

- 1. North Redwood Master Plan.** The final scope of work for this TGM grant project is still going through its final State review and approvals. It is now in its final leg in the Department of Justice office for final tweaking by attorneys. The consulting team and City will need to move quickly to complete the project with barely more than 8 months left to planned completeness date.
- 2. Dog Park.** The dog park supporters have gained an important partner with the Canby Police Department showing an interest in utilizing the park with their canine training program. After gaining significant volunteer support for both for initial Phase I construction and short term maintenance, staff is now exploring an additional promising partnership with Wilderness International as well. Once the details of this hoped for arrangement is known, the project parameters can be detailed out to the Council for a final decision to move forward with construction. All these arrangements are considered to be interim stop gap solutions to continuing a viable parks expansion program until a more stable funding option such as a Park Maintenance Fee is further explored.
- 3. Northwood's Phase II Boulevard Park.** The final touches; with street tree installation is now occurring in Canby's newest park within Northwood Estates Phase II subdivision on Elm Street. All improvements and dedication of the land to the City were complements of the developer in lieu of payment of System Development Charges. With construction of all infrastructures necessary for the subdivision nearly complete; the final plat may be filed of record soon without need for performance bonding security allowing lot sales to begin soon.
- 4. NE Canby Master Plan.** The current draft plan is to be revised to gain consensus on a new land use/zoning scheme around a new industrial access route to 99E (Otto Road or a similarly located alternative route). Staff continues to explore all possible viable alternatives to obtaining another route involving fewer willing land owners that avoids the stream, wetlands, and steep grades as it is intended to be a designated truck route, and has adequate separation distance from Sequoia Parkway.
- 5. Buildable Land Analysis.** Staff is preparing a memorandum that can be shared with the Planning Commission, Council, and others that will explain the infill and redevelopment assumptions which will be the basis for determining current land capacity for the land needs study underway. Data analysis has progressed with the identification and mapping of parcels with re-developable and infill potential, and all currently vacant parcels. This will be utilized to determine the need for each land use type for the next 20 years based on the city's official population projection. Work on this project is tied to the planning process for the North Redwood Master Plan and its intended future land capacity which may not be known for a few months.
- 6. Code Streamlining Text Amendment.** The economic development director and planning director began discussion and drafting of a proposal to implement an

expedited development review option for new development projects within the Canby Industrial Master Plan area (Pioneer Industrial Park). The City Council reviewed the Planning Commission recommendation to approve the Text Amendment in August, making changes which removed the proposed new expedited process provisions but approved moving forward with adoption of several additional language improvements that are applicable within the industrial zones. Adoption was finalized with approval of a 2nd reading of the ordinance on September 17, 2014. Code changes will take effect October 17, 2014.

7. **Quiet Zone.** Renewed work resumed after pressing for submittal of necessary drawings showing proposed alternative solutions for the implementation of a possible least expensive solution for qualifying for a rail quiet zone where trains pass by the Elm, Grant, and Ivy intersections through Downtown Canby near Hwy. 99E. Staff is exploring which alternative solution we may be able to discuss and proposed with the diagnostic team with regard to the Elm Street plan where the proximity of the 1st Avenue intersection leading to the southwest from N Elm Street poses a problem in qualifying and implementing the least expensive quiet zone solution.