April 2013

TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM
GRANT APPLICATION FORM
2013
APPLICATIONS DUE 4:00 p.m. June 14, 2013

Type of Grant:
Please indicate Category 1 or Category 2: Category 2

PROJECT TITLE: North Redwood Concept Plan

PRIMARY APPLICANT JURISDICTION: City of Canby

MAILING ADDRESS: PO Box 930
CITY: Canby
ZIP: 97013

CONTACT PERSON: Matilda Deas. AICP, Senior Planner

OTHER JURISDICTIONS INVOLVED IN THE PROJECT	**MATCH** Yes	No
	○	○
	○	○
	○	○
	○	○
	○	○
	○	○

TELEPHONE: (503) 266-0723
FAX: (503) 266-1574
EMAIL: deasm@ci.canby.or.us
ODOT REGION (1 - 5): Region 1

SUMMARY DESCRIPTION OF PROJECT: This section must be completed. Do not refer to text within the application form. In 2 or 3 sentences, explain what will be done and what the expected outcome is. (For example: The project will result in an access management plan for Black Spot Highway. The plan will be developed in partnership with ODOT based on an analysis of needs, along with input from community workshops and one-on-one contact with property owners along the highway.)

This project will result in a plan ready for Council adoption that:Identifies a mix of residential uses & densities; identifies; identifies a comprehensive street network & circulation plan that connects to existing system & promotes alternative modes of transportation; identifies infrastructure to serve future development and protects the significant natural resources in the planning area. The 66 acre area is one of the few remaining areas in our UGB that has not been annexed into the City, and is identified in our Comprehensive plan as a area required to have a development plan.

SUMMARY OF PROJECT BUDGET

PROJECT TITLE: North Redwood Concept Plan

JURISDICTION: City of Canby

	TGM Funds Requested	Local Match*	Total Project Cost
Eligible Grantee Expenses [Labor (salary plus benefits) and Direct Expenses]			$ 0.00
Consultant Personal Services	$ 75,000.00	$ 20,000.00	$ 95,000.00
TOTAL	$ 75,000.00	$ 20,000.00	$ 95,000.00

* This amount should be a minimum of 11 percent of the total project budget.

I understand that, if used, consultant selection will follow the policies and requirements of the ODOT Procurement Office: http://www.oregon.gov/ODOT/CS/OPO/

Initial MD

Initial one of the following statements.

This application was prepared by staff of the primary applicant or staff of one of the involved jursidictions listed on page 1.

Initial MD

This application was prepared by the following compensated consultant:

Consultant Name _____

Initial _____

Matilda Deas

Authorized Signature

Senior Planner

Title

Matilda Deas

Printed Name

TRANSPORTATION GROWTH MANAGEMENT (TGM)
2013 GRANT APPLICATION FORM

Please read the Application Packet carefully before completing this application. You must submit your complete application both electronically and via postal mail.

Sample applications and application tips are available on the TGM Grants and Incentives page on the Web: egov.oregon.gov/LCD/TGM/grants.shtml.

Please limit application to 10 pages.

The answer fields below will expand as you type.

ORGANIZATION NAME	PHONE
City City of Canby	503-266-0723
CONTACT PERSON NAME AND TITLE	**CONTACT PERSON E-MAIL**
Matilda Deas, AICP, Senior Planner	deasm@ci.canby.or.us
PROJECT TITLE	
N. REDWOOD CONCEPT PLAN	

Section One: GRANT ELIGIBILITY REQUIREMENTS

1. Clear Transportation Relationship

Development in Canby has often proceeded in a piecemeal fashion, primarily due to lack of staff and resources to adequately plan un- annexed areas prior to their annexation into the City Limits. As a result, provision of infrastructure to serve new development is often not provided in an efficient and effective manner, and often results in poor street connectivity, discontinuous bike paths, and less than ideal locations for access drives.

N. Redwood, a collector street, is currently the only street that can serve the concept area., though an alternate street access may be identified through the development of the concept plan alternatives. N. Redwood connects to NE Territorial to the north and OR 99E to the south. Territorial also connects to OR 99E to the east. N Redwood is the only through street that moves traffic north and south between OR99E and NE. Territorial in this entire area. Therefore it is critical to have a circulation and access plan in place for the concept area prior to development to insure compliance with the TSP analysis, thus minimizing impacts to OR 99E.

Canby's 2010 Transportation System Plan Update, included detailed transportation modeling specifically developed for Canby. The TSP analyses will provide useful data for the development of the concept plan. The City of Canby has adopted the recommendations from the TSP for TPR compliance. The N. Redwood Concept Plan will comply with the existing comprehensive plan land use designations, so will not have a significant impact on existing transportation facilities.

The concept plan will emphasize good urban design, multi-modal connectivity, diversity, equitable distribution of infrastructure requirements among property owners and a way to provide for future growth in a sustainable manner. It will ensure that land brought in is planned in an efficient and sustainable manner that will maximize the use of the available lands while

protecting the natural resources in the concept area. Proper development of the area will maximize use of transportation alternatives and minimize local use of OR99E.

2. Adoption of Products to meet Project Objectives

We expect the product to be a concept plan ready for adoption that:

- Identifies a mix of residential uses and densities that complement the existing character of the surrounding area;
- Identifies a comprehensive multi-modal transportation network and circulation plan that provides connections to the existing transportation system and promotes alternative modes of transportation;
- Identifies infrastructure to serve future development and provides for an equitable distribution of cost among property owners in the concept area;
- Protects the significant natural resources in the concept area while providing for storm water management and recreational amenities;
- Includes a financing plan focusing on public infrastructure provision

3. Support of Local Officials

A signed letter of support from the Canby City Council will be submitted with the application.

AWARD CRITERIA

1. Proposed Project Addresses a Need and Supports TGM Objectives

The 66 acre residential concept area of Canby is one of the few remaining areas within our Urban Growth Boundary that has not been annexed into the City Limits. The triangular shaped area encompasses 22 parcels ranging in size from one to ten acres, and includes 19 single family homes. Sixty percent (60%) of the properties are designated for low density residential; thirty two percent (32%) medium density, and eight percent (8%) high density.

The City currently has no plan in place for this area that would address the location, circulation, and connectivity of future streets, bike and pedestrian facilities, access to public transportation, provision of parks and open space; housing types and densities; storm water management or protection of Willow Creek (and associated wetlands) which runs through the area north to south.

N . Redwood, a collector street, abuts the western edge; across N Redwood to the west are residential subdivisions; a developed residential area forms the northern boundary; and UPRR and OR99E comprise the eastern boundary. N. Redwood intersects OR99E to the south; and NE Territorial to the north. NE Territorial intersects OR99E to the east. N Redwood is the only through street that connects OR 99E to

NE Territorial in the entire area. No other street provides access to the concept area, though one may be identified through the development of the concept plan.

Across OR99E at the intersection of N Redwood and OR99E are medical facilities; a Fred Meyer shopping complex and Canby's Pioneer Industrial Park, all prominent employment centers. The concept area will provide future housing for future employees of these centers. Enhancing employee transportation options in the concept area will decrease auto congestion on OR99E.

The City has completed an update of its Transportation System Plan. The N Redwood area was included in the transportation analyses. The TSP analyses will provide valuable data for the development of the concept plan. We shall conform to our current Comprehensive Plan land use designation for this area, so there will be no significant impact on existing transportation facilities. The City adopted the TSP recommendations for TPR compliance. The proposed concept plan meets the TGM objectives listed on the following page.

- **Provide transportation choices...**

  -The plan will provide opportunities for safe and convenient walking, biking, and public transportation to support an active lifestyle and provide transportation choices for future residents and residents employed in the nearby employment centers. The stream side walkways will provide additional aesthetic and recreational value.

  -The plan will provide a balanced, interconnected and safe transportation system that provides a variety of transportation options and supports land use.

- **Create communities....**

  -The plan will provide a healthful, safe and pleasing physical environment supportive of community residents. Preservation and enhancement of the significant natural resources in the area will provide residents with an aesthetically pleasing environment.

  - The plan will provide a mix of housing types, and park amenities for people of all ages and incomes. The plan will provide a diversity of housing types and unique character of the area will provide recreational opportunities for residents and surrounding community members.

- **Support economic vitality....**

  -The plan will provide a well planned area to accommodate future residential growth, located near major employment centers in Canby.

  - The plan provides for efficient movement of people between the residential area and major employment centers. The plan will provide multi modal transportation options to area residents and to residents employed at the major employment centers nearby. Providing alternative transportation choices for employees and shopper will reduce congestion on OR99E and reduce air emissions in the immediate area.

- **Save public and private costs...**

  -The plan provides for the accommodation of future residential growth within the existing Urban Growth Boundary, thus minimizing, delaying or providing an alternative to an Urban Growth Boundary expansion.

- **Promote environmental stewardship...**

  -The plan will protect the riparian areas within the concept area and provide alternative modes of transportation within the area thus reducing emissions of air pollution and greenhouse gases. Storm water run off will be managed via Willow Creek and the future tertiary wetland treatment area downstream from the Concept area.

2. Proposed Project is Timely and Urgent

This project is timely because of the recently completed or soon to be completed:

- Annexation standards and criteria requiring concept /development plans prior to annexation (adopted in 2008)
- Adoption of new subdivision design standards focusing on low impact development (funded by TGM Code Assistance-adopted in 2009)
- Adoption of low impact Public Works Design Standards (2010)
- Completion & adoption of the Canby 2010 Transportation System Plan Update (funded by TGM & adopted in 2011)

- Development of City Storm Water Master Plan (draft complete...adoption scheduled for Fall) Included analysis of willow creek which bisects the project area north to south)

  Willow Creek drains into the Willamette and the City plans to construct a tertiary wetlands to receive and treat storm water from Willow Creek.

- Completion and adoption of Canby Community Visioning 2013. This concept plan was identified as an Action Step in the Vision Document.

The timing is ideal to complete the concept plan, as we have already completed and adopted plans that will provide critical transportation and resource data needed to develop a successful concept plan. We now have codes and standards in place to successfully implement elements of the plan. As a rule, the City requires developers to pay for public infrastructure required to serve a development. A concept plan would provide a degree of certainty to developers as to what would be required of them at the time of development. A concept plan would also provide assurance to members of the community that developers would follow specific design guidelines.

The City has many examples of incremental development proceeding without the benefit of a concept plan: lack of street connectivity, discontinuous bike paths, inefficient and ineffective provision of public infrastructure. Several property owners in the concept area have approached the City regarding development of this area. We need to act now to develop and adopt a plan that emphasizes good urban design, multi-modal connectivity, and provide for future growth in a sustainable manner, not in incremental, disjointed fits and starts.

3. Proposed Project Approach is Reasonable

We estimate a 10 month time line which is broken out by task below:

Task 1: Start up and ongoing project management. Objective: to refine the work program and clarify responsibilities. To provide efficient coordination and management throughout the project. To meet TGM program requirements.
Month 1

Task 2: Data acquisition & initiation of technical advisory committee. Objective: To obtain basic quantitative information about the project area through surveys, studies and technical advisory committee meetings. Develop inventory of opportunities and constraints needed to develop criteria to consider alternatives.
Months 1-3

Task 3:Assemble task force and conduct initial open house. Objective: To inform interested parties about the project and recruit the N. Redwood Task force to provide stakeholder input.
Months 3-4

Task 4: Development of plan concepts and alternatives. Objective: Develop plan concepts and alternatives that reflect a community vision for N. Redwood Concept Area and respond to opportunities and constraints.
Months 4-5

Task 5: Selection and refinement of preferred plan. Objective: Incorporate public, N Redwood Task Force, and N Redwood Technical Advisory Committee input into a preferred alternative. Create a draft concept plan and amendments to City's Comprehensive Plan, TSP, and development code.
Months 6-7

Task 6: City adoption. Objective: Present final draft N. Redwood Concept Plan to Planning Commission and City Council for final review, public comment, and adoption.
Months 8-9

Task 7:Document finalization. Objective: Prepare final N. Redwood Concept Plan document following adoption.
Month 10

To help us understand your project, provide an estimated budget breakdown for the major tasks. If a consultant will be used, separate the costs for local staff and consultant. ***This budget breakdown will not be scored.***

TASK	LOCAL COSTS	CONSULTANT COSTS
1. Start up and project management	$1,332	$872
2. Data acquisition/Establish Technical Advisory Committee	$3,996	$41,745
3. Assemble Task Force and conduct initial open house	$2,775	$5,750
4. Develop plan concepts and alternatives	$3,996	$16,100
5. Selection & refinement of preferred plan	$4,995	$5,750
6. City adoption of plan	$1,998	$3,450
7. Document finalization	$908	$1,333
8.	$	$
9.	$	$
10.	$	$
11.	$	$
12.	$	$
Totals:	$20,000	$75,000

4. Proposed Project has Community Support

Canby's Community Visioning 2013 document identifies this project as an Action Step. The project would implement that community vision.

This project has support from the area neighborhood association, NECNA. NECNA has been actively trying to get this area master planned for several years to prevent "piecemeal" development that often results in a poorly connected and often less safe street system, inefficient use of public infrastructure, and high impact to natural resources.

Canby's Bike and Ped Committee supports the development of a concept plan for this area that will enhance safety, walkability, bikeability and public transit access both within the concept area as well as the surrounding area. The City Council has advocated for this plan and has adopted land use codes to facilitate the development of the plan.

Letters and resolutions of support may be submitted separately from the application through June 28, 2013. Those submitted after June 14, 2013 must be submitted electronically to the ODOT FTP TGM Applications folder.

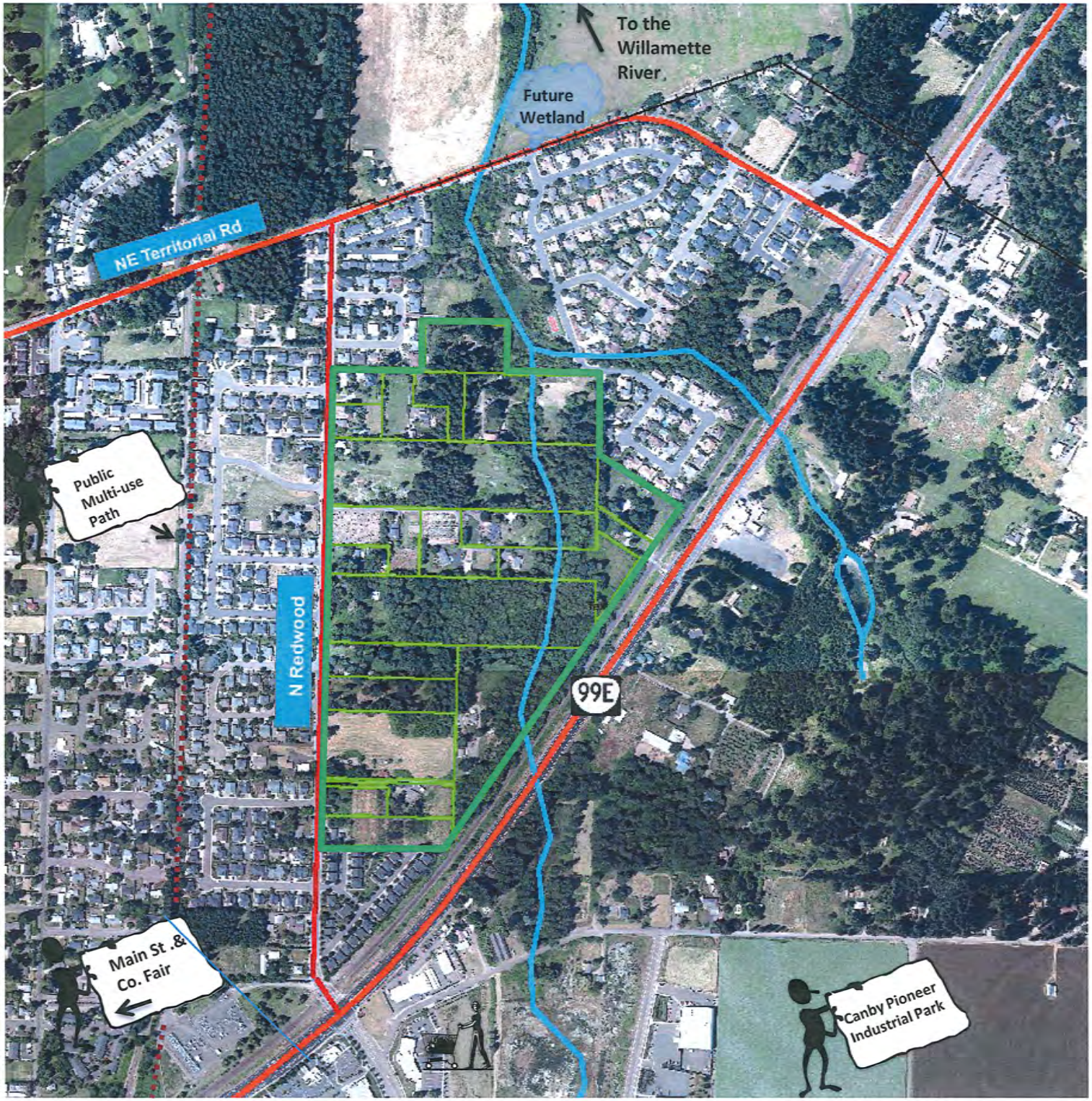
SOURCE	ATTACHED	EXPECTED
1. Mayor/City Council Letter of Support (June 19,2013)	☐	☒
2. Bike and Ped Committee	☐	☒
3. NE Canby Neighborhood Association (NECNA)	☒	☐
4.	☐	☐
5.	☐	☐
6.	☐	☐
7.	☐	☐
8.	☐	☐

5. Proposed Project Sponsor Readiness and Capacity

The City of Canby is ready to begin the project within the TGM timeline. The City has budgeted the matching funds and has an experienced Project Manager dedicated to the project. Matilda Deas, AICP, has 17 years experience as a professional planner and has written and managed several prior TGM grants, Technical Assistance Grants, Quick Response grants and Community Outreach grants. The most recent TGM grants she has managed include Canby's 2010 Transportation System Plan Update and Canby's OR 99E Gateway Corridor Plan.

6. Proposed Project is Innovative

The Concept area has significant riparian features, including mature trees, a perennial stream and associated wetlands. The City's Storm Water Master Plan includes using the stream (Willow Creek) to collect storm water run off from the concept area. A tertiary wetlands is planned downstream to accept and treat the storm water from the stream. In addition, the City would like to incorporate eco-friendly walkways alongside the stream to provide residents and visitors a nature friendly walking experience. The walkways would connect to the City owned wetlands and walking path adjacent to north side of the concept area.



City of Canby

North Redwood Concept Plan

Vicinity Map

- Tax Lots in Concept Area
- Willow Creek
- Major Streets
- Urban Growth Boundary
- Fred Meyer
- Public Multi Use Path

N
W E
S

June 13, 2013

Cindy Lesmeister
TGM Program
ODOT Mill Creek Building
555 13th Street NE, Suite 2
Salem, OR 97301

Dear Ms. Lesmeister:

On behalf of the Northeast Canby Neighborhood Association (NECNA), I am writing to express our support for Canby's TGM grant application for the North Redwood Concept Plan. We believe this project addresses a significant need in our community and urge you to fund it.

NECNA supported the City's adoption of code amendments requiring properties within the Urban Growth Boundary to have development plans in place prior to annexing into the City Limits. The N Redwood area is one of the few remaining un annexed areas requiring a Plan. N Redwood is a collector street that connects directly to OR 99E to the south, and N Territorial to the North. N. Territorial also connects directly to OR 99E. This area also has significant natural resources that will require innovative transportation and circulation design elements to protect those resources.

We know the City has limited resources to develop a concept plan for this area, but know how successful past partnerships with TGM have been for the City and urge you to once again support the City's efforts to proactively plan for the benefit of our Community and the highway that runs through it.

Sincerely,

Leonard Walker
Chairman, NECNA