1.5 (medium density residential); and 2 acres (8 %) zoned R-2 (high density residential).

Canby Community Visioning

In 2013, the City of Canby adopted a Community Vision that communicates the needs and priorities of its citizens, around four priority areas: Community, Parks and Recreation, Transportation and Public Safety, and Growth and Economic Development. The study area presents a number of opportunities for future urbanization to fulfill these community aspirations. For example, adequate development of bicycle and pedestrian infrastructure could make central Canby, employment and large format retailers easily-accessible from the study area, connecting residents to local businesses. Future development could provide key connections between residences and the Old Logging



View north of NE Territorial Road toward Eco Park and City-owned open space on the banks of the Willamette River



19th Avenue City Park viewed from study area’s eastern perimeter

Road trail, fulfilling the community’s desire for greater trail and off-street connections. It could also connect residents to a future bicycle trail leading northeast along US 99E to Oregon City and Willamette Falls.

In terms of Transportation, the study area should have high-quality pedestrian and bicycle infrastructure to promote active transportation. Safe, attractive streets also help achieve Growth and Economic Development goals. Development should exemplify “pleasant, livable neighborhoods with tree-lined, wide, safe streets”, including homes of high-quality construction. High-caliber development can help attract residents that are drawn to Canby’s employment opportunities and quality of life.

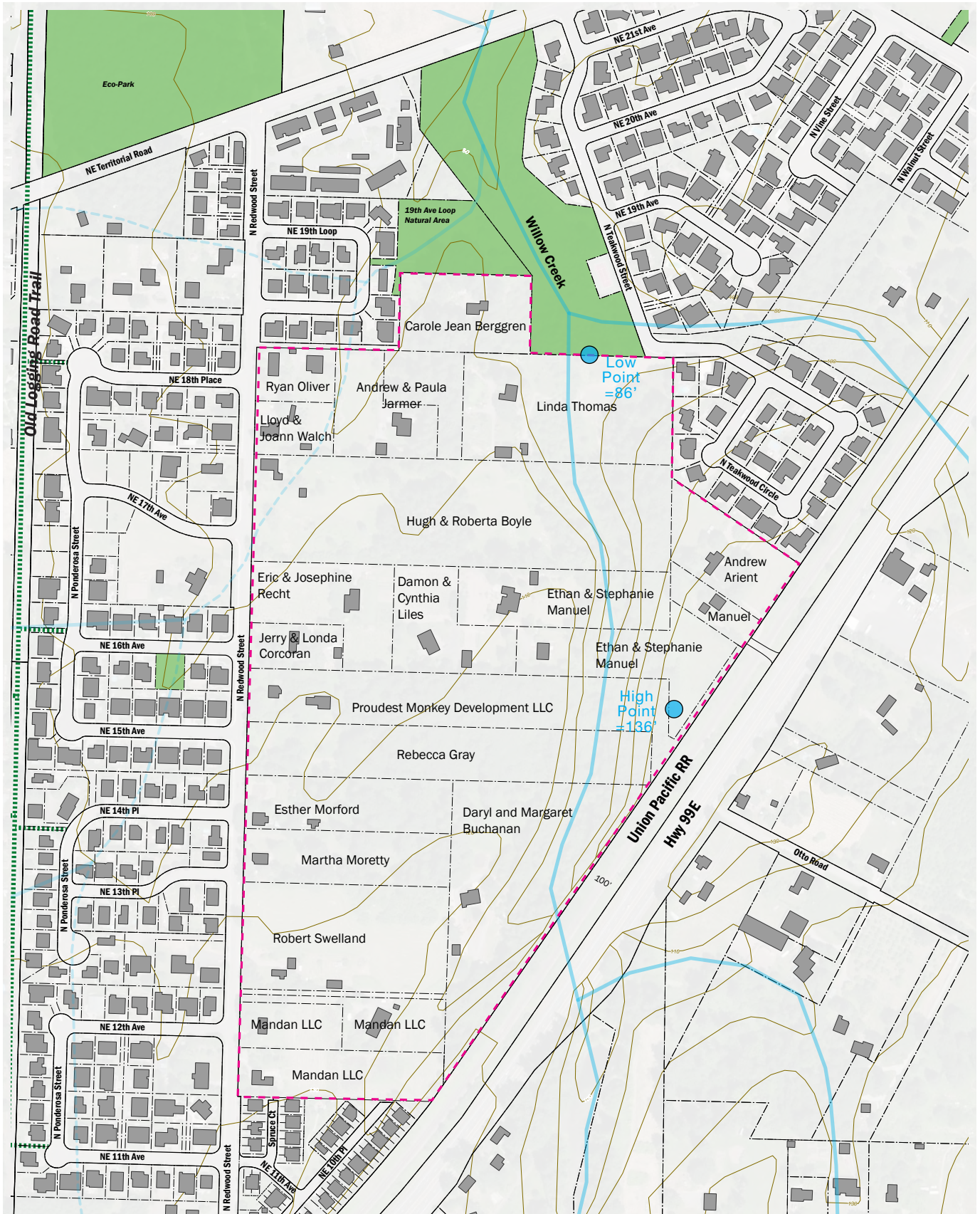


Figure 3

NORTH REDWOOD DEVELOPMENT CONCEPT
BASE MAP



Site Character

This study area is situated in a bend of the Willamette River, with a rich nearby network of public open spaces and natural areas that will provide an identity and sense of place to future residents. North across NE Territorial Road, there are potential connections to the densely-forested Eco Park and the Willamette Wayside Natural Area. The site's topography is relatively flat, but slopes gently from the west and east toward the canyon of Willow Creek, which itself flows north to the Willamette. The high point on site is 136' above sea level (across from Otto Road) and the low point is 86', next to Willow Creek. Within the site, there is an opportunity for views into the Willow Creek drainage and a possible future linear park or trail along its course.

Edges and connections

The site's proximity to the multi-use path along Old Logging Road creates an opportunity to link the site to regional amenities including parks, schools, and employment centers. OR 99E connects the site to Oregon City seven miles to the north and provides direct access to downtown Canby to the south. However, its high speeds and traffic volume – along with the active United Pacific Railroad line that runs alongside it – represent a physical and noise barrier between the site and the Pioneer Industrial Park to the south. Currently, only one property has driveway access across the railroad to the highway. This edge of the site will need attention to safety, access, and noise concerns. A significant residential edge to the west will require privacy and adjacency considerations when planning future development.



Recent clearing of existing trees by current property owner in study area



The Union Pacific Rail Road and OR99E border the study area to the south, creating a barrier



8

Environmental Context and Natural Resources

To the north, the site is bordered by 19th Avenue City Park, creating a quiet edge. This natural area contains a portion of Willow Creek and acts as a buffer between the site and NE Territorial Road. Dense vegetation surrounds Willow Creek's passage through the site. Existing properties are currently accessed using private drives from the perimeter of the site, and most of the core of the land area is covered with tree stands; however, property owners have recently cleared some of these trees. Much of the site's vegetated area contains invasive species such as English Ivy and Himalayan Blackberry.

Willow Creek is a significant natural resource that runs through the site from south to north. As a spring-fed stream with an associated 100-year floodplain, Willow Creek is protected under Clackamas County Zoning and Development Ordinance Sections 703 and 704. The creek, in addition to being a visual amenity that can attract homebuyers, could potentially be central to stormwater catchment from the site's developed area. The City's parkland dedication development standards provide a tool to ensure some protection of the natural area along its banks. Federally-designated wetland areas exist upstream from site to the south, but there is no recognized wetland within the study area.

Soils in the study area (Figure 4) are primarily Latourell Loam, a well-drained, deep soil that is suitable for development. Amity Silt Loam and McBee Silty Clay Loam, the remaining two soil types, exist on several lots at the north end of the site. These soils are associated with Willow Creek and its drainages, and are largely encompassed by vegetated buffer areas. Currently, the site is densely vegetated, particularly along the banks of Willow Creek. According to County data, no heritage trees exist on site – however, existing trees can be a significant resource that improve property values and enhance the character of new development. A 2010 Portland-area study found that each street tree adds an average of \$8,870 to the sale price of a house.¹

¹ Donovan, Geoffrey H., and David T. Butry. "Trees in the city: Valuing street trees in Portland, Oregon." *Landscape and Urban Planning* 94.2 (2010): 77-83.



The small canyon created by Willow Creek runs through the site from south to north



Federally-designated wetland upstream (south) from study area



The center of the site is densely vegetated, creating a distinct visual character, but invasive ivy dominates

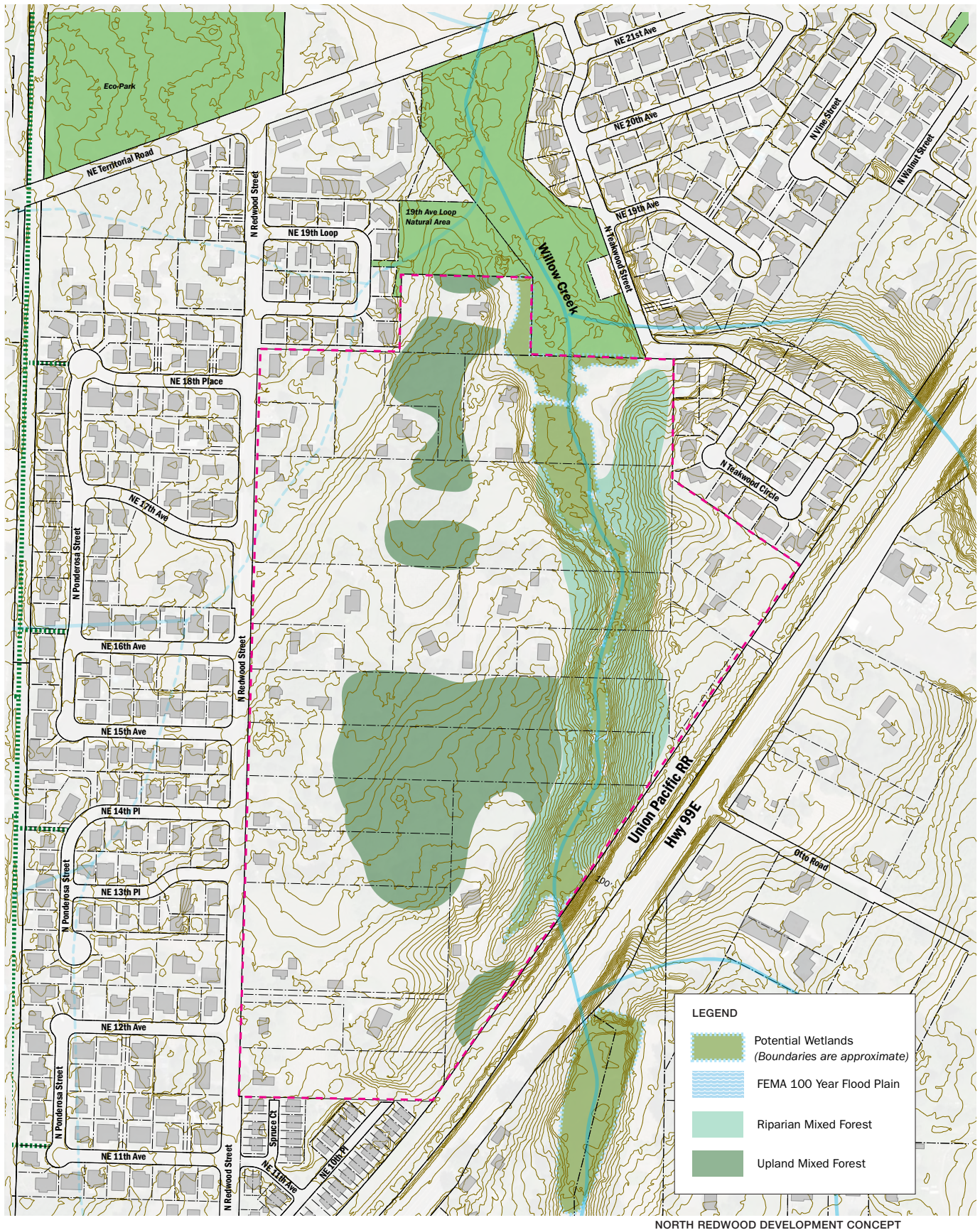


Figure 5: Environmental Conditions

Site Habitat and Wetland Assessment

Pacific Habitat Services conducted a reconnaissance-level site assessment on February 3, 2015 to determine the approximate location and quality of wetlands and other natural resources along the Willow Creek riparian corridor. While the US Army Corps of Engineers' 1987 Wetland Delineation Manual and the more recent Western Mountains, Valleys and Coast Region regional supplement provide the guidelines and methodology for defining the regulatory boundaries of wetlands and other waters, this study only utilized those guidelines to roughly approximate the wetland boundaries.

Determining the precise limits of state and federally regulated wetlands would require more extensive soils and vegetation sampling by a wetland specialist on a lot by lot basis, a service needing to be arranged, as desired, by individual landowners. (Note that once any wetland delineation has been conducted and the boundaries approved by the Oregon Department of State Lands, those findings are valid for a period of 5 years.)

Wetlands

Wetlands within the study area are primarily confined to the lower slopes and relatively broad floodplain of the Willow Creek ravine (Figure 5). These riparian wetlands occur within a mostly closed canopy forest in the southern portion of the study area, transitioning to a more open, scrub-shrub to emergent wetland as one nears the northern study area boundary. Reed canarygrass becomes the dominant groundcover species in these more open areas.

Soils within the Willow Creek ravine vary from deep silt loams high in organic matter on the lower slopes and slightly elevated floodplain terraces, to cobbly loams subject to seasonal stream overflows within the floodway. The lower terraces were saturated at or near the surface at the time of the site visit.

Willow Creek

Willow Creek is a perennial stream that flows roughly south to north through the mostly forested ravine. During the site visit the flows were inundating much of the broad ravine bottom, nearly to the base of slope in some areas, with the active channel often poorly defined in those areas. Approximately 0.60 inch of rain fell in the 2 days prior to the site visit.

While the primary streamflows originate from a culvert beneath Hwy. 99E, flows are augmented by a smaller unnamed spring-fed stream that joins Willow Creek within TL 100. Additional seasonal springs were observed to discharge to the creek from near the base of the ravine on other parcels as well.

Water quality appears to be relatively high, presumably due to relatively well vegetated slopes within the watershed. The spring inputs may help to maintain these clear flows as well. Clackamas County currently regulates Willow Creek under their Rivers and Stream Conservation Areas (RSCA) ordinance. Willow Creek in the study area is subject to a 50' riparian protection setback on either side of the creek, as measured from the mean high water line. Once this area is brought into the City of Canby, it will be the City's discretion whether these setbacks are adopted, or new ones created.



Figure 6: Excerpt from Clackamas County RSCA map. Yellow line denotes Willow Creek, subject to 50' setbacks from mean high water.

Table 1: Current Vegetation List

Table 1 provides a partial species list for the Willow Creek riparian area, along with whether the species is native or has been introduced to the site. Several species may be considered especially noxious or invasive, and may justify control efforts over time.

Species Name	Common Name	Native/ Introduced?*
TREES		
<i>Abies grandis</i>	Grand fir	N
<i>Acer macrophyllum</i>	Bigleaf maple	N
<i>Alnus rubra</i>	Red alder	N
<i>Fraxinus latifolia</i>	Oregon ash	N
<i>Populus balsamifera</i> ssp. <i>trichocarpa</i>	Black cottonwood	N
<i>Pseudotsuga menziesii</i>	Douglas fir	N
<i>Thuja plicata</i>	Western red cedar	N
SHRUBS/ WOODY VINES		
<i>Acer circinatum</i>	Vine maple	N
<i>Berberis aquifolium</i>	Tall Oregon grape	N
<i>Corylus cornuta</i> / <i>C. avellana</i> ?	hazelnut	N/I
<i>Crataegus monogyna</i>	One-seed hawthorn	I
<i>Hedera helix</i>	English ivy	I*
<i>Ilex aquifolium</i>	English holly	I
<i>Oemleria cerasiformis</i>	Indian plum	N
<i>Prunus avium</i>	Sweet cherry	I
<i>Rubus armeniacus</i>	Himalayan blackberry	I*
<i>Rubus leucodermis</i>	White stem raspberry	N
<i>Rubus spectabilis</i>	Salmonberry	N
<i>Rubus ursinus</i>	California dewberry	N
<i>Salix</i> spp.	Willows	N
<i>Sambucus racemosa</i>	Red elderberry	N
<i>Symphoricarpos albus</i>	Common snowberry	N
<i>Vinca</i> sp.	periwinkle	I
HERBS		
<i>Agrostis</i> spp.	Bentgrass	I
<i>Arum italicum</i>	Italian arum	I
<i>Callitriche</i> sp.	Water starwort	N/I?
<i>Cardamine oligosperma</i>	Little western bittercress	N
<i>Carex hendersonii</i>	Henderson's sedge	N
<i>Carex leptopoda</i>	Dewey's sedge	N
<i>Carex obnupta</i>	Slough sedge	N
<i>Cirsium</i> spp. (<i>C. arvense</i> , <i>C. vulgare</i>)	Canada and bull thistles	I*
<i>Daucus carota</i>	Queen Anne's lace	I
<i>Equisetum arvense</i>	Field horsetail	N
<i>Galium aparine</i>	Bedstraw	I
<i>Geranium robertianum</i>	Herb Robert	I
<i>Geum macrophyllum</i>	Large leafed avens	I
<i>Holcus lanatus</i>	Common velvetgrass	I
<i>Lapsana communis</i>	Nipplewort	I
<i>Leucanthemum vulgare</i>	Oxeye daisy	I
<i>Lysichiton americanum</i>	Skunk cabbage	N
<i>Nasturtium officinale</i>	Watercress	I
<i>Oenanthe sarmentosa</i>	Water parsley	N
<i>Phalaris arundinacea</i>	Reed canarygrass	I*
<i>Polystichum munitum</i>	Swordfern	N
<i>Polypodium glycyrrhiza</i>	Licorice fern	N
<i>Ranunculus repens</i>	Creeping buttercup	I
<i>Scirpus microcarpus</i>	Small fruited bulrush	N
<i>Solanum dulcamara</i>	Climbing nightshade	I

*These species tend to be especially invasive in disturbed habitats, warranting control efforts whenever possible.

Table 1. Partial Species List (compiled during site visit February 3, 2015)

Vegetation Communities

Wetlands (Forested to Emergent)

Vegetation within the Willow Creek ravine bottom has been greatly influenced by the availability of seasonal moisture in these areas. The primary woody species actually growing in the ravine bottom include red alder, salmonberry, and vine maple. Willows were also observed near the northern limits of the study area as the ravine broadens into a larger, more open bottomland dominated by reed canarygrass. Notable wetland herbaceous species (besides reed canarygrass) include slough sedge, water parsley, skunk cabbage, and watercress; these species are primarily located in areas subject to shallow seasonal inundation from stream flooding. (Figure 5)

Scattered stands of willow, cottonwood, and Oregon ash become more evident in the mostly open areas to the north of the study area.

Riparian Mixed Evergreen-Deciduous Forest

Riparian forest habitat quality is moderately high due to good structural diversity. The mixed evergreen-deciduous canopy is relatively mature and well developed, and includes western red cedar, red alder, Douglas fir, bigleaf maple, and black cottonwood. Several windthrown trees and standing snags provide added habitat structure to the stand as well.

The riparian understory, however, is of somewhat lower quality due to extensive infestation by non-native shrubs (esp. English ivy). The ivy in particular crowds out many other native shrubs and groundcover species, eliminating sources of food and cover for a variety of wildlife species. In addition, its presence in many of the tree crowns threatens the longterm health of these trees.

Upland Mixed Evergreen-Deciduous Forest

Several parcels also include relatively dense stands of upland forest that are comprised of either a mixed evergreen-deciduous canopy (typically Douglas fir and bigleaf maple), or are mostly Douglas fir. Portions of at least two lots have been subject to recent logging activity, with many of the deciduous trees left standing. In addition, smaller mixed tree stands (comprised of a variety of native as well as non-native species) are scattered about the residential lots as well, often with houses nestled among the trees.

Developed/ Landscaped

The developed or landscaped areas within the study area include previously cleared land that is now either occupied by structures, access roads, or driveways, or is maintained in an open condition (periodically mowed lawn or pasture, scattered landscape plantings, etc.). These conditions are typical of much of the study area outside the Willow Creek ravine.

Riparian Habitat Enhancement Opportunities

The best opportunities for enhancing the Willow Creek riparian corridor within the study area will likely require some control of invasive non-native species. Such control efforts would open up areas of the understory that could then be enhanced by planting native species adapted to the site conditions.

As previously mentioned, English ivy dominates large areas of the forest understory and has infested many tree crowns as well. Unfortunately, attempting to control this vine alone constitutes a huge undertaking that could readily use up available resources, so may be best approached on a phased or limited control basis. The most immediate control effort with long term benefits would be to girdle the aerial vines in order to limit damage to the trees. Controlling the ivy groundcover could then be approached more gradually or in limited areas as resources allow.

Shade-tolerant native shrub plantings typically have a better chance of competing with the ivy than do herbaceous species, with the possible exception of sword fern. In addition, plantings of shade tolerant conifers (especially western red cedar, western hemlock, and grand fir) can provide additional year round cover near the creek.



Figure 7: Willamette Wayside Master Plan concept (2004)

Parks and Open Space Plans

Goals 6 and 7 of Canby's Park and Recreation Master Plan (PRMP), updated in 2000, recommend acquisition to meet a community standard of 10 acres of developed park land per 1,000 residents (at an average of 2.7 persons per single family home), while requiring "[allocation of] land for neighborhood parks in rapidly developing areas on the edges of the City". Chapter 16.120 of the city's Title 16 implements the Comp Plan and Park and Recreation Master Plan's policies, by outlining parkland dedication standards for new development (or SDC cash dedicated in lieu). The basic formula for this parkland dedication is:

***(Maximum units in a plat) x (persons/unit) x 0.01
(acreage to be dedicated)***

(Using a conservative benchmark to test this formula, if we were to imagine that the entire study area was eventually zoned at R-1, with a minimum lot area of 7000sf, then that would theoretically result in approx 300 units on 66 acres (accounting for roughly 20% of a site as roads). If we multiply this number by an average of 2.7 persons/unit, we get a total theoretical future population of 810. Multiplying this by the acreage ratio, results in a theoretical park acreage in the study area of about 8 acres. Clearly, since the future zoning will likely be for higher densities, the potential future park space may be higher.)

The PRMP led to the creation of a Parks Acquisition Plan in 2001. This document recommends that vacant land in the site area be considered first for parks acquisition (currently, only two tax lots in the study area, a total of 5.9 acres, are vacant). The Acquisition Plan found that the study area and surrounding neighborhoods have a projected parks deficit of 44.1 acres at full build-out. Development of the North Redwood site provides an opportunity to set aside land for parks. Local residents interviewed for this study expressed concern at the City's lack of dedicated funding for maintenance of existing parks properties in the city.

The study area is one of these developing areas on the City's edge – and any development proposals will need to include dedicated park space. Certain factors are listed for consideration, including the fact that no more than 25% of the dedicated land can be in floodplain or steep slopes. There are also standards for obtaining credit for private park land provided. (see the box at right for park dedication standards)

In 2004, the Willamette Wayside Plan (Figure 7) outlined comprehensive recommendations for the development of the City-owned Fish Eddy property and adjacent open space areas. These included a future trail connection to Molalla State Park and future bicycle and pedestrian access through Eco Park to the river – these types of improvements and amenities would provide direct benefit to development in the study area.

Title 16 includes the following factors for the City to consider when deciding whether to accept land offered as part of proposals, or to accept cash in lieu. These factors are shown below.

- 1. The topography, geology, public streets access to, parcel size, shape, and location of land in the development available for dedication;**
- 2. Relationship of site to surrounding land uses and the surrounding transportation system;**
- 3. Potential adverse/beneficial effects on environmentally sensitive areas;**
- 4. Compatibility with the Park and Recreation Master Plan and Park and Open Space Acquisition Plan, Public Facilities element of the Comprehensive Plan, Transportation System Plan and the City of Canby Parks Capital Improvement Plan in effect at the time of dedication;**
- 5. Opportunity for preservation of natural and historical features, scenic viewpoints, watershed environments, and sections of land for wildlife habitat.**
- 6. Connections with, and continuity of, open space links, trails, and other major components of the open space system for parks.**
- 7. Availability of previously acquired property;**
- 8. Opportunity for shared use with other community facilities;**
- 9. Opportunity for future expansion of the site; and**
- 10. The feasibility of dedication.**



Willamette Wayside Plan site

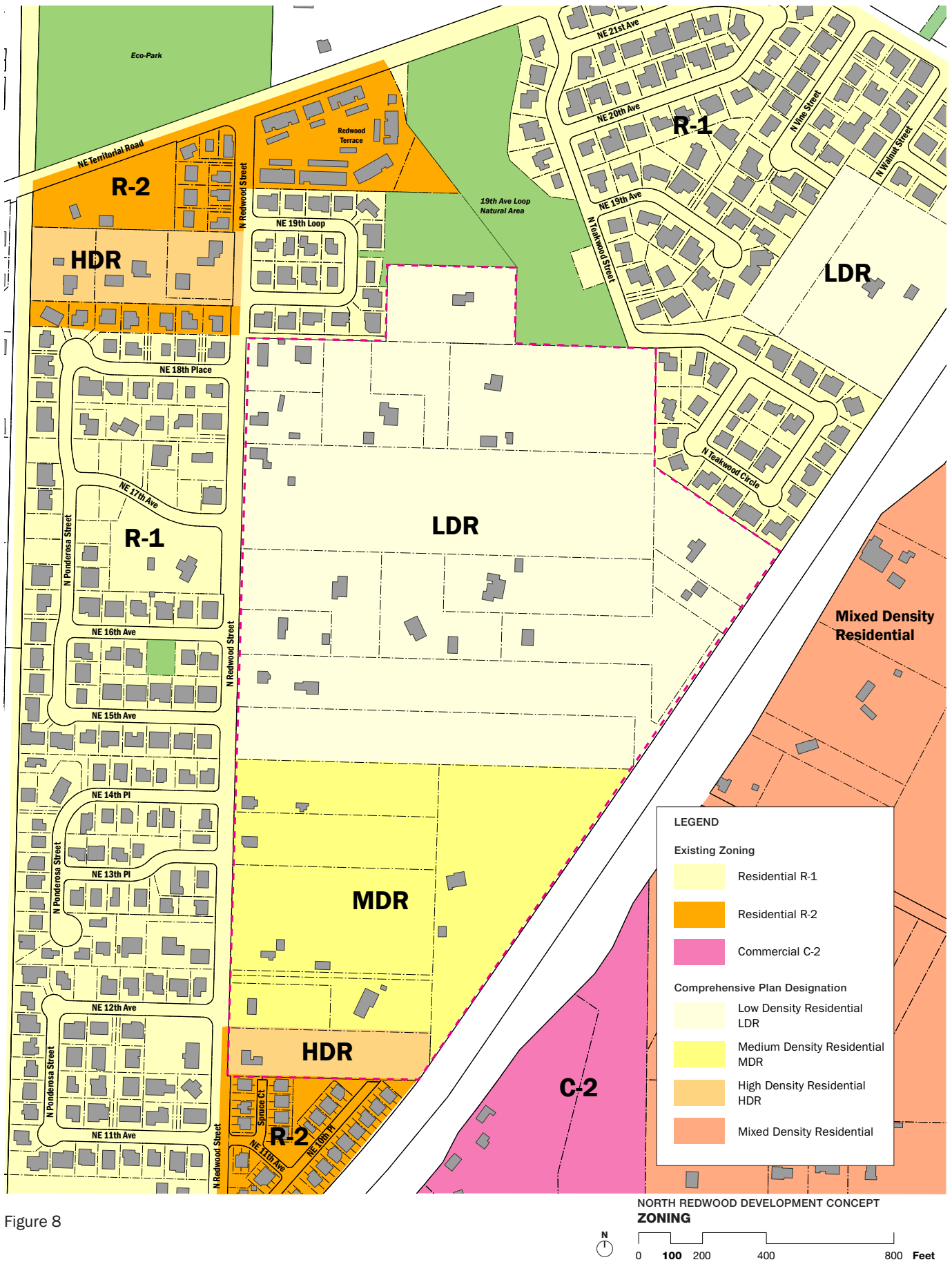


Figure 8

Land Use Context

As noted above, the site is currently zoned with a County designation of Rural Residential Farm Forest 5-Acre District (RRFF-5), but its comprehensive plan zoning designates 60% of the area as low-density residential (7,000 to 10,000 s.f. lot area), 32% as medium-density residential (5,000 to 6,5000 s.f. lot area), and 8% as high-density residential (minimum 14 du/acre). The small, high-density area is directly adjacent to an existing pocket of high-density residential bordering OR 99E to its south, called Garden Crossing. The study area is generally zoned on a transect, with higher density at the south closer to downtown and retail services and lower density toward the natural areas to the north (Figure 8).

There are 23 tax lots on the site and 18 property owners (Figure 9, right). Total real market value for both land and structures for all properties is estimated at \$6,720,607. Only two lots do not have existing structures. (Table 2)

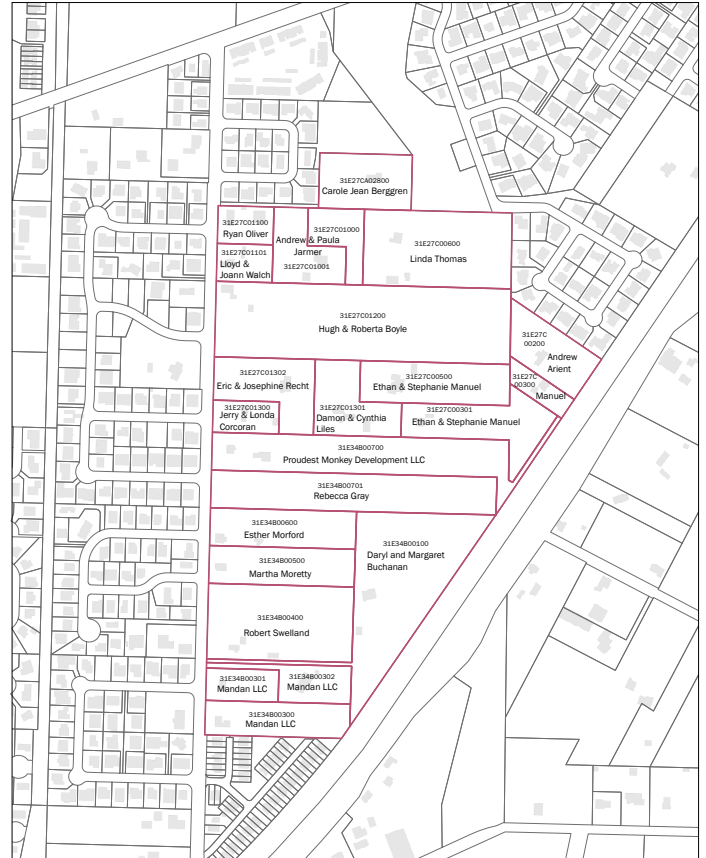


Figure 9: Taxlots and Owners



Table 2: Buildable land within the study area.

Taxlot ID	Owner	Site Address	Year Built	Acreage
31E27C 00200	Andrew D Arient	22781 S Hwy 99E 97013-2565	1979	2.0
31E27C 00300	Ethan & Stephanie Manuel	22881 S Hwy 99E 97013-2525	1944	0.7
31E27C 00301	Ethan & Stephanie Manuel	1650 N Redwood St 97013-2413	1992	2.7
31E27C 00500	Ethan & Stephanie Manuel	1612 N Redwood St 97013-2413	1964	2.7
31E27C 00600	Linda J Thomas	1864 N Redwood St 97013-2417	1987	4.9
31E27C 01000	Andrew J & Paula J Jarmer	(No Situs) 97013	No Structure	1.2
31E27C 01001	Andrew J & Paula J Jarmer	1860 N Redwood St 97013-2417	1989	1.8
31E27C 01100	Ryan T Oliver	1850 N Redwood St 97013-2417	2006	0.9
31E27C 01101	Lloyd A & Joann Walch	1794 N Redwood St 97013-2415	1925	0.9
31E27C 01200	Hugh R & Roberta M Boyle	1758 N Redwood St 97013-2415	1925	9.8
31E27C 01300	Jerry & Londa Corcoran	1586 N Redwood St 97013-2411	1936	0.9
31E27C 01301	Damon K & Cynthia L Liles	1608 N Redwood St 97013-2413	1992	2.1
31E27C 01302	Eric W & Josephine B Recht	1594 N Redwood St 97013-2411	1992	2.4
31E27CA02800	Carole Jean Berggren	1868 N Redwood St 97013-2417	1939	2.3
31E34B 00100	Daryl S & Margaret J Buchanan	1260 N Redwood St 97013-2407	2002	6.8
31E34B 00300	Mandan LLC	1176 N Redwood St 97013-2404	1976	2.2
31E34B 00301	Mandan LLC	1212 N Redwood St 97013-2407	1955	1.0
31E34B 00302	Mandan LLC	1234 N Redwood St 97013-2407	1977	1.4
31E34B 00400	Robert W Swelland Jr	1268 N Redwood St 97013-2407	1935	4.8
31E34B 00500	Martha Anne Moretty	1350 N Redwood St 97013-2408	1940	2.4
31E34B 00600	Esther L Morford	1382 N Redwood St 97013-2408	1940	2.4
31E34B 00700	Proudest Monkey Development LLC	1548 N Redwood St 97013-2411	1920	5.2
31E34B 00701	Rebecca S Gray	1440 N Redwood St 97013-2410	No Structure	4.7
TOTAL			-	66.4

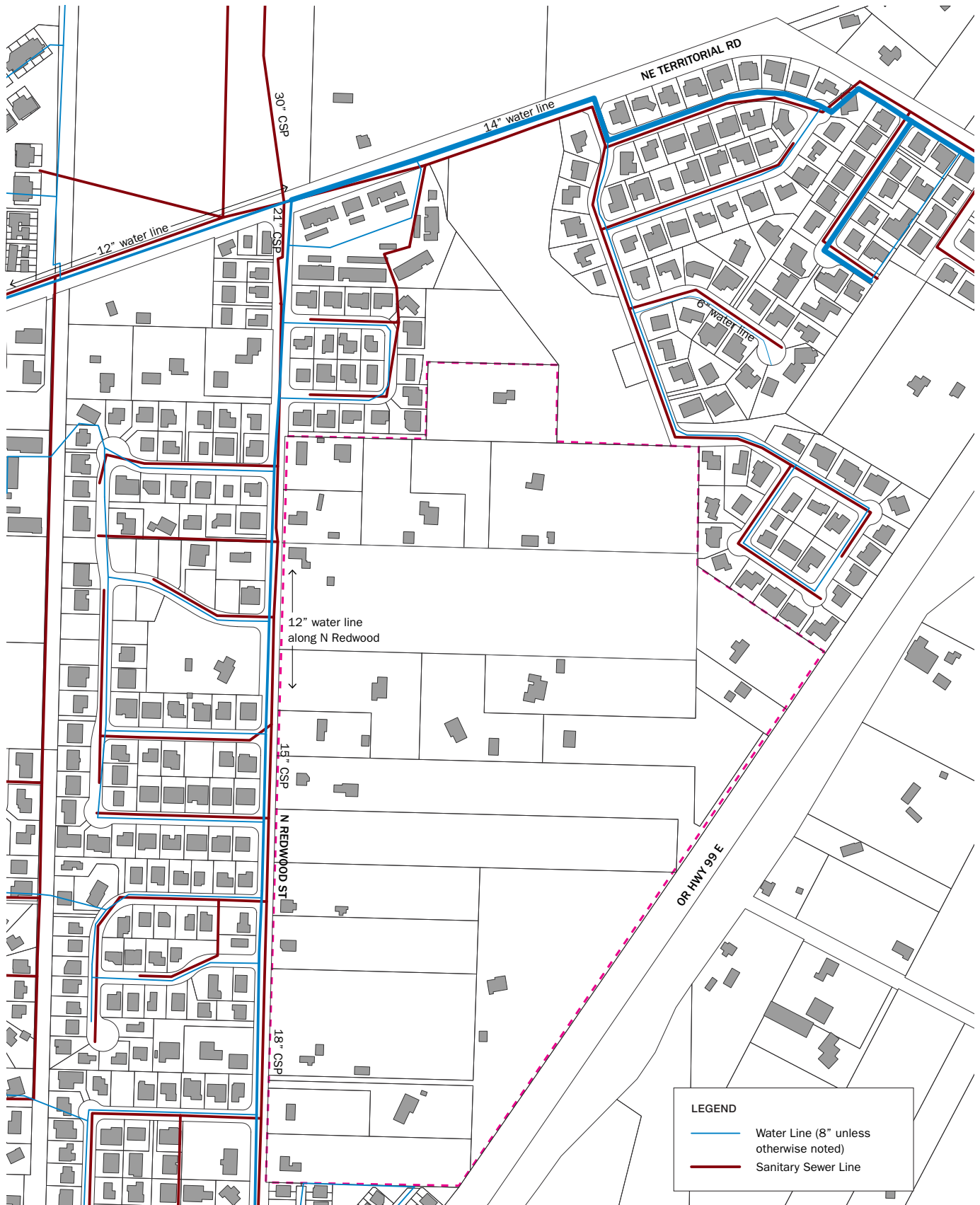


Figure 10

Infrastructure

Sanitary Sewer

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

An existing sanitary sewer line is located in N Redwood Street, along the western project boundary (Figure 10). According to as-built information, the existing sewer line adjacent to the project is a 15-inch line and is approximately 8-foot deep. Beyond the project, the line increases in size to 21-inch and 30-inch as it reaches the wastewater treatment plant. The ability to connect to this line via gravity sewer would need to be evaluated based on proposed site grading to determine if the depth would allow for a gravity connection to the sewer. In addition, the capacity of this line should also be evaluated.

There are also existing sanitary sewer lines in N Teakwood Street at the northwest corner of the project site. The flow from the Teakwood Street sewer line flows to the Willow Creek Pump Station located at NE Territorial Road at Willow Creek. These lines should be evaluated to determine if the invert elevations are such that our project could connect, as well as if there is enough capacity in the existing lines to serve the project site. In addition, the pump station should be evaluated to determine if it has the capacity for additional flow.

Water

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

Waterlines adjacent to the project include an existing 12-inch waterline in N. Redwood Street and an 8-inch Line in N. Teakwood Street. A 14-inch transmission line is located in NE Territorial Road to the North. (Figure 10)

The Water System Master Plan notes several improvements that should be made to support future development. Improvements include an additional water supply source, a new 3.0 MG reservoir, and looping of existing water transmission lines. According to the Master Plan, these improvements are long term improvement goals scheduled for the years 2021 to 2030. Discussions with Canby Utility indicate that these improvements would not prohibit the development of this site. If the capital improvement projects are required to be able to serve the site, Canby Utility would time the improvements of those projects to occur along with development.

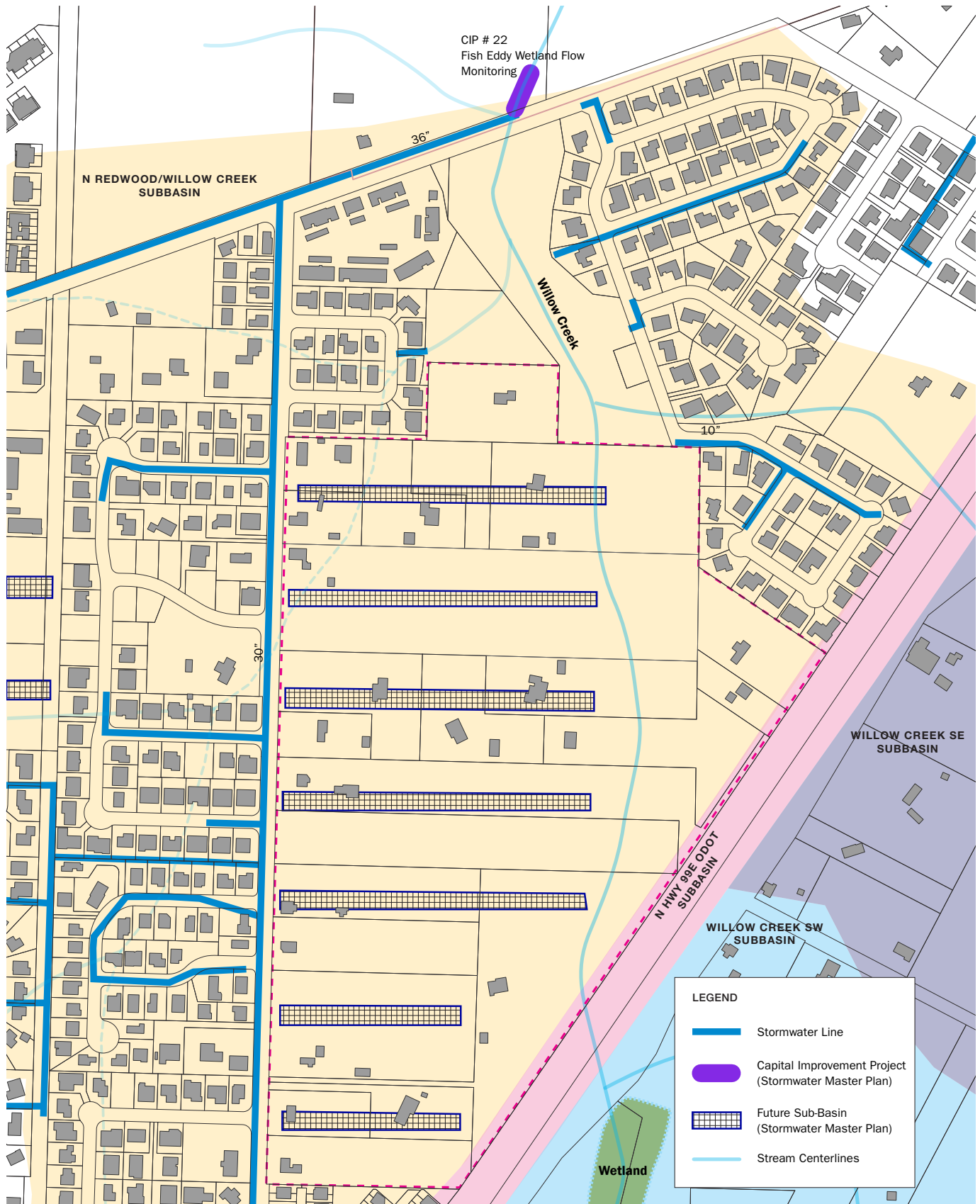


Figure 11

**NORTH REDWOOD DEVELOPMENT CONCEPT
STORMWATER MAP**



Storm Water Master Plan

The City of Canby Public Works Design Standards require water quality and quantity treatment be provided for storm water runoff. Water quality treatment is to be provided per the Clean Water Services (CWS) design standards. Acceptable methods of treatment include vegetated swales, extended dry ponds, wetlands, LIDA treatment facilities, or proprietary treatment devices. Water quantity treatment is required unless it can be demonstrated that there are no adverse downstream impacts. Developed site peak discharge rates shall not exceed pre-developed rates for all storm events with a recurrence interval less than or equal to 25 year. Detention and retention facilities are both acceptable methods of water quantity treatment. Facilities shall be designed in accordance with CWS design standards.

Canby's 2013 Storm Water Master Plan makes stormwater management recommendations based on the assumption that the site and other areas zoned in the comprehensive plan will develop as zoned. The site is part of the Redwood/Willow Creek drainage basin. The existing basin has an impervious area of 22.2 acres. This would increase to approximately 34 acres with development. Modeling showed that the Willow Creek system, including existing conveyance pipes in N Redwood Street, has adequate capacity for the additional runoff. Seven future sub-basins are proposed within the site area. (Figure 11)

The N Redwood/Willow Creek drainage basin is planned to be part of the Fish Eddy Wetland Capital Improvement Project. As part of this project, a "treatment wetland will be part of a restoration of the entire Fish Eddy property to native seasonal wetland and wet prairie habitat." Storm water treatment will occur in a proposed treatment wetland. The Storm Water Master Plan anticipates that the runoff from development west of N Redwood Street will be piped to the existing conveyance system in N Redwood Street. This conveyance line discharges into the Fish Eddy property north of NE Territorial Road. Existing pipes in N Redwood Street should be evaluated based elevation of the existing pipes and the ability to drain this area to the N Redwood Street conveyance system, as well as the capacity of the existing conveyance lines.

Willow Creek crosses the site approximately 1000 feet east of N Redwood Street. Runoff from development between Willow Creek and Hwy 99 would be discharged directly into Willow Creek, which flows to the Willow Creek Wetlands and discharges through a weir structure to two 36-inch culverts under NE Territorial Road.

Franchise Utilities

The project is within the service provider area for the following utilities:

- Electric – Canby Utility
- Natural Gas – NW Natural
- Telephone – Canby Telcom
- Cable – Wave Broadband

Canby Utility has indicated there are several locations in the vicinity of the project that could be used to provide power. When the site annexes into the district, they will be charged a fee from PGE, who provides power to Canby Utility, in accordance with their Service Territory Agreement. Canby Utility assesses that cost back to the property as part of the development cost. The amount of the fee is variable depending on the proposed use and type of development.

NW Natural has an existing 2-inch gas line in N Redwood Street for the length of the project site. In addition, a 2-inch line extends into the site to serve approximately five existing tax lots. NW Natural has indicated that they would be able to serve this site in the future.

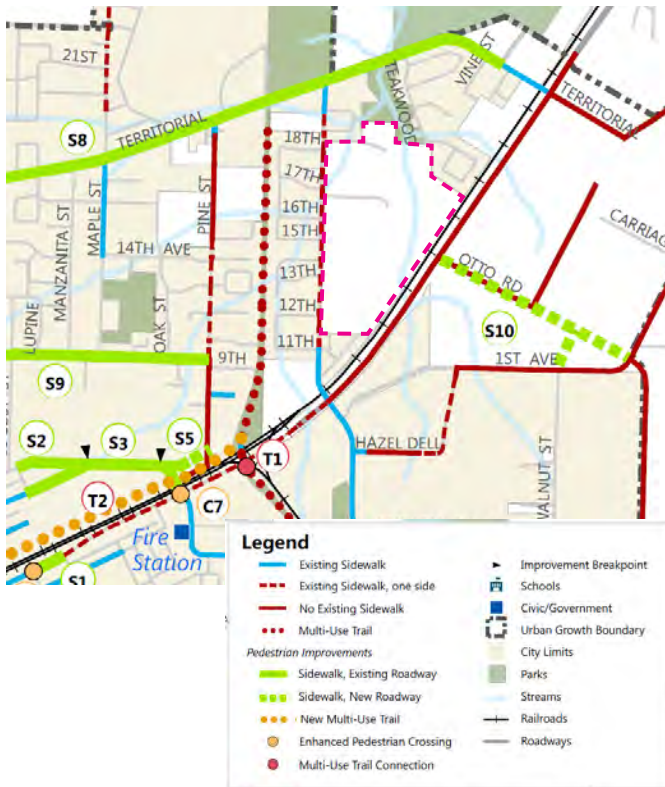
Canby Telcom has verified that the project is located within their service district and can provide service to the site. In addition to phone service, Canby Telcom can also provide customers with internet and cable television services.



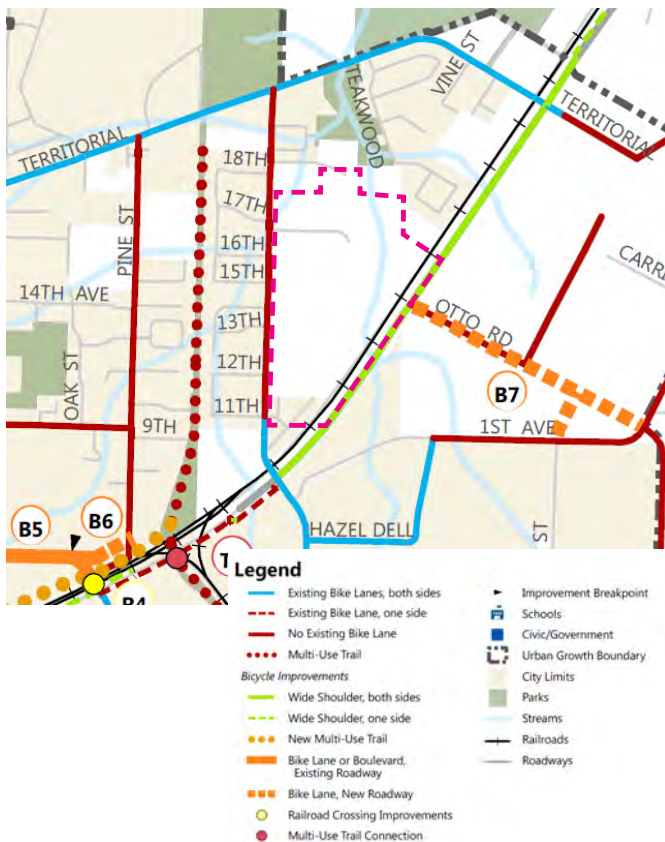
Location of proposed Fish Eddy treatment wetland



North Redwood Street



Financially Constrained Pedestrian Improvements (TSP Figure 5-1)



Financially Constrained Bicycle Improvements (TSP Figure 6-1)

2010 Transportation System Plan Summary

The 2010 Canby Transportation System Plan (TSP) identified specific transportation improvement projects and programs needed throughout Canby to guide the City's transportation investment. These projects and programs support the City's goals and policies, serve planned growth through the year 2030, and improve safety and mobility for all travel modes in Canby. The TSP addressed all areas of Canby, including the North Redwood development area.

The sections from the 2010 TSP that are most applicable to the current North Redwood planning effort are summarized in the paragraphs below. Corresponding clips of figures—which are zoomed in on the project area—are also provided.

The majority of North Redwood Street only includes sidewalks along one side of the street (typically the west side). While no standalone project was identified as part of the TSP, sidewalks should be provided on both sides of North Redwood Street in conjunction with any roadway improvements so that the street meets Canby's Cross-Section Standards (see TSP Figure 7-5). It will also be beneficial to consider pedestrian crossings of North Redwood Street to facilitate connections to the Molalla Forest Road multi-use trail, which has multiple connection points to the neighborhoods on the west side of North Redwood Street. These improvements will help connect to the surrounding pedestrian network.

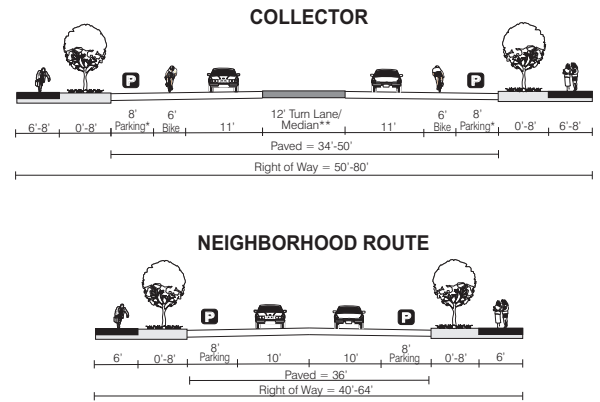
Other nearby pedestrian improvement needs include sidewalk infill on Territorial Road between Holly Street and Highway 99E (TSP Project S8) and sidewalks on the north side of Highway 99E (not a financially-constrained TSP project).

The only portion of North Redwood Street with bike lanes is the newer 500-foot section on the south end between Highway 99E and NE 11th Avenue. Because North Redwood Street is classified as a Collector street, it should include bike lanes on both sides of the road in conjunction with any roadway improvements to meet Canby's Cross-Section Standards. The bicycle network will also benefit from improved street crossings of North Redwood Street near connections to the Molalla Forest Road multi-use trail.

Functional Classification and Cross Sections

Canby's functional classification hierarchy includes Arterials, Collectors, Neighborhood Routes, and Local Streets. North Redwood Street and Territorial Road are classified as Collectors, while Highway 99E is an Arterial. The potential future Otto Road extension would also be a Collector, while all the remaining streets that may be constructed in the project site would likely become local streets.

The Canby TSP provides Standard Cross-Sections for each of the City's functional classifications. The Collector cross-section includes two travel lanes with an optional center turn lane that may be used for turning vehicles or a pedestrian island. It also includes bike lanes and sidewalks along with optional on-street parking. Neighborhood Traffic Management (NTM) may also be used under special conditions.



Notes:

* On-Street Parking may be provided on neither, one, or both sides. Where turn lanes are provided, on-street parking should not be allowed.

** Turn Lane/Median section is optional and may consist of one of the following:

A. 12' Left-Turn Lane or Two-Way Left-Turn Lane with No Raised Median

B. 10' Raised, Landscaped Median with 1' Shy Distance on Either Side

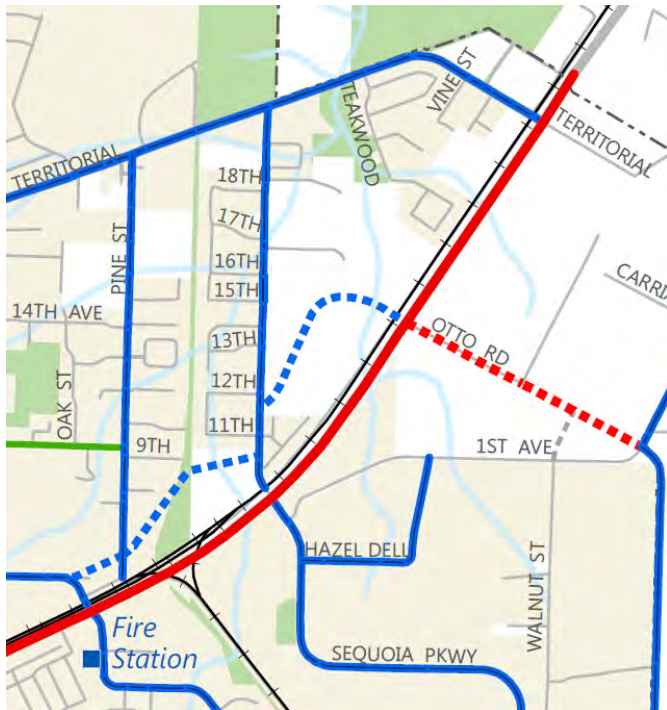
C. 10' Pedestrian Refuge (Level with Roadway) with 1' Shy Distance on Either Side

TSP Figure 7-5

Low Impact Street Design Characteristics

Characteristic	Collectors	Neighborhood Routes
Vehicle Lane Widths	10-11 ft.	10 ft.
On-Street Parking	8 ft.-Optional	8 ft. - At least one side
Bicycle Lanes (minimum)	5-6 ft.	None
Sidewalks (minimum)	6-8 ft.	6 ft.
Buffer/Planter Strip	0-8 ft	0-8 ft
Turn Lane/Median	12 ft.-Optional	None
Neighborhood Traffic Management (NTM)	Under Special Conditions	Under Special Conditions
Transit	As appropriate	As appropriate
Turn Lanes	When Warranted	When Warranted

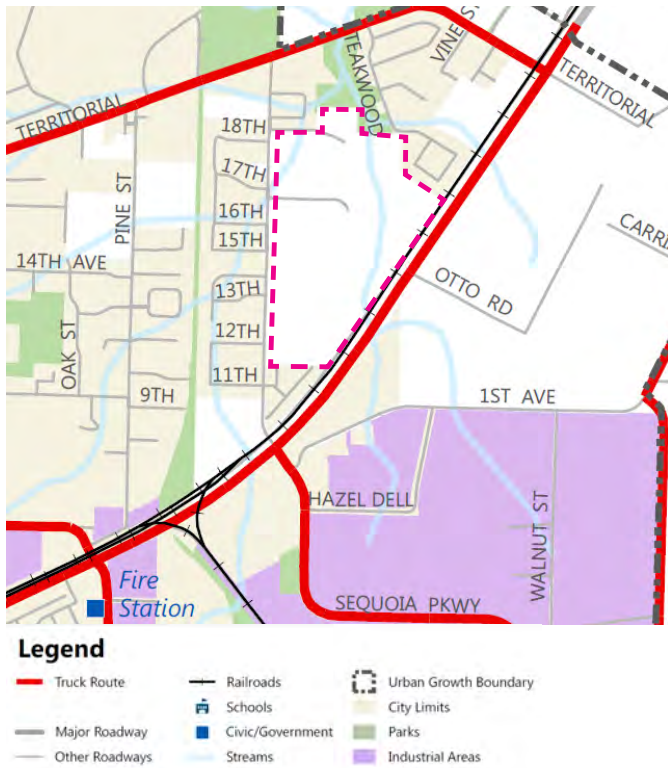
"Low Impact" standards require demonstration of hardship or other exceptional circumstances resulting from conditions of the adjacent properties and must be approved by City Staff.



Legend

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

Functional Classification (TSP Fig 7-1)



TSP Figure 7-2a Truck Routes (Existing System)

Truck Routes

Highway 99E and Territorial Road are currently designated as truck routes. North Redwood Street is not a truck route, but a new Otto Road overcrossing (included as part of the Preferred Solution package) is intended to become a truck route and may require use of a short section of North Redwood Street. The purpose of having Otto Road become a truck route would be to provide access to the Clackamas County fairgrounds. Truck access to the fairgrounds now occurs on Pine Street; however, the TSP identifies the potential closure of the Pine Street crossing, at which time the Otto Road overcrossing and frontage road would fill this need.

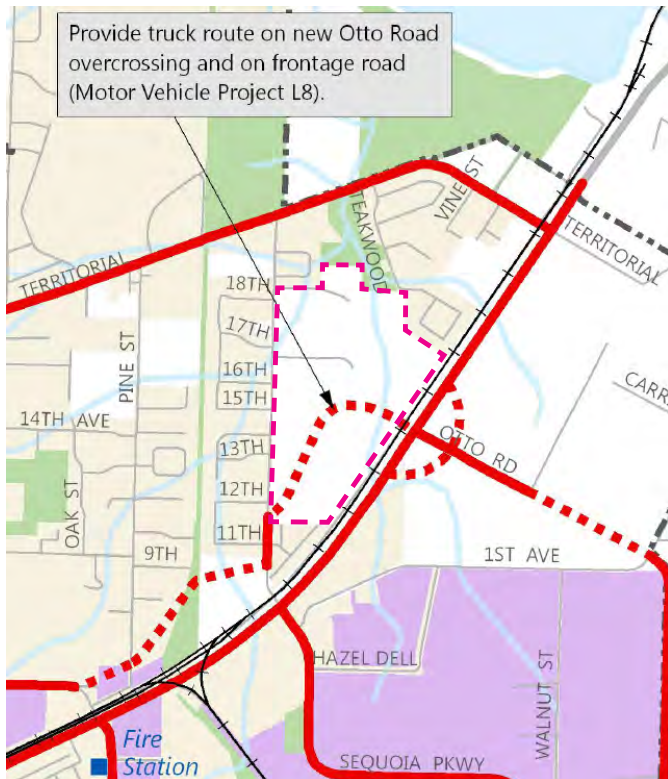
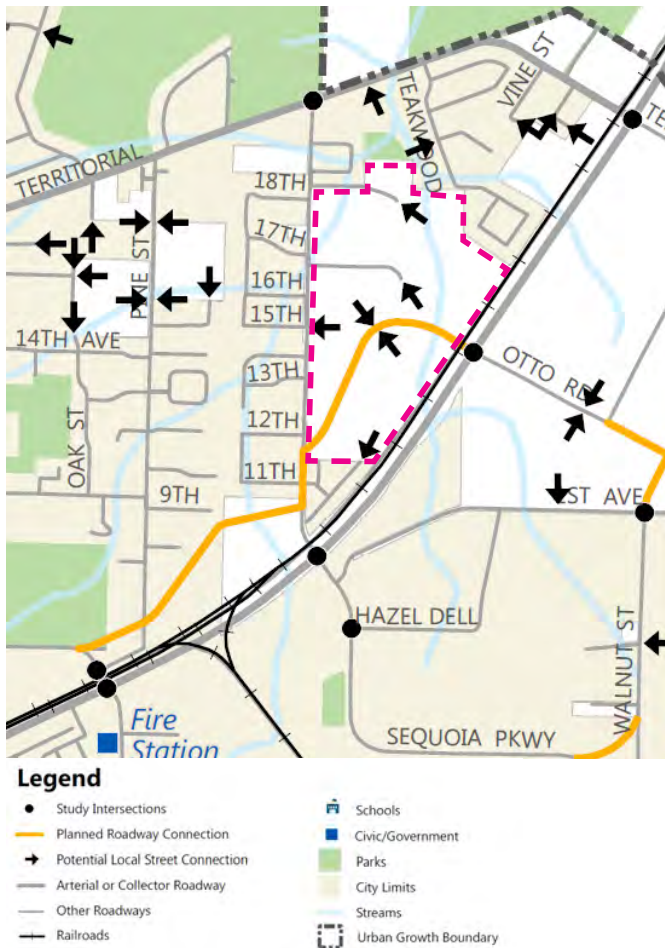


Figure 7-2b Truck Routes (Financially Constrained System)



TSP Figure 7-8 Local Street Connectivity

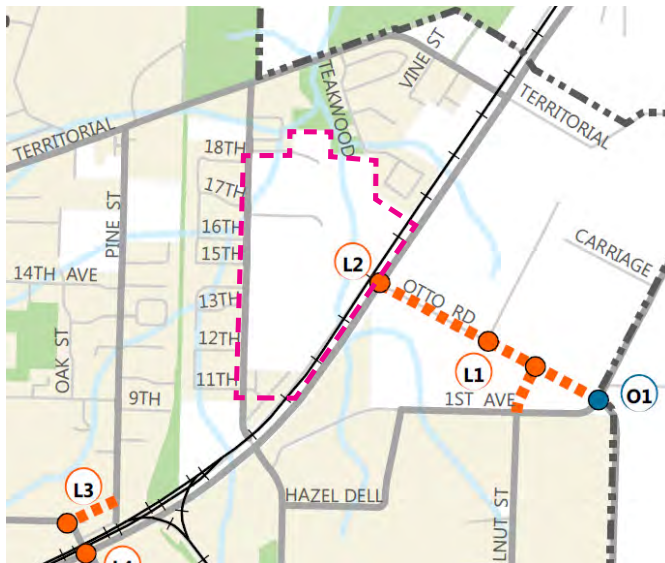
Local Street Connectivity

The TSP also specifies the general locations where new local streets should be installed as the project site develops. The arrows in the figure represent potential connections and the general direction for the placement of the connection.² The purpose of these connections is to ensure that the new development site accommodates future local circulation between adjacent neighborhoods to improve connectivity for all modes of transportation. The guidelines that should be followed when selecting local street connections includes:

- Provide full street connections with spacing of no more than 500 feet between connections, except where prevented by barriers
- Provide bike and pedestrian access ways with spacing of no more than 300 feet, except where prevented by barriers (bike and pedestrian access ways should be considered at the end of cul-de-sacs)
- Limit use of cul-de-sacs and other closed-end street systems to situations where barriers prevent full street connections or to locations where pedestrian/bike accesses are to be provided (approximately halfway between vehicular accesses)
- Include no close-end street longer than 150 feet or having no more than 30 dwelling units
- Include street cross-sections demonstrating dimensions of ROW improvements, with streets designed for posted or expected speed limits

Topography, railroads, and environmental conditions (such as wetland areas) limit the level of connectivity in Canby. Some stub end streets may become cul-de-sacs, extended cul-de-sacs, or only provide local connections. Pedestrian connections from the end of any stub end street that results in a cul-de-sac will be mandatory as future development occurs (with the exception of locations where topography, railroads, and environmental conditions make such connections infeasible). The goal is to improve city connectivity for all modes of transportation as feasible.

² Other local street connections may be required as the City conducts development review.



Legend

Motor Vehicle Improvements

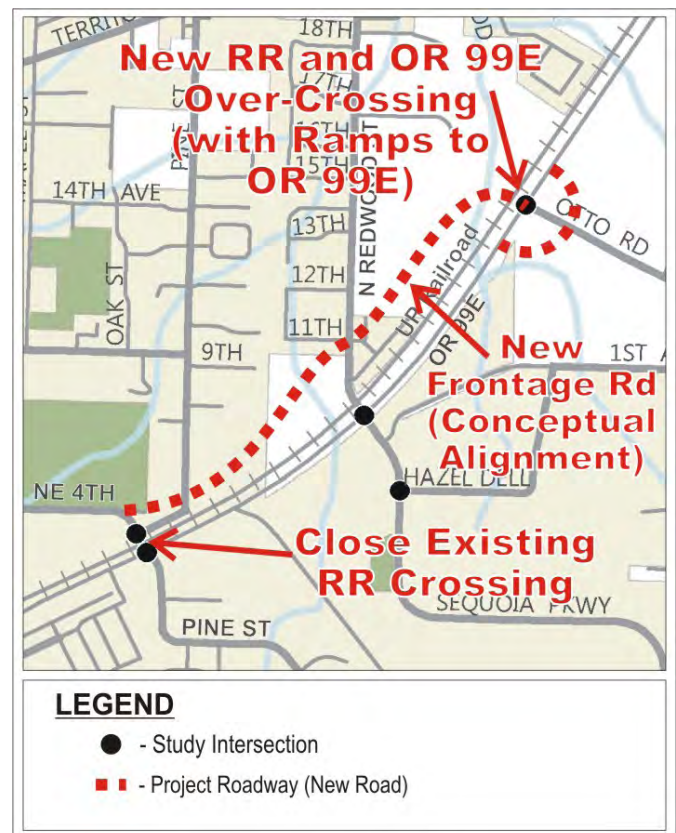
- Non-Capacity
- Large-Scale Capacity
- Future Large-Scale Capacity
- Isolated Intersection
- Large-Scale Capacity
- Roundabout

- Schools
- Civic/Government
- Urban Growth Boundary
- City Limits
- Parks
- Streams
- Railroads
- Roadways

TSP Figure 7-10 Financially Constrained Motor Vehicle Improvements

Financially Constrained Motor Vehicle Improvements

Based on the City's existing and future motor vehicle needs, multiple improvement projects were identified throughout Canby. The only motor vehicle project in the immediate project vicinity is the potential Otto Road Overcrossing, which includes a bridge over both Highway 99E and the adjacent Union Pacific Railroad along with a frontage road connecting to North Pine Street. This project would reduce congestion on Highway 99E through Canby but was not included in the financially-constrained solutions package. It is beyond the financial projections for the City and would require significant property and building acquisitions.



LEGEND

- - Study Intersection
- - Project Roadway (New Road)

Figure 7-12 Preferred Package Additions (Otto Rd Overcrossing)

Neighborhood Traffic Management (NTM)

Neighborhood Traffic Management (NTM) is a term used to describe traffic control devices typically used in residential neighborhoods to slow traffic or possibly reduce the volume of traffic. The City of Canby currently has limited NTM elements, mainly the use of narrow road widths that manage vehicle speed. However, the TSP recognized that as traffic congestion increases in the future, protecting the livability of neighborhoods may become an increasing need that requires the ability to mitigate impact.

An important consideration of NTM is the need to manage vehicle speeds and volumes with the need to maintain mobility, circulation, and function for service providers (e.g. emergency response). Table 7-5: Allowed Traffic Calming Measures by Roadway Functional Classification lists common NTM applications and suggests which devices may be supported by the Canby Fire District. If NTM is considered for North Redwood Street or any local streets planned for the project site, then coordination will be needed with emergency agency staff to ensure public safety is not compromised.

Table 7-5: Allowed Traffic Calming Measures by Roadway Functional Classification

Traffic Calming Measure	Is Measure Supported? (per Roadway Classification) ^a		
	Arterial	Collector	Neighborhood Route/ Local Street
Curb Extensions	Supported	Supported	Calming measures are supported on roads that have connectivity (more than two accesses) and are accepted and field tested by the Canby Fire District.
Roundabouts	Supported	Supported	
Medians and Pedestrian Islands	Supported	Supported	
Pavement Texture	Supported	Supported	
Speed Hump	Not Supported	Not Supported	
Raised Crosswalk	Not Supported	Not Supported	
Speed Cushion (provides emergency pass-through with no vertical deflection)	Not Supported	Not Supported	
Choker	Not Supported	Not Supported	
Traffic Circle	Not Supported	Not Supported	
Diverter (with emergency vehicle pass through)	Not Supported	Supported	
Chicanes	Not Supported	Not Supported	

^a Traffic calming measures are supported with the qualification that they meet Canby Fire District guidelines including minimum street width, emergency vehicle turning radius, and accessibility/connectivity.

Access Spacing Standards

Access spacing standards along City roadways is another important consideration when developing or redeveloping a parcel of land. Table 7-2 of the Canby TSP specifies access spacing standards for City roadways based on functional classification. Non-conforming access should work to achieve a condition as close to standard as possible. For example, consolidated or shared accesses should be explored; however, parcels shall not be landlocked by access spacing policies.

Mobility Standards

The Canby TSP specifies the mobility standards for signalized, all way stop, or roundabout intersections as level of service D and a volume to capacity ratio equal to or less than 0.85. The standards for unsignalized two way stop control intersections are level of service E and a volume to capacity ratio equal to or less than 0.90.

Table7-2: Access Spacing Standards for City Street Facilities^a

Street Facility	Maximum spacing^b of roadways	Minimum spacing^b of roadways	Minimum spacing^b of roadway to driveway^c	Minimum Spacing^b driveway to driveway^c
Arterial	1,000 feet	660 feet	330 feet	330 feet or combine
Collector	600 feet	250 feet	100 feet	100 feet or combine
Neighborhood/Local	600 feet	150 feet	50 feet	10 feet

^a Exceptions may be made in the downtown commercial district, if approved by the City Engineering or Public Works Department, where alleys and historic street grids do not conform to access spacing standards.

^b Measured centerline to centerline

^c Private access to arterial roadways shall only be granted through a requested variance of access spacing policies when access to a lower classification facility is not feasible (which shall include an access management plan evaluation)



NORTH REDWOOD DEVELOPMENT CONCEPT PLAN

Project Memo #3 (Deliverable 2A)

Development Rights and Best Development Practices

February 27 2015





Figure 1

**NORTH REDWOOD DEVELOPMENT CONCEPT
CONTEXT MAP**



Overview

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

Real Estate Market Context

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

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

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

Demographics

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

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

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

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

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

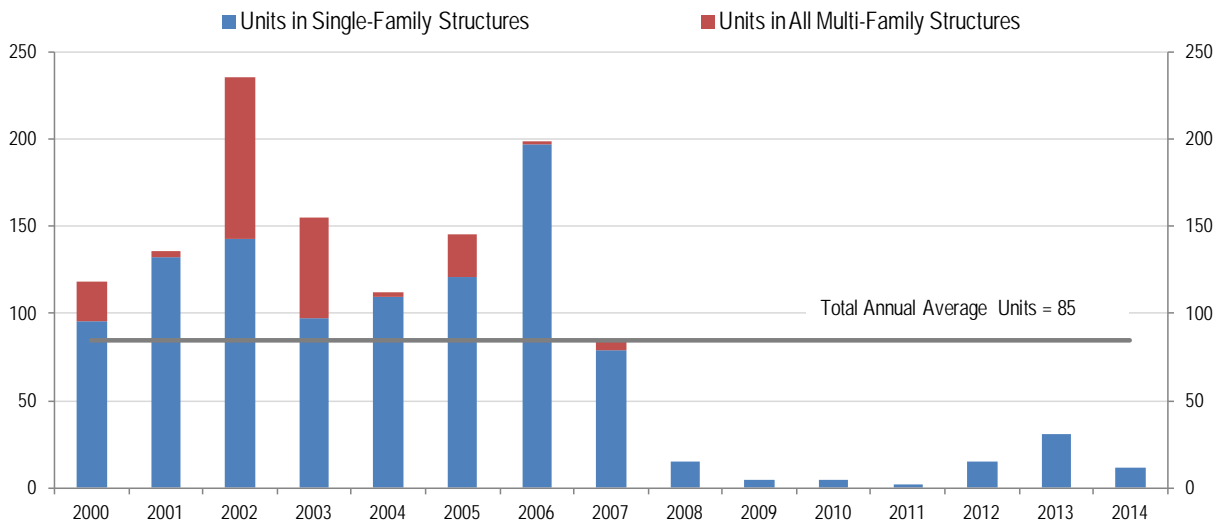
Housing Market

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

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

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

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



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

Figure 2. Building Permits, City of Canby

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

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

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

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

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

Total Lots 136

Source: Metrostudy, Leland Consulting Group

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

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

Source: Metrostudy, Leland Consulting Group

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

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

Source: Metrostudy, Leland Consulting Group

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

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

Source: Metrostudy, Leland Consulting Group

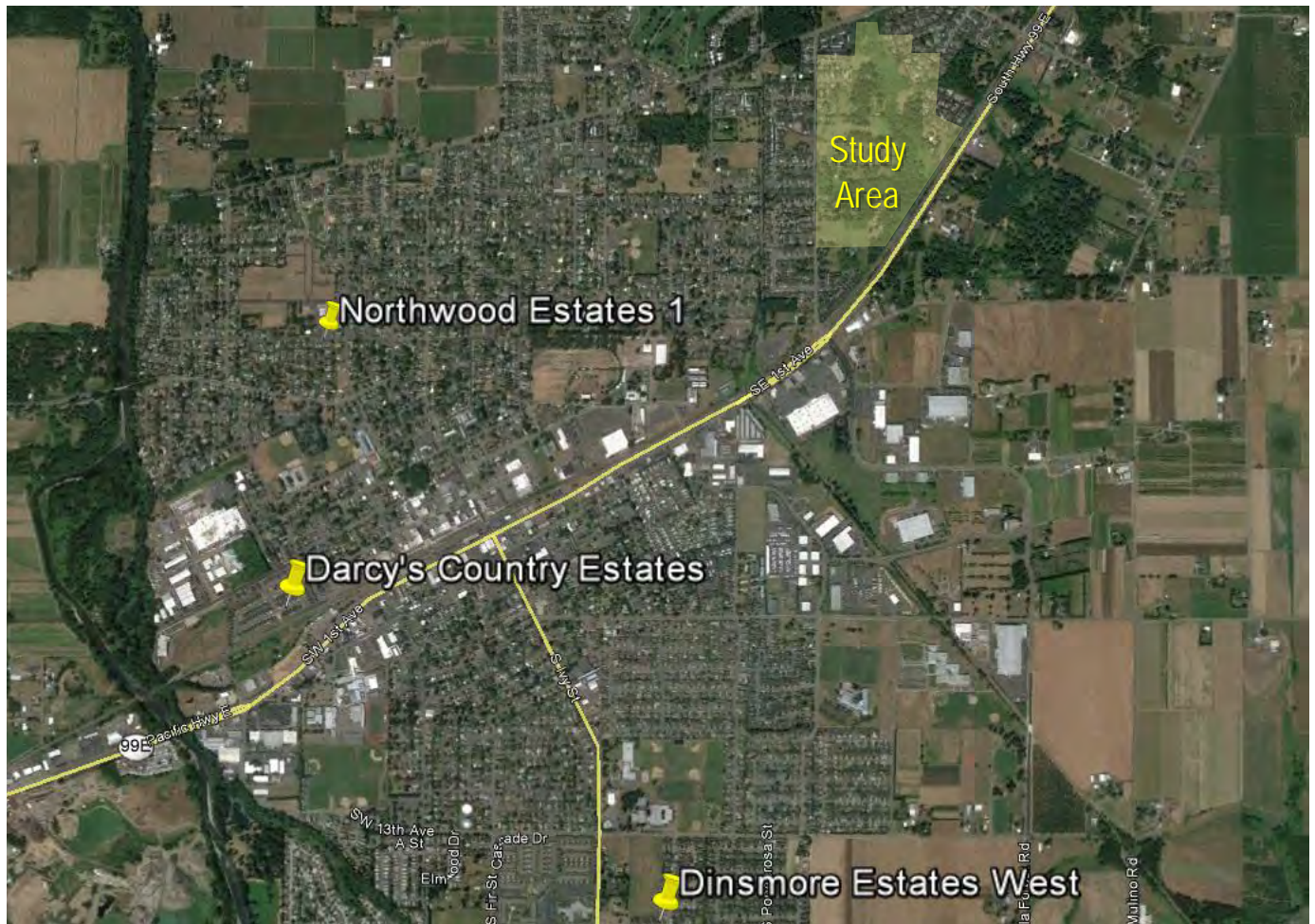


Figure 3. Developments with New Home Sales, 2012-2014

Source: Metrostudy, Google Earth, Leland Consulting Group

Base Case Vested Development Rights Analysis

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

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

Table 6. Vested Development per Parcel

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

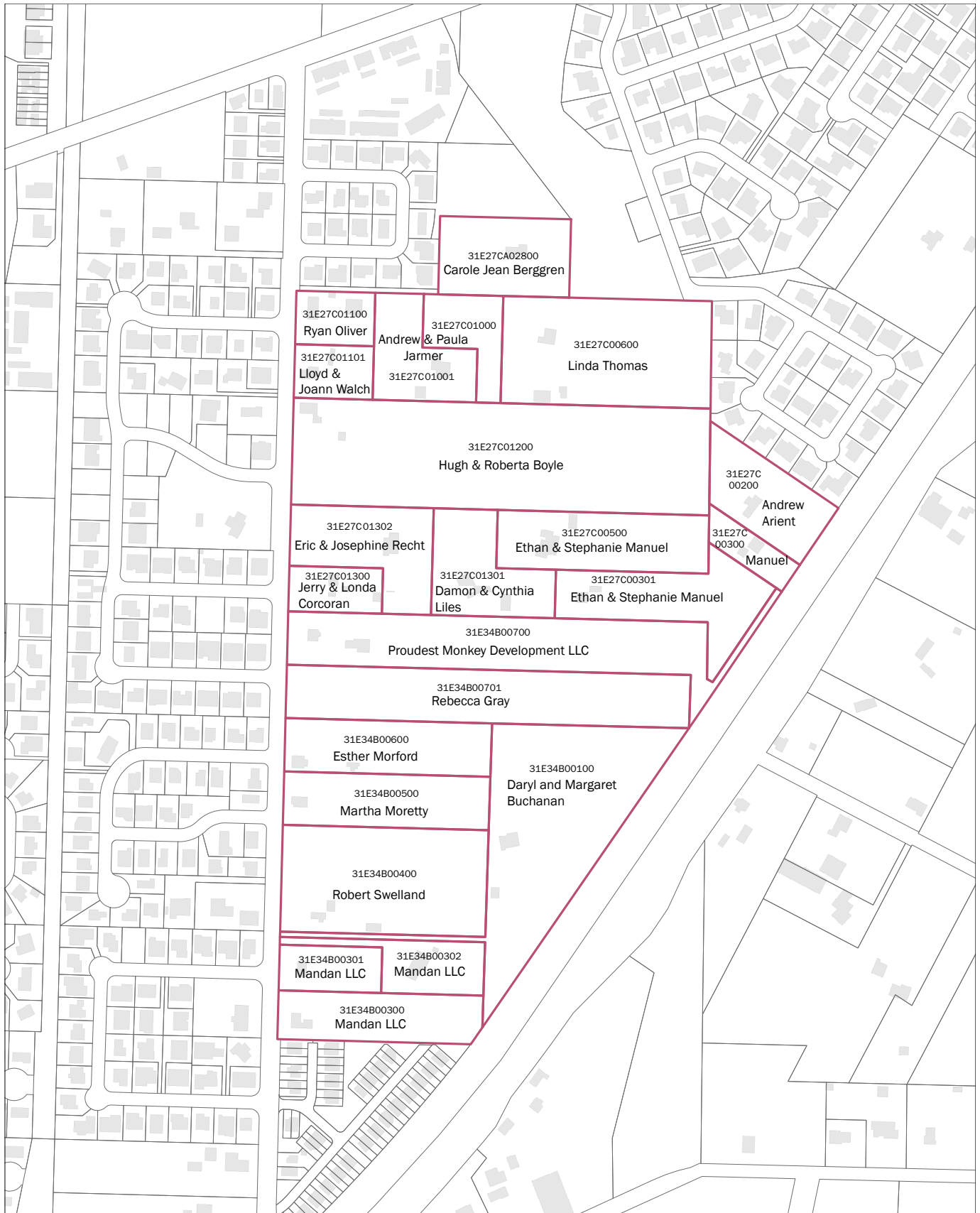


Figure 5. Taxlot Map

**NORTH REDWOOD DEVELOPMENT CONCEPT
TAXLOT MAP**



Base Development Practices

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

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

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

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

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

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

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

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

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

Parcel Consolidation and/or Planned Unit

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

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

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

Best Development Practices

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



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



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

1 walkable neighborhoods

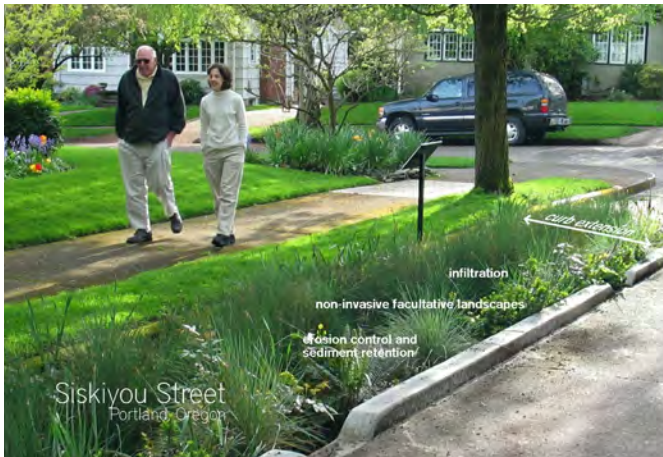


Tree-lined streets and wide sidewalks help create an attractive, walkable neighborhood.



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

2 low impact development (LID)



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



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



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



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



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



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



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



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



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

3 integrating natural resources

4 housing types



Example of existing small lot single-family development in Canby



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



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



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



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

Infrastructure Funding Tools

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

end



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

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

North Redwood Development Concept PlanDistribution:
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

Memorandum

Date: February 12, 2015
To: Matilda Deas, City of Canby
cc: Ken Pirie, Walker Macy
Seth Brumley, Oregon Department of Transportation
From: Matt Hastie
Re: **Canby North Redwood Concept Plan – Project Memo #1: Project Planning and Implementation Processes**

Overview

The overall goal of this project is to develop a conceptual plan for future development of the project area. The Plan will identify approximate locations of future roads, sidewalks, trails and other transportation facilities, including how emergency service providers would access the area. The Plan will identify key natural resource areas that should be managed to protect natural resource values, provide access to nature and serve as amenities for future residents. The Plan also will identify needed infrastructure improvements and financing options for them. The recommended Plan and any implementing strategies or requirements must be consistent with local and state policies and plans. One of the most important objectives of the process will be to determine how to collectively achieve community goals for the area, while benefiting future residents, not being overly burdensome on current property owners, and distributing benefits and costs to all area property owners in an equitable manner.

Planning Process and Opportunities for Public Involvement

The Planning process is illustrated in the diagram on the following page. The process will include the following steps:

- Review and assessment of conditions, opportunities and constraints in the study area
- Creation of criteria that will be used to evaluate different future development alternatives, including consistency with community values and priorities
- Development, review and refinement of different development planning alternatives
- Evaluation of development alternatives and selection of a preferred alternative
- Identification of strategies for implementing the preferred alternative, including how to equitably distribute costs and benefits among property owners and other existing and future city residents
- Preparation of a proposed North Redwood Concept Plan and proposed amendments to other city plans and policies needed to implement the Concept Plan

Ultimately, annexation of properties within the area must be approved by Canby voters before any future urban development can occur. In addition, development will need to be consistent with a variety of local city and state standards, including city and state building codes, land division requirements and standards for construction of transportation, sewer, water and stormwater management facilities.

Opportunities for property owners and other community members to engage in the planning process are extremely important. The diagram below indicates a number of opportunities for Canby residents and property owners to be engaged. Those opportunities include:

- **Stakeholder and Technical Advisory Committee Meetings.** The Stakeholder Advisory Committee will include local property owners and other Canby citizens, providing an opportunity for them to help guide the planning process. Meetings of this group and the project's Technical Advisory Committee will be open to the public, providing additional opportunities for other Canby residents to be involved.
- **Public Events.** The project team will conduct two public events in March and April or May of 2015 to share preliminary recommendations with community members and seek their feedback.
- **Planning Commission and City Council Meetings.** The project team will conduct work sessions and hearings with the City Council to discuss and recommend adoption of the Concept Plan and implementing amendments to the City's Comprehensive Plan, Transportation System Plan and Development Code. All of these meetings will be open to the public and provide opportunities for citizens to comment on the proposals.
- **Informational materials.** Throughout the process, City staff will provide Canby citizens with information about the project and opportunities to participate via the City's Web site, direct communication with people expressing an interest in the project, and information provided to local newspapers and radio stations.

Community Values

It is essential that future development in this area supports the values of Canby's residents and business owners. The City recently completed a community "visioning" process which identified a variety of community values and priorities and strategies for implementing them. Values particularly relevant to this process include the following:

- Develop multi-purpose trails – complete the Emerald Necklace and look for opportunities for external connections
- Keep small town feel by promoting connectivity with community and businesses
- Create pleasant, livable neighborhoods with tree lined, wide, safe streets; well-designed homes on various sized lots
- Maintain a safe attractive system of roads that are well maintained and support the efficient movement of people, goods and services
- Have a Public Transportation System that is reliable, frequent, flexible, cost-effective and meets the needs of the community

Existing Zoning and Development Code Requirements

Currently land in the study area has not yet been annexed to the City and has a Clackamas County zoning designation of Rural Residential Farm Forest 5-Acre District (RRFF-5). Primary uses allowed by this zoning designation include rural home sites with a minimum of 5 acres for newly created lots, farm uses, and forest uses.

The project area is within the City of Canby's urban growth boundary (UGB) and the City has applied Comprehensive Plan designations for future development. If successfully annexed into the City, based on those Comprehensive Plan designations, approximately 46 acres (60%) would be zoned R-1 (low density residential); 19 acres (32%) would be zoned R 1.5 (medium density residential); and 2 acres (8 %) zoned R-2 (high density residential). A map illustrating these Comprehensive Plan designations is included on the following page.

A variety of development code provisions will be important to review and consider in developing the North Redwood Concept Plan, including but not limited to those summarized in the following table:

<i>Standards</i>	<i>LDR/R-1</i>	<i>MDR/R-1.5</i>	<i>HDR/R-2</i>
<i>Uses allowed outright</i>	Single family homes Accessory dwellings	Single family homes Accessory dwellings Duplexes Tri-plexes	Single family homes Accessory dwellings Duplexes Tri-plexes Townhouses Apartments/ condominiums
<i>Uses allowed under some conditions</i>	Duplexes Non-residential uses such as churches, day-care facilities, schools and others	Four-family dwellings Townhouses Non-residential uses allowed in the R-1 zone	Non-residential uses allowed in the R-1 zone
<i>Lot size</i>	7,000-10,000 square feet (sf) for single-family homes	5,000-6,500 sf for single-family homes Minimum density of 6 housing units per acre for 2, 3 and 4-family homes	Minimum density of 14 housing units per acre
<i>Maximum building height</i>	35 feet	35 feet	35 feet or taller depending on distance from R-1 zones

In addition to the basic standards summarized in the table above, various design standards apply to different types of housing. For single family housing, design standards apply to the design and location of garages, entrances to the home, and other design features found on the front side of the house (e.g., windows and doors, use of dormers, eaves, etc.). For multi-family dwellings (e.g., apartments), additional standards also apply to features such as landscaping, location and design of parking areas, screening of storage and utility facilities, variation in design and use of design features that will reduce impacts on the natural environment.

